

# The Congressional Record

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

Vol. 32, No. 10

Gaithersburg, MD (KGAI)

October 2014

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## President's message

Please welcome Fernando Campoamor-Sanchez who has recently rejoined the Congressional Flying Club. Fernando is an instrument rated private pilot. While he was away from the club he put some serious hours on his RV among other aviation adventures.

Fernando appears to really like our Cessna 177 Cardinal. I certainly hope that Gary Jacobs will approve, especially since we are about to make the Cardinal even a nicer airplane as compared to its present condition. We already have the list of parts and await a quote on labor to fix broken interior plastics parts and the crumbling instrument panel.

Gashaw Mengistu is now capable of flying a single engine aircraft with a failed second engine. I guess the justification to call it "multi engine" is that, after all is said and done on the practical test, both engines do actually tend to work. Yes, you have most likely missed the free beer but make sure you congratulate Gashaw on his accomplishment. Hey, you can even buy him a beer.

❖ PIOTR KULCZAKOWICZ

## Chaplain's corner

On selective self-blinding:

History is filled with instances of selective self-blinding. How many of these can you recall? History is filled with instances of selective self-

blinding. How many of these can you recall? The assertion that women should not vote; the assertion that women should not be educated; the assertion by Nazis that Jews were inferior; the assertion that black American slaves were sub-human; the claim that humankind would never fly; the view that rules are made to be broken; the disposition that greed is good; the tendency to champion and emulate arrogance. The list goes on and on. Strangely, though we know in at the core of our being what goodness, righteousness, and propriety consist of, we also witness a tendency to like evil, or even to deny its very existence.

Then it comes real close to us. It endangers us. And we think, "Hey, something is not right here!" I think of a young pilot aboard an aircraft in exercises that will eventually lead to fiery death. He is excited, photographing the maneuvers, laughing at the thrill of the acrobatics, frightened beyond measure to be sure, but nonetheless, still, a part of the team. In all fairness, we must acknowledge that the young man did on at least a couple of occasions take actions to counter the denial of the rules of safe operation of the aircraft. But in the case of the June 1994 crash of the "Czar 52" B-52 at Fairchild AFB, arrogance stole the day and the life of four good men! I still shudder at the unimaginable fact that a few pilots who experienced the wayward pilot's antics had begun to admire him. Thank God, they did not insist on doing the things that he did.

None of us is invincible. It's okay to read the Jonathan Livingston Seagull saga of exploits and experimentation with flight. We get a thrill out of his defiance of the rules of the flock, and their council of leaders on flying. And we are tempted to be all that we can be, do all that we can do, break through the envelope, act outside the parameters of what are other peoples limitations. To go there imposes the greatest of responsibilities upon us: that of self-governance! That is a tall order for ego has a way of deceiving us especially if others are wowed by our brash behavior. We too easily tend to overlook the fact that there is the force of atrophy at work in the world. The devil purports to steal, kill and destroy despite our denial of the existence of same. The spirit of the Christ calls upon us to honor the pathway that leads to life.

I was wowed at the videos of "Bud" Holland's B-52 maneuvers beyond the envelope. What a plane!

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What possibilities! A 5,000+ hour B52 man! He handles the plane like a toy! In a meeting this month with a pilot who experienced flight with Holland I heard a rather startling different statement: "The rules of safe operation of aircraft are derived from and were written in blood!" Bold pilots, rogue pilots, the uninformed and non-proficient pilot might bray against the rules. The one who wishes to grow wise and stay long at the graceful act of flying will not do it. In a multitude of good counselors there is safety. The Club and Squadron are focused on rendering such wisdom for our common good.

P.S.: A shout out for good health as we await the delayed arrival of our new Squadron Commander!

