

# The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 31, No. 12

Gaithersburg, MD (KGAI)

December 2013

## In this issue

President's message .....	1
N23GV documents .....	2
N23GV checkout requirements.....	2
Work hours update.....	3
Chaplain's corner.....	3
Fly-ins.....	4
Distractions.....	4
Aircraft rates .....	5
Work hours .....	6
Work hours monitor.....	6
Your flying account .....	7
Crew chiefs .....	7
Address for checks.....	7
Funny stuff.....	7

## President's message

Please welcome **Phil Wilk** to our club. Phil is a relatively new private pilot (September 2013) who was attracted to our club by our very well stocked refrigerator, camaraderie, the scheme, access to the airplanes and reasonable rates. Phil Wilk is not closely related to **Tom Wilk**.

The Club has a new president! New term, but he same guy as last year! We held the elections at the annual CFC meeting on 3 December. **Doug Holly** ran the most unexciting elections ever — three candidates for three open Board seats. We thank departing Board members **Ruth Hornseth** and **Steve Bushby** for their great contributions over the past year. We welcome **Dick Stroock** and **Greg Castello** back to the Board of Directors. **David Lahire** was elected for his second term.

Many members have already checked out in 23GV. This is a great addition to our fleet. Equipped with S-Tec altitude hold autopilot with GPSS and the GTN650 navigator, this airplane is a great transition platform to the future of avionics that is happening now. I cannot think about better way to become proficient in “managing the magenta line” and automation than flying our own 23GV. If you have not done it yet, get checked out in this nice airplane.

Talking about TAA (Technologically Advanced Aircraft), 23GV is arguably such an airplane. Any airplane that is flown by an iPad equipped pilot is arguably a TAA aircraft as well. There are two observations about TAA pilots as such (iPad or otherwise) that I would like to share with you. First, they tend to keep their head inside the cockpit on VFR flights. That is bad. DO NOT. Why burn avgas on a beautiful day if all you want to do

is to fumble with your iPad? Do not get sucked into trying to figure out “what's it doing?” and do not stop looking out for traffic. Second, get proficient with your technology on the ground. If you want to use it on your flight, you must be proficient to use it as with any other piece of airplane equipment. The cockpit is not the place to attempt to figure out why your iPad is locking or not locking. Also, maintain situational awareness no matter the technology in use — you will just look silly if things disappear from the screen and you have no clue where you are.

Work is progressing on the Cardinal. Slowly but surely. Yet another proof that such projects do not ever happen fast or as originally planned. We started with some detailing work and paint touch ups and now we are discussing tinted UV-blocking new side windows. The upside of all of this is that we will have another very nice airplane in our fleet. That is, if we do not sell it. So the rumors are that we might keep it for a while to reassess the feasibility of doing so. All I can say is this: all we need is more flying hours from current members and few more members to join to keep the 300 in the club. **John Peake** pointed out during his recent visit (backing it up with neat and quick “back of the envelope” calculations) that the Cardinal is a much better airplane for cross-country flight than even the best equipped 172 would ever be. If you factor the need to refuel on a longer (as in over 3 hrs) cross-country, the Cardinal beats any 172 — from lower cost to faster travel. Not to mention 300's ability to carry two bicycles! So go fly it (once she is back on the flight line) or get checked out if you have not done it yet. The Cardinal is also a great way to transition to the more complex and heavier 182.

9BA should be back on the flight line within a week or so. The fuel tank is now fixed and will be reinstalled as soon as it is back at GAI. We'll probably end up with a replacement COM/NAV2 radio as the avionics shop is unable to fix the old one.

The winter appears to be more serious this year as compared to the last year. **John Rabner** tested out our generator, and it is in working condition. So you have an option to pre-heat the engine when needed to ensure smooth start and less wear and tear on the engine. In case of problems with starting the generator, use the starter fluid

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spray. Spray it into the air intake and the generator should start like a new one.

