

The Congressional Record

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

Vol. 32, No. 12

Gaithersburg, MD (KGAI)

December 2014

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President's message

The presidential and the Board of Directors elections turned out to be mellow, uneventful, and quick. No big election campaigns and actually good voter turnout, considering the horrible weather. Either the club is a really smooth operation or **Owen Andrusiak** did an even better job in rigging the whole thing than **Frank Anderson** had done in the past :-). Needless to say, we had just one candidate for the president's position and three candidates for three seats on the Board.

We thank **Doug Holly** for his service on the Board of Directors. Doug served two terms, which made him ineligible to run this year. Doug is replaced by **Dan Golas**, who returns to the Board boomerang style after taking mandatory time off.

John Strong is the new Vice-President. We designated him in his absence (as in "he volunteered"), so he is now the guy who will do all the work both for MSS and CFC. John is recovering from an unexpected health condition, so take a moment to get in touch with him and send him your good thoughts, vibes, prayers, energy and cosmic forces. We surely hope to see him at the club meeting soon. The vice president's position makes John the chairman of the Trams Fund committee.

Winter is in full force. Do not attempt to fly with frost on the wings. Apply deice fluid to frosted areas sparingly and let it work. Do not spray deice on the windshield. Use your brains, even if it costs you an excessive and exorbitant amount of energy, when looking at the weather briefing — there is always an airport café where you can show yourself to be a superior pilot. IFR pilots: ice is cold, heavy, and rough (even when smooth— for

the purpose of laminar flow) and will plaster your wings, horizontal stabilizer, control surfaces, and windshield into an unflyable cocoon of frozen water in no time. Lastly, the club may finally have something resembling a preheater this year. If we do, use when it is really cold.

Fly safe.

❖ **PIOTR KULCZAKOWICZ**

Election results

On Tuesday, 2 December 2014, the Congressional Flying Club held its annual election. The following people were duly elected by the membership present:

1. **Piotr Kulczakowicz** (President, 1-year term)
2. **Dan Golas** (Director, 2-year term)
3. **John Strong** (Director, 2-year term)
4. **Gashaw Mengistu** (Director, 2-year term)

The new Board is rounded out by current serving Directors **Greg Castello**, **Stephen Nash**, and **Dick Strook**.

At the next regular meeting, the Board of Directors must, from its own number, elect the officers of the club (vice president, secretary, and treasurer). The president may also appoint another club member to serve, at his pleasure, as assistant treasurer.

❖ **OWEN ANDRUSIAK**

Chaplain's corner

LOOKING BACK IS LISTENING AGAIN

"Looking Back" was a rhythm and blues album that came out about 56 years ago. The silky smooth voice of Nat King Cole carried the wisdom. Looking back we can see where we made unwise choices. We can resolve never to make the same mistakes twice. Thank God that we can remember, can learn, and can grow from our awareness of history. We can resolve to be better and to do better. Wonderful!

Now, I wonder how I did in the olden days of writing Chaplain's Corner, and when I started to do such writing, and why, and how. Well, there were in those days of old, such men as **Bob Hawkins** and the Reverend **Lynn Cairns** in the Congressional Flying Club. They encouraged me to get started in CAP Chaplaincy and writing Chaplain's

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Corner in the Congressional Flying Club newsletter.

Yes, I remember. Bob has gone on to his eternal reward. Once or twice a year, I join with the Rev. Lynn Cairns on a volunteer disaster recovery mission with Presbyterian Disaster Agency to Nashville, Tuscaloosa, New Jersey, New York, or some other place. In the olden days he and I took turns writing the Chaplain's Corner column. I looked up my first article. "Chaplain's words to live by":

"Sometimes our life seems tossed and driven by forces beyond our control. At such times our faith in God awakens helping us to realize that our best days and our worst days belong to God who really does constantly accompany us on our life's journey. And so we pray: O God who never grows weary as you watch over my life, help me to exercise full faith and confidence in your care. Amen." The message was dated March 31, 1996, over eighteen years ago. What do you think?

And so the new thought today is that maybe you would like to respond by trying your own hand at sharing a message from your own thoughts sometimes. Do contact the Chaplain:

edco.bailey@verizon.net. We will listen to each other, patiently, quietly, respectfully, and confidently. Our listening will affirm for us that we believe deeply in one another. We believe that in engaging in conversation we each help the other to develop our perspective on those things that concern us. We believe that all the answers we need are somewhere inside us, half buried, locked, or blocked by lack of a proper thought and feeling developmental process. Listening reflectively with one another unearths the resident, inherent treasure of truths we need earnestly to recover and live by. Not insignificantly was it affirmed by an ancient sage that the very kingdom of heaven lies within us: Luke 17:20-21. As we help one another to sift through the chaff of insignificant and rambling thoughts constantly distracting us, we discover the gemstones that are core values and beacons by which we make our best progress in family living, flying, working, worshiping, and indeed developing ours and our neighbor's best creative potential. Listening to, or rather with one another is not easy, but it is possible. And each time we do it, we discover the golden welcome joy of friendship renewed and enhanced for a while longer between us. A joyous holiday season to each and all! And if you would like a

practical playful guide to effectually listening, also contact the Chaplain.

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

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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	TBD
Secretary	TBD
Treasurer	TBD
Ass't Treasurer	TBD
Members at Large:	Greg Castello, Dan Golas, Gashaw Mengistu, Stephen Nash, Dick Strock, John Strong

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

Navigation

Why should I fly with current charts?