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

## GAI open house

We are definitely on for participating in the Airpark's Open House on Saturday 18 October. The event's hours are 1000–1400, but we'll need help earlier, as well as for tear-down afterward. A few members have said that they might be able to help, and that is definitely appreciated, though we need some folks to commit to being there, and would really appreciate that. Some specific times are listed below, but if those exact times don't work for you and you can still help, that will be fine too. Just let me know. Here's what is needed:

### Friday

Any time — Clean and otherwise prepare 23GV for display (1 or more people)

### Saturday

0800–0900 — Taxi 23GV into place on the ramp (1 pilot)

0900–1000 — Setup (2 or 3 members)

1000–1200 — Man the table and 23GV (2 or 3 members)

1200–1400 — Man the table and 23GV (2 or 3 members)

1400–? — Tear-down/clean-up (2 or 3 members)

1400–? - Return 23GV to its tie-down (1 pilot)

I'll bring water and some snacks for participants. If you're not sure if you can help, and wake up Saturday morning (the 18th) and discover that your day is free, come on out — your help will be appreciated too, and you'll also earn volunteer

hours in the process! Otherwise, please let me know when you can help out... and thank you!

❖ **BOB SWANSON**

## Fly-ins

The Rhinebeck trip was wonderful, even though turnout was relatively small. The wine was fine and the clothes were optional, but I digress. They flew the Blériot and some other ancient replica contraption — well, at least in ground effect as the wind was a bit stiff. We even got to return down

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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
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### CAP Squadron Administration

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### Newsletter

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

the river thru New York City amidst plenty of red showing on the TFR meter. Approach failed to give Gary Bravo transition, probably because they recognized him as a rookie. I went at 2000 feet down the middle of the river in Bravo until LaGuardia approach asked me to move to the

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right for the TFR which extended to middle of the river. I saw it but had north up orientation and had a little momentary dyslexia. I would have figured it out before jets and black helicopters surrounded me. At the lady I started climb to 4500 and turned direct to GAI. The rubber band served to hold my transponder knob in mode C through 3 successive Bravo airspaces with no hiccup. Don't worry; it was one of those big rubber bands. I since have put the correct fix in with a bread bag clip trimmed to fit behind the knob.

Open house at GAI is 18 October; we may still need a hand or two to help out with show and tell for Club and CAP (see separate article).

Grab someone and go kill any remaining bugs that are in the wrong place at the right time. Let me know what kinds of things you are interested in doing and interest in planned activities.

Nothing on the docket for November just yet; figure the weekend of 15-16 for some sort of meal run, perhaps even another overnigher like maybe to Tangier or Ocracoke or something. Maybe just the run to Luray we were thinking about. Gashaw, sometimes known as Cashew, has a great place scoped out there for brunch. The town is nice to walk around in and you can do the caverns if you never have. This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

❖ JOE STUBBLEFIELD

## 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://cfcms.org) web-site.

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**.

## Flight review

Last year I scheduled my flight review with one of our local instructors, let's call him Cashew, even though I must be the one who is nuts. He seemed to have developed some new scenarios for the drill. We launched out of Gaithersburg for the Carroll County area, where I hung the Cessna 172 on its prop and did the requisite 90-degree slow flight turns and such. Then he commanded me to give him a short field landing on 34 at Carroll County. No big deal except he said to clear the imaginary tree AT the threshold before landing and stopping before the 1,000-foot marker. Downright diabolical! (Actually it is a very creative and useful drill.) OK, so after complaining about why someone would plant a tree so close to the end of the runway, I proceeded to land, watching altitude scru-

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pulously to miss the mythical tree by just a few feet and touch down and stop with plenty to spare. Only Cashew squawked that I had clipped the tree and told me to turn this pass into a soft field landing and then we would come around to do the short field landing. Must be a parallax problem with instructors that they cannot see altitude correctly, as I clearly had arrived at 56 feet over the threshold. Oh well, after a well-executed soft field landing, we launched to do the short field landing. So here we come and I added another 6 feet over the mythical tree so to clear it by 12 feet and still drop to the runway and get stopped before the 1,000-foot markers. Here we come in just perfect at 60 knots, stabilized approach. We just cleared the tree and were proceeding to get stopped in about 800 feet when Cashew squawked vehemently that I had hit the tree again. To which I simply replied I couldn't have hit it, as I knocked the top off of it last time around. He must have then realized the parallax problem he had all along so he just said let's go home.