Also, I will repeat myself to re-emphasize the winter operations procedures. Frost on the wings on takeoff is dangerous, as it may reduce lift by 25% and prevent you from taking off and climbing. The deice fluid is located in the shed — sprayed sparingly on the wings and horizontal stabilizers, it will take care of frost and some light ice in no time. NEVER EVER scrape the wings with any objects, including credit cards. You will ruin the paint and will be ostracized by the rest of us. Frost on the windshield is also a safety factor. Taxiing in self-induced zero-zero conditions would be asking for trouble and stupid at best. DO NOT. Also, do not use deice fluid on the windshield.

The Christmas season is approaching fast. Things will be winding down. The last meeting of the year will be on 17 December. No official meetings on 24 and 31 December.

Fly safe,

❖ **PIOTR KULCZAKOWICZ**

## ***N23GV documents***

Two documents related to equipment on our new 172, N23GV, have been uploaded to the CFCMSS website:

- P-1000 Digital Tachometer Installation and Instruction Manual, which explains the use of the device. There's more to it than just displaying the engine RPM.
- Century NSD360A HIS Pilot Handbook.

These two documents are for use by pilots being checked out in the new C172. While it may seem a bit of overkill, this aircraft has some equipment that most of our members are not familiar with, including the CFIs. Initial exposure to the equipment has raised concerns that some members may dismiss the new equipment, but that isn't the case.

The combination of a Garmin 650, the Century HSI, the S-Tec autopilot, and a digital tach can easily distract a pilot not familiar with the equipment.

If you haven't seen it, this is a REALLY, REALLY NICE 172!

There is a Garmin GTN 650 simulator that can assist one in familiarization with the user interface.

It can be downloaded and installed by following the link below:

[http://www8.garmin.com/support/download\\_details.jsp?id=5380#Instruct](http://www8.garmin.com/support/download_details.jsp?id=5380#Instruct)

❖ **DICK STROCK**

## ***N23GV checkout requirements***

Four instructors are available to check you out in N23GV: **Bob Gawler, Piotr Kulczakowicz, Gashaw Mengistu, and Andy Mullen.**

Ground instruction can be obtained either through making an appointment with a CFI, or by attending training sessions at club meetings.

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*Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD*

*Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879*

### **Flying Club Board of Directors**

President	Piotr Kulczakowicz
Vice-President	Doug Holly
Secretary	David Lahire
Treasurer	Dick Strock
Ass't Treasurer	Steve Bushby
Members at Large:	Dick Strock, John Strong, Greg Castello, David Lahire, Gashaw Mengistu

### **Flying Club Administration**

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	Ruth Hornseth
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Andy Mullen
Public Relations	Mark Gladstone

### **CAP Squadron Administration**

Commander	Mike Regen
Deputy Commander	TBD

### **Newsletter**

Editors and Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Dan Golas

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## Note: there are no instructor charges for mandatory training.

Below please find minimum requirements to get checked out in N23GV. The videos referred to in the requirements are as follows:

1. <http://youtu.be/ILhqwalukDM>
2. <http://youtu.be/cN-kK7fnaKg>
3. <http://youtu.be/6Rvlpagvkms>
4. <http://youtu.be/SUUcmNUIZX0>
5. <http://youtu.be/sH8Y09rILXQ>
6. <http://youtu.be/w3VgRMSJ3h0>

## IFR PILOTS

Above 6 videos plus:

7. <http://youtu.be/LulttBbUYml>

Also, we RECOMMEND that you download the GTN650 simulator and play with it while not paying for flight time.

## Pilots who were previously checked out in C-172-M N513R - VFR only

### Mandatory

- Videos 1-6 (see list)
- Ground instruction on Digital Tachometer, Autopilot, Angle of Attack Indicator, Post-flight cleanup

### Recommended

- 1-1.5 hrs flight with a CFI to work the equipment
- GTN650 Simulator

## VFR only pilots with no experience with model 172-M (flaps, lower power compared to 9BA, Airspeed Indicator calibrated in MPH)

### Mandatory

- Videos 1-6 (see list)
- Ground instruction on Tachometer, Autopilot, Angle of Attack Indicator, Aircraft questionnaire, Post-flight cleanup
- 0.5-1 hr local flight focused on takeoffs and landings

### Recommended

- 1-1.5 hrs flight with a CFI to work the equipment
- GTN650 simulator

## IFR pilots

### Mandatory

- Videos 1-7 (see list)
- Ground instruction on Tachometer, Autopilot, Angle of Attack Indicator, Post-flight cleanup
- 1.5 hrs flight to work the equipment for IFR flying

### Recommended

- GTN650 simulator

## Work hours update

Here's some good news as the dicey weather is coming in: we're almost at the solstice. Another couple of weeks and the days start getting longer again. Ahhh!

