

The Congressional Record

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

Vol. 32, No. 5

Gaithersburg, MD (KGAI)

May 2014

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President's message

Please welcome our new club members: **Rado Ivanov**, **Ted Tschudy**, and **Adamos Vasiliou**. Rado and Ted are certificated pilots who were searching for a like-minded pilot community and finally found it. Adam is joining us as a student pilot.

Unfortunately, we also lost two members. **Amy McMaster** is expecting twins, so you can only imagine the amount of time she will have available for flying in the coming years. **Craig Scott** has been a member for 20 years and has made many contributions over time, including instructing club members. We will sorely miss the departing members.

All airplanes are on the flight line and looking good! There are still a few cosmetic tweaks to be done, especially to the Cardinal, but all aircraft are flying at this time. After the wash party scheduled for the upcoming weekend, the airplanes will look really good. Let's keep them this way. One thing a pilot can do after the flight to keep the airplanes beautiful is to remove bugs from leading edges, struts and the windshield. Getting rid of bugs before they dry up into stone-hard substance can be logged as work hours (or minutes rather) and will make the next pilot smile.

While talking about the fleet, please remember that 44N is still in the engine break-in period. Please refer to the previous president's message and e-mails from **Bill Hughes** and **Dick Strock** regarding proper break-in operating procedures. Dick is rapidly becoming an engine guru and gave us an excellent presentation on the subject using

data from flights conducted in 44N. He also recommends watching webinars (see p. 2 for the link) to increase your understanding of aircraft engines.

Please log your work hours if you have not yet done so. If you are still low, inquire about available jobs. You still have six weeks left to contribute your work. **Judy Bradt** sent a very detailed memo regarding work hours where you can find all the information about the program.

Joe Stubblefield is working to coordinate our fly-in/drive-in that is planned for the last week of May at Dick Strock's place on Lake Anna (LKU or 7W4).

We also finally caught up on the Fifth Tuesday tradition. In the spirit of that tradition, we had the April Fifth Tuesday barbecue on the first Tuesday of May. [Editor's note: see p. 2 for a report by **Doug Holly** on the event, and p. 6 for pictures.],

❖ **PIOTR KULCZAKOWICZ**

Chaplain's corner

"MAKE YOUR CALLING AND ELECTION SURE!"

It is that time again. Inspection. We do not rejoice at it. And yet, we know how critical it is. Still disgusting! The safety education program requirement that locks me out monthly if education has not been done is another one. In times past, I found it frustrating. It did not change. Nor did frustration change anything. If I miss now, I gladly go to the safety education offerings in CAP eServices, happily complete a module, and to my delight always learn something. I have found stuff that I have passed along to others because I was so delighted with it and others needed and could use it.

Safety education and unit inspections that support safety education and safety are critical to an injury-free and accident-free Club and Squadron. I often think of the cost of lackadaisical, slovenly, and other less than vigilant practices. Failure to deal attentively with small things can have large consequences. Perhaps the Concorde would still be flying if a little strip of metal had not dropped off of another airplane, or had been policed properly from the runway before the SST took off.

We all have heard the account of the consequences of lacking: "For want of a nail the shoe was lost. For want of a shoe the horse was lost. For want of a horse the rider was lost. For want of a rider the message was lost. For want of a mes-

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sage the battle was lost. For want of a battle the kingdom was lost". And all for the want of a horseshoe nail. I wonder who coined the phrase, "the devil is in the details." How can a simple apple trigger the loss of paradise?

We will never regain paradise, or get to heaven, or have another wonderful satisfying flight without a guarded vigilance and diligence to those things that make life safe, good, beautiful, and endless. The Apostle Peter exhorts us: "Therefore, my brothers and sisters, make every effort to confirm your calling and election. For if you do these things, you will never stumble." 2 Peter 1:10. In life and in every facet of life, mindfulness, diligence, carefulness, — these are good things!

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

CHT and EGT

At the meeting on 29 April, I shared with the membership some information recorded by the EDM 830 engine monitor in N5244N and looked at a couple of flight profiles. This resulted in numerous questions from those in attendance regarding the significance of Cylinder Head Temperatures (CHT) and Exhaust Gas Temperatures (EGT).

Rather than this novice attempting to explain the importance, or lack thereof, of each parameter, I highly recommend you take the time to view a few webinars on Mike Busch's Savvy Aviator site:

<http://www.eaavideo.org/video.aspx?v=2534345030001>

All of his webinars are very informative and I recommend you watch all of them over a period of time, but for the purpose of understanding the importance of CHT and EGT, I recommend the following:

- #4: The EGT Myth
- #10: Engine Monitors
- #24: Leaning Basics
- #27: Leaning: The Advanced Class
- #30: Flying Efficiently in a World of \$7 Avgas

Grab a cup of coffee and set aside some time to REALLY listen — each webinar runs 1.5–2 hours, but if you are serious about flying and want to understand what's going on out there under the cowling, it will be time well spent.

❖ **DICK STROCK**

April "Fifth Tuesday"

Rained out for a much better day!

The club picnic had a beautiful evening to cook, eat and enjoy conversation with good friends. It was originally planned for 29 April, but facing gusts to 18 and several inches of rain, the planning team reconsidered and delayed until 6 May. With a lovely blue sky and temperatures in the 70s, the only better place to be would have been flying.