❖ JOE STUBBLEFIELD

## Aircraft rates

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

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$110 (Hobbs)

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

## Cold weather operations

As we start into winter season, we need to be thinking about practices for cold weather operation. The generator and heater are ready in the sheds near our tie-downs. If you are not familiar with their proper use, have a member who is familiar acquaint you with their proper use before attempting to use them.

Meanwhile, pay attention to the forecasts. After flight, if the forecast for the period between your flight and the next one includes the likelihood of freezing temperatures, leave the prop vertical when tying down the plane. This will allow any water entering or condensation occurring inside

the spinner assembly to drain out and not collect to form a lump of ice that can severely unbalance the prop.

Also, check diligently for water in the fuel during preflight. With the considerable daily changes in temperature and humidity, this is a season that readily produces condensation of water vapor in the fuel tanks. Also, there is no guarantee that fuel received during fueling is completely water-free, whether it is done here at GAI or elsewhere. Most FBOs sump their supply tanks and trucks daily and remove any water and other contaminants, but conditions change by the minute.

On the initial, cold start attempt, be careful to avoid under-priming. It is likely that more priming will be needed in colder weather than in warm. For the 172s that's typically 5–6 strokes. If the plane does not start on the first try, use extreme caution on repeated starting attempts not to over-prime, which could lead to an engine compartment fire. Starting procedures for the Cardinal are the same as for the 172s. Preheating may not be needed at temperatures above 20° F, but may be used at any temperature below 40° F as a matter of personal preference. The Club has owned one plane that would start readily at temperatures as low as –5°F.

Our preheating equipment is being re-evaluated and may or may not be available at this time. Watch for announcements regarding the preheating equipment. In the meantime, if it is not available, anyone needing preheating may have to secure it from the FBO at his or her own expense. If, when attempting unsuccessfully to start the engine, you smell fuel and there is no evidence of fire, stop and wait at least 15 minutes before additional attempts. If you see or smell evidence of fire, continue to crank the engine for 10-15 seconds without priming and with the throttle approximately half open. This will normally suck the fire into the engine whether or not the engine starts. If the fire persists, shut down, exit the plane and use the on-board fire extinguisher. The Halon extinguishers that we have will extinguish any engine compartment fire by venting the extinguisher into the upper air intakes near the propeller. It is not necessary to uncowl the engine. If the engine starts and there is no further evidence of the fire, allow it to run for about a minute and shut it down. After any fire, thoroughly inspect or have the plane, especially the area of the air filter and the



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engine compartment wiring, inspected by a competent party and determine that it is truly airworthy before attempting to fly. In this or any situation, it is far better to err on the side of safety than to take a possibly fatal chance in the hope of completing a flight.

For snow removal, the best tool is the yellow "Lovett Snow Chaser" that is kept in our maintenance hangar or in the storage shed. When used carefully, its soft rubber edge will not harm the painted and other surfaces of the plane and will very efficiently remove several inches of snow. Do not use rigid plastic or metal scrapers on any part of the airplane! If the surface of the plane is ice-free after removal of the snow, the plane should be ready to fly by the time a good preflight has been completed.

Our shed near the tie-downs contains the pressure sprayer and extra fluid for deicing. This should not be used to remove snow. It should be used to melt ice that remains after the snow has been swept-off or to remove frost and/or ice on the plane in the absence of snow. Simply spray a light application of the fluid on the ice or frost covered areas and by the time preflight is completed, the plane should be ready to fly. In extreme cases, a second application may be needed for "stubborn" areas.

❖ **BILL HUGHES**

## Work hours monitor

October is the fourth month of the "work hours year," so by 31 October you should have 6.7 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 **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	Bob Swanson
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

Bftsplk's rules of aviation: An unprecedented run of beautiful flying days will coincide precisely with an unprecedented crunch for you at work, ending with below-mins IMC on the first day you don't have to work. (Reverse "VMC" and "IMC" if you're an instrument pilot looking for time in the clouds.)

[Editor's note: if the name "Bftsplk" means nothing to you, ask one of the older guys.]