Crew chiefs, task managers, and members who have ideas for improvements: would you take a moment this weekend to send your tasks forecast to Amy McMaster? There are people who want to help, but need to know what they can do. That helps Amy send out a list from time to time.

Are you one of the 28 club members who have yet to record work hours this year? Ask **Amy McMaster** ([amymcmaster@yahoo.com](mailto:amymcmaster@yahoo.com)) if she's got a few hangar or trailer tasks that need some help. And if you've never helped with aircraft maintenance, ask when some might be coming up.

Work hours might be the ideal way to gently slip away if you hit holiday social overload. ("I've got a couple of things I've really got to do at the airport, I'll be back soon!")

Seventeen members are current on your hours, and another three have some catching up to do, but have gotten a start. Big thanks to all the board members and official task managers who recorded your credit hours over the past few week!

Safe travels to all our Holly Runners next weekend, and have a happy holiday!

❖ JUDY BRADT

## Chaplain's corner

"BRING THEM IN!"

Once, a wedding was done for a couple who were flying around above GAI while the pastor and the family were on the FBO's cafeteria deck with a hand held radio. Once, a couple flew in to Davis, made a couple of go-arounds, and then landed for their wedding. The pastor served, and a dog was their ring-bearer.

# The Congressional Record

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Once, a funeral was done at GAI for a man who had been shot down twice by the Allies while serving as a pilot in Adolf Hitler's Luftwaffe air force. The fly-over was conducted by his fellows in the Congressional Flying Club. Once, a funeral was done for a man who had participated in the operational deployment of the SR 71, "the Blackbird," [FL 800+, Mach 3+ speed, reconnaissance.] Years earlier, he had invited me to "join my flying club!" with a twinkle and a smile.

At the annual USAF/CAP Maryland Wing Conference a table sits empty while a memorial is conducted for a former member of the Congressional Flying Club/Montgomery Squadron of the Civil Air Patrol. He is annually reported to be "still out on patrol, sir." The dignity of the event is stunning!

We have discovered a way to support the air transport needs of Santa Claus without reindeer, most especially in that part of his flight plan that covers Tangier Island.

The one sure way to participate in such events as these and again, in unimagined others, is to become a member of the Congressional Flying Club based at GAI. Untold and unimagined adventure and experience await each new member. And they will always be coming for they will see information about us, or be invited by us, and or call up and ask questions that we will eagerly answer to their satisfaction. The Club and joint operation with the CAP once welcomed a membership of nearly 100 persons. It was largely because there was so much fun to be had. It was largely because so many members wanted proudly to offer the possibility to such enjoyment to wide eyed potential newcomers who were interested in flying.

One of the resolves that we can make for the coming year is to be vigilant, wide eyed, in our search for new members. Look for that select few, who will gladly join the Club and or the Squadron and help to keep the traditions of service and joyful flying alive. What new ideas and new vitality they bring to our operation! Invite a guest soon!

Happy holidays!

❖ **CHAPLAIN (LT COL) EDCO BAILEY,  
D.MIN, B.C.C.**

## *Fly-ins*

Anyone able to take 44N on the Holly Run NEXT Sat 14 December? Or maybe we could swap planes with Greg if that works better for all. First thing....who would like to do Holly Run on the 14, assuming we can still use the slot that Piotr had reserved?

Let me know ASAP!!!!

❖ **JOE STUBBLEFIELD**

## *Distractions*

Although President K (CFC, CFI) kindly omits it in his President's Message this month, this item is to admit I probably was the inspiration for his right-on, on-course comments about getting right with the iPad *before* jumping into 23GV and trying to lash the plane's fantastic equipment together and then do three-in-a-row GPS approaches under the hood head-on into the all-too-quick DMW-FDK-GAI triangle of tears.