Grill master **Gary Jacobs** purchased, assembled, and cooked on a new grill for the club. Along with **Sonia Ortega**, he prepared a delicious selection of burgers, hot dogs, sausage, and chicken. This

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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

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complemented a tasty selection of salads, side dishes, and desserts brought by the members.

Steve Nash, who is being mentored by **Ruth Hornseth**, did a great job of planning and organizing to pull the evening off. **Bob Swanson** stocked the refrigerator with a broad selection of libations that lubricated the conversation during the evening. Ruth prepared the marinated chicken, and **Doug Holly** shopped for supplies.

It was a nice crowd with about 30 attending including two new members, **Adamos Vasiliou** and **Ted Tschudy**, along with prospective member **David Young**. The Trams Fund also benefited to the tune of \$78. Thanks to all who participated.

[Editor's note: See page 6 for pictures!]

❖ **DOUG HOLLY**

Fly-ins

HORN POINT (17–18 MAY)

This is coming a little early this year. This is a grass strip just this side of Cambridge. Usually is a nice little show and you can grab a dog or burger there. Gas up at Cambridge and come home. This strip is only open these two days in a year.

LAKE FLIGHT

We have a full crew for the last weekend in May retreat to the lake to accept hospitality from **Dick Strook** and **Frankie**. Sorry if you did not get in on it! Maybe we can put you to the top of list for the next one. We still have the welcome mat out to visit Larry Falls in North Carolina, who made a cameo appearance here recently. Also, Greg's farm down in West Virginia is due for a repeat soon too. I'm currently compiling "local" list of good eats places in the area to fly to. Send me your thoughts and we will not only generate a list for the casual flier but plan on doing some of them soon.

Oshkosh is coming in late July; buddy up with someone and get up there!

❖ **JOE STUBBLEFIELD**

Air Force report

Hey CFC-ers! As most of you know, right now I am at Laughlin AFB, TX, going through undergraduate pilot training. I am about five months into the 12 month program and am having a blast. Right now I am flying the T-6A, which is a tandem seat, fully aerobatic, 1100 SHP turboprop that is

used for primary training. I have about 50 hours so far in the plane with about 40 to go.



I just finished up "contact" flying, as we call it, which basically consists of pattern work, stalls, spins, emergency landings, and aerobatics, with a couple of solo flights. I am now moving on to instrument flying and will finish up with formation and low-level by the end of June. After that I will move to the T-1A (a Beechjet 400) where I will have another 80–90 hours of "advanced" training before I find out my next aircraft and graduate with wings. As I am sure many of you know, military flying is a lot different than civilian flying, which has taken some getting used to. I sure do miss cruising around VFR in 9BA without an instructor yelling in my ear from the back seat because I am not perfectly trimmed, but flying at 220 KIAS at 400ft AGL and doing Cuban Eights at 20,000ft isn't too bad either. I want to thank all of you who helped me get to this point. It all started when I received a scholarship to NFA from the Trams Fund in 2007 and subsequently joined the club to get my PPL. Whether you were a flight instructor of mine, a mentor, or just a good club friend, your efforts helped me achieve my dream of becoming an Air Force pilot. Hope all is well with everyone there. I'll send another update when I start flying the T-1!

//SIGNED//

TODD P. O'BRIEN, 2d Lt, USAF
Comm (240) 778-3002

Plane wash

We have scheduled the planes for a club plane wash the morning of 17 May. Please let me know if you are able to participate. We have four birds that need a scrubbing for the summer, and this is a wonderful opportunity to get work hours in.

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We are planning on using a new method for washing and may not need to taxi the planes; however, depending on the number of people we have, we may want to get them out of harm's way, so if you're coming, please also indicate if you are able to taxi one or more of the planes.

[Editor's note: Contact Alyscia at 914 980 9601 or aaisen@gwu.edu if you're a late entry!]

Work hours

TBD: --- is our Work Assignment Officer; contact --- 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**.

Aircraft rates

Following are our aircraft hourly rates as of 1 May 2014.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$100 (Hobbs)

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

Work hours monitor

May is the eleventh month of the "work hours year," so by 31 May you should have 18.3 hours 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 **our work assignment officer (to be named soon)**.

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.

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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	Phil Carls
N23GV	Thomas Wilk	Philip Wilk

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

Airlines have really changed: Now a flight attendant can get a pilot pregnant.

See next page for pictures of the April Fifth Tuesday picnic, courtesy of Doug Holly!

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Picnic pictures!



Grill master Gary Jacobs shows off the new grill he bought and assembled for our Fifth Tuesdays



Sandy Gilmour, Gary Jacobs and Ruth Hornseth catch up and share a few stories.



Anne Culver entertains Bob Gawler and Phil Carls with one of her animated stories.



Dick Strock sharing the benefits of his favorite new gadget, the engine monitor in N5244N, with Ted Tschudy, Gashaw Mengistu, and Bob Swanson.

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Picnic pictures!



Sonia Ortega, Bruce Drury and John Strong take a break from their conversation to give a warm CFC smile for the camera.



Could Greg Castello and Bryan Absher be talking about politics?