FAR 91.103: Preflight action. Before beginning a flight, each pilot in command shall, before beginning a flight, become familiar with all available

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information concerning that flight. FAA charts and related products are continually updated to reflect current aeronautical, terrain and cultural information. The following table shows the average number of changes per product type per cycle:

Product type	Changes per Cycle (avg)	Cycle Length
Terminal Area Chart	100	6 months
Sectional Charts	278	6 months
World Aeronautical Chart	493	1 year
Airport/Facility Directory	825	56 days
Enroute Low Altitude Chart (U.S.)	1361	56 days
Enroute High Altitude Chart (U.S.)	284	56 days
Enroute Low Altitude Chart (Alaska)	128	56 days
Enroute High Altitude Chart (Alaska)	63	56 days
Terminal Procedures Publication	75	56 days

What is the FAA policy for carrying current charts?

The specific FAA regulation, FAR 91.103 "Pre-flight Actions," states that each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. Although the regulation does not specifically require it, you should always carry a current chart with you in flight. Expired charts may not show frequency changes or newly constructed obstructions, both of which could create a hazard.

The only FAA/FAR requirements that pertain to charts are:

- Title 14 CFR section 91.503[a] (Large and Turbojet powered aircraft)
- Title 14 CFR section 135.83 (Air Carriers-Little Airplane)
- Title 14 CFR section 121.549 (Air Carrier-Big Airplane)

The FAA's July/August 1997 issue of *FAA Aviation News* on "current aeronautical charts provided the following information:

"You can carry old charts in your aircraft." "It is not FAA policy to violate anyone for having outdated charts in the aircraft."

"Not all pilots are required to carry a chart." "91.503...requires the pilot in command of large and multiengine airplanes to have charts." "Other operating sections of the FAR such as Part 121 and Part 135 operations have similar requirements."

..."since some pilots thought they could be violated for having outdated or no charts on board during a flight, we need to clarify an important issue. As we have said, it is NOT FAA policy to initiate enforcement action against a pilot for having an old chart on board or no chart on board." That's because there is no regulation on the issue.

..."the issue of current chart data bases in handheld GPS receivers is a non-issue because the units are neither approved by the FAA or required for flight, nor do panel-mounted VFR-only GPS receivers have to have a current data base because, like handheld GPS receivers, the pilot is responsible for pilotage under VFR.

"If a pilot is involved in an enforcement investigation and there is evidence that the use of an out-of-date chart, no chart, or an out of date database contributed to the condition that brought on the enforcement investigations, then that information could be used in any enforcement action that might be taken."

What is the database currency requirement needed for VFR or IFR flight? AIM 1-1-19b3(b)

Database currency (1) in many receivers, an updatable database is used for navigation fixes, airports and instrument procedures. These databases must be maintained to the current update for IFR operations, but no such requirement exists for VFR use. (2) However, AIM 1-1-19f1 (b) Equipment and Database Requirements-For IFR Operations "All approach procedures to be flown must be retrievable from the current airborne navigation database..." AC 90-100, U.S. TERMINAL AND ENROUTE AREA NAVIGATION (RNAV) OPERATIONS, paragraph 8a(3): The onboard navigation data must be current and appropriate for the region of intended operation and must include the navigation aids, waypoints, and relevant coded terminal airspace procedures for the departure, arrival, and alternate airfields.

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NOTE: Navigation databases are expected to be current for the duration of the flight. If the AIRAC cycle will change during the flight, operators and pilots should establish procedures to ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. Traditionally, this has been accomplished by verifying electronic data against paper products. One acceptable means is to compare aeronautical charts (new and old) to verify navigation fixes prior to dispatch. If an amended chart is published for the procedure, the database must not be used to conduct the operation. "Published instrument procedures and routes are incorporated by reference into 14 CFR Part 95 and 14 CFR Part 97, are "law." They are "effective" only during the AIRAC cycle dates specified on the en route chart/TPP covers or on the side of the chart when printed from the digital-TPP. If you are using a published procedure before or after the dates specified on the chart under IFR, you are technically in violation of the law.

❖ **BOB GAWLER**

Fly-ins

We had a real international summit at the Luray breakfast/lunch run in November. Two countries went for breakfast and three arrived in time for lunch. I am not alluding to any of those things about some folks showing up late, but the two at breakfast were from the U.S. and Canada. We had a good time and enjoyed the late fall colors. Note that the buffet is only on Sundays thru the winter months. Food was still very good.

The rain date for the Holly Run is 13 December. We may still be juggling seats and have one up in the air (pun intended) for you. What a neat trip, breakfast at Bay Bridge, history lesson on Tangier Island with a great flounder or crab cake sandwich at Lorraine's. Oh and you get to hang out and fly in with about 50 other planes. I think they used to pack fish on the island and that skill will help to be able park all the planes.

In January we will consider doing a Sky Bryce breakfast run. Send me preferred dates and I will try to satisfy the most folks. That is a neat place to get into and enjoy the buffet while watching folks ski down the hill to us. Plan to come!

We're open to suggestions for February.

March could see another overnighter at the Winterfest, also at Sky Bryce. **Gary**, start lining up the chalet!

❖ **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 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

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"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 December 2014.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$110*

Rates are per tach hour, wet.

* Reflects installation of analog tach in November 2014

Work hours monitor

December is the sixth month of the "work hours year," so by 31 December you should have 10.0 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 Stroock 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 Stroock** or **Bryan Absher**.

Funny stuff

Pilot: Good morning, Frankfurt ground, KLM 242 request start up and push back, please.

Tower: KLM 242 expect start up in two hours.

Pilot: Please confirm: two hours delay?

Tower: Affirmative.

Pilot: In that case, cancel the good morning!