**Piotr giving thumbs up after trainee Sandy Gilmour tosses iPad out the left window during 23GV familiarization checkout.**

Out of IFR currency, though technically aircraft current, I hadn't flown in a couple of months and the last time I used the iPad was in 44N where I have a process of mounting it on the yoke, testing it, and locking the screen so the charts don't flop around in the chop.

However, the newness of 23GV distracted from that in all the excitement and gee-whiz, I jumped into the left seat. Crank it up, ok, it's a 172, lots of

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time in these, I have a CFII although not IFR current for a while, but still, experience with full auto-pilots and the HSI and G430 in 44N, and with a total of 1500 or so hours; this should be doable!

Ok, so now we're at "cruise" (2,000 feet) and I'm looking for the non-existent cowl flaps, prop control and manifold pressure omnipresent in 44n, while wondering why the ForeFlight map keeps going upside down. Punch the S-Tec button to get altitude hold (our Chaplain needs to lead us in thanks for this wonderful device), once more for heading, tracking, then another button for GPS roll steering (more praise as the AP senses the turn ahead and does it), and oh, let's get out the chart that the FAA says can be in your iPad.

But wait—holding the iPad in portrait position, needed for the chart, doesn't work. Instead it loads in landscape mode though the device is in portrait. Rotate the iPad again, the chart flips portrait but the iPad is being held landscape and so much is cut off. In addition, a ForeFlight data box is covering up little things like the final descent altitude and the missed approach. The only way to read the chart is to crank my head 90 degrees (away from Piotr). Unfortunately, a) the font is way too small to figure out if I've even got the right plate, and b) Piotr is, how can I say it, emphasizing with some degree of volume that more attention needs to be paid to the instruments and the vastness of the atmosphere surrounding us which may or may not be populated with other pilots playing with their iPads in a similar fashion. Piotr does not have an iPad as of yet, and as I glance over in the direction of the right seat I sense he is feeling a degree of validation.

(At home where this should have been done in the first place, I re-familiarized myself with the lock modes for ForeFlight: in case you just got this software, you can lock the screen using an iPad switch and/or you can also lock a chart with a touch button called 'lock.' Getting these crosswise is not helpful to situational awareness.

During the flight I never got the iPad sorted out and stopped looking at; I then still learned a great deal from Piotr about the panel and the Garmin GPS 650, which can supply just about all the data you can get from charts: frequencies, airport info, approaches loaded...almost everything but how much the hamburgers are. It is vastly more intuitive and logical to use than the 430 as Gashaw and Piotr had both foretold to me. In the view of

the great contemporary aviation safety writer William Langewiesche (yes, his father was great too), pilot troubles escalate the more system data are "nested" inside other data displays. This has contributed to crashes. The 650 has less of this nesting, it seems. But there's still a lot of punching (oops, Piotr ordered "no punching, it is a *touch* screen") and all kinds of ways to keep your eyes away from the prize, which is to say, safety. And do be thoughtful before you "touch." I am a classic fast-clicker personality, click first, see what happens. Piotr made me tell him in advance what it was I was trying to accomplish. "Think before you enter/load/activate!"

Piotr is not the first to emphasize to me the need to reduce my admiration for the tech stuff and think ahead, scan and pan, look outside, get the big picture. Bob (Gawler) and Gashaw likewise have cautioned: slow down, what is the goal, situational awareness. They also advise, as we all know, these are skills and practices that fade with time, so fly more!

If you haven't been checked out in this great 23GV platform, believe me, it's wonderful. I would advise starting out VFR only (after watching all the videos and using the downloadable simulator) and becoming comfortable with the S-Tec buttons and all the other goodies. And once under the hood or well Foggled, and you need a plate ..there is always, uh, what did Piotr call that thing? A paper chart?

❖ SANDY GILMOUR

## Aircraft rates

Following are our aircraft hourly rates as of 1 December 2013.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106

Unless otherwise noted, rates are per tach hour, wet.

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## Work hours

**Amy McMaster** (AJMcMaster@venable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

**Judy Bradt** takes care of recording the hours that you work. There is a new way to log work hours. For full details and pictures, see the December 2011 *Congressional Record*; otherwise, here's a condensed version.

First, you need to set up your user ID and password, if you haven't already done so.

- 1) Go to <http://www.cfcms.org>.
- 2) Your user name is your first initial followed by your last name (example: Russ Stoner --> rstoner).
- 3) To get your password, click the Login link at the top right of the screen.
- 4) Next, click on "Retrieve Password."
- 5) Enter your user name and click the "Send Password" button. Your password will be sent to your e-mail address on file.

Return to the login screen, and congratulations, you're in!

Now: go to Work Hours on the [cfcms.org](http://www.cfcms.org) website.

Select your own name, and you will see right away how many hours you've logged, and how many you have to serve before the end of June.

Submitting work hours is easy: Just click on the box for "Submit Work Hours."

A form will come up. Just enter the date, number of hours you worked, and what you did. Add something like the crew chief or person who assigned you the task in the NOTES section. Then hit SAVE. Your submission will appear with a little blank check box in the "APPROVED" column. The work credit timekeeper (at the moment, **Judy Bradt**) reviews and approves the hours -- and when she does, a little green check mark appears in the "Approved" column. So far, everybody has submitted hours for legitimate tasks.

Are you a Board Member or do you get work credit hours for other club functions? Click the "Work Credit Hours" box and select your responsibilities from that list, and get credit.

If you have questions, please contact **Judy**.

## Work hours monitor

December is the sixth month of the "work hours year," so by 31 December you should have 10.0 ours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

Qtr 1	30 September	5.0
Qtr 2	31 December	10.0
Qtr 3	31 March	15.0
Qtr 4	30 June	20.0

Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

If you're in doubt about your work hours, contact **Judy Bradt** after you have gone online to check; if you're looking for jobs to do, contact **Amy McMaster**.

Work hours note

[*Editor's note: Amy sent out the following communication recently through the AircraftClubs.com website.*]

Congratulations to **Scott Craig, Robert Swanson, Ruth Hornseth, Jim Novitzky, Stephen Nash, Andrew Mullen, and Greg Castello!**

You're the first club members to have entered work hours this year, AND your entries show you're current with your obligations. Bravo!

Got hours you haven't recorded? Do get to them while you remember.

Did you run short last year? Fall is a great season for hangar tasks, aircraft maintenance, and trailer tidying. Find out whether next week's picnic is fully staffed! Got a creative ideas or talents you want to bring the club? Newsletter articles are always worth hours. Maybe you know a great guest speaker you could talk to Piotr about inviting to a future meeting. Got some ideas for a recurrency study group to help the ground-bound commit lift again? Amy McMaster always knows where the opportunities are.

That's AMYMCMMASTER@YAHOO.COM !

Finally, special kudos for our wonderful board and crew chiefs. Are \*you\* on the board? Do log in when you have a moment, and make sure you get your credits recorded early. It just...feels nice to do. We all appreciate how much our board, crew chiefs and volunteer leaders do to ensure we

# The Congressional Record

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have a strong community and safe aircraft to fly. We know the work hour credits are just a small acknowledgement of that. But be sure to capture that credit! Need help with any project? Amy McMaster's happy to find you all the helpers you need.

If for some reason you're not sure how to do that, or, like a recent new member, discover you're not set up in the system, email me and we'll take care of you.

❖ **AMY McMASTER**

## *Your flying account*

**Dick Strock** and **Bryan Absher** are in charge of our flying account tracking. Dick is posting aircraft usage on a weekly basis and a doing a full close just after the first of the month. You will receive the monthly statement of your account at the beginning of the month for the previous month's activity. You will also get a weekly e-mail that shows your latest usage.

If you don't have an e-mail account, please let Dick know and he will print out your statement.

## *Crew chiefs*

A/C	Chief	Ass't Chief
N5244N	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
N739BA	Gary Jacobs	Dick Strock

## *Address for checks*

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club  
7940 Airpark Road  
Gaithersburg, MD 20879

Checks can also be brought to the meetings and given to **Dick Strock** or **Bryan Absher**.

## *Funny stuff*

*Controller:* CRX600, are you on course to SUL?

*Pilot:* More or less.

*Controller:* So proceed a little bit more to SUL.