

The Congressional Record

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

Vol. 33, No. 2

Gaithersburg, MD (KGAI)

February 2015

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President's message

While things seem to have slowed down a bit in January due to cold weather and some snowfall, we had still had some great opportunities to fly.

Ted Tschudy and I did another beautiful winter flight around IAD class B to Manassas with a quick stop at Leesburg airport.



Ted in the left seat

Hands-on practice with lesser known procedures (ingress to and egress from KJYO, operations at Class D and towered airport located within SFRA), beautiful views, smooth ride and a little airshow on the KIAD approach paths from the North. Wish you had been there. The pictures do not do it justice.

Ted had a great suggestion, to run quick knowledge-sharing seminars during the club meetings that would go beyond the usual sharing of safety remarks and casual discussions. The first two discussions had to do with analyzing options pilots have in case of loss of power on takeoff. Using Google Earth and looking at aircraft



"Traffic at your 12 o'clock, high"



Recognize this?

performance we were able to analyze options available in different takeoff emergency scenarios. We covered departure on runway 14 at one meeting and runway 32 at the next. All present were engaged in a very productive discussion and I believe we all benefited from the knowledge exchanged. Even just thinking through the problem has its benefits, increases awareness, the importance of reviewing and practicing emergency maneuvers. Those few seconds you have to make a decision may result in very different outcomes. Thank you, Ted, for implementing your idea. I hope those seminars will become another permanent feature of our Tuesday meetings.

What a coincidence with the last Sunday's forced landing at KFME just after takeoff! Similarly challenging surroundings with no open space to land in case of engine failure after takeoff.

The new preheater is almost finished, and we hope to still have an opportunity to use it this winter.

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Joe is brewing some interesting fly-out opportunities for the club members. Go fly.

March is the perfect month to re-start our long time tradition of the 5th Tuesday BBQs. Mark your calendars.

❖ **PIOTR KULCZAKOWICZ**

Secretary's Report

CFC Board of Directors Meeting Minutes Update:

President Piotr Kulczakowicz called the meeting to order with Dick Strock, John Strong, Dan Golas, Greg Castello, and Bob Gawler present.

Treasurer's report: The Board reviewed and accepted the unaudited 2014 Annual Financial Report (Report is available on the CFCMSS website.) There is no debt for the club and we had a small amount of retained income. The engine replacement for 44N and window work on the Cardinal were largest airplane expenses.

New Business. Support to Persons with Handicaps. A club member made a proposal to support persons with handicap in support of gaining flying certifications. He recently flew a wounded warrior and discovered the warrior was very interested in flying. Board discussion centered around the good will and service this will provide as well as gaining some future club members. The Board decided to support in the same manner as with aspiring cadet pilots -- waive club initiation fee and monthly dues during training until she/he receives her/his license. She/he must provide the extra equipment needed to fly.

BoD Meeting Minutes posted to CFCMSS.org.

❖ **GREG CASTELLO**

Chaplain's corner

KEEP YOUR EYE ON THE PRIZE, BUT NOT TOO MUCH
In a noted psychology experiment on attention, the researchers ask observers to watch a group of persons playing with basketballs. The persons are dressed in either black or white. Observers are to count the number of times the persons dressed in white passed their basketball between them for a

short period of time. The observers focus on the counting so intently that many of them fail to note a person dressed in a gorilla suit pass through the group of players.

The researchers call this failure to note the gorilla "inattentive blindness." We can say more simply that it is sometimes difficult to see the obvious when we limit and intensify the focus of our attention. All flying students have heard of the danger of staring at one spot rather than scanning the whole area around the plane for hazards. A co-worker, focused on phoning while driving, rammed her car into a tree, fatally wounding her child, when the mobile phone was a novel gadget a few years ago. Texting, a later capacity of the phone, has caused its toll of victims upon those whose multi-tasking includes focus on this mode of communication while driving. Perhaps there are

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

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	TBD
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Steve Bushby
Public Relations	TBD

CAP Squadron Administration

Commander	Eric Haertel
Deputy Commander	John Strong

Newsletter

Editors and Production Andy Smith, Sandy Gilmour

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observable limits to multi-tasking.

Piloting is one of the most wonderful of experiences. It requires much of the pilot. Multi-tasking is demanded: The pilot, the plane, the weather, the control center, the flight plan, Flight path, other planes, and even such consequential factors as flying birds are all items to be kept in constant proportional focus. Aviate, navigate, communicate are among the critical imperatives. A moderate sharing of the attention bandwidth with all necessary factors makes for an enhanced likelihood of a safe flight. Don't let the gorilla play in your flight experience without your notice.

Piloting through a multifaceted relationship with a cherished spouse requires multi-tasking also. And all aspects of relationship nurture must be guided by love of which it is said: "Love is patient, love is kind and is not jealous; love does not brag and is not arrogant, does not act unbecomingly; it does not seek its own, is not provoked, does not take into account a wrong suffered, does not rejoice in unrighteousness, but rejoices with the truth; bears all things, believes all things, hopes all things, endures all things. Love never fails." I Corinthians 13:4-8a. This month provides us occasion to focus again on love. Happy Valentine's Day! And more of the best in your joy of flying! Amen.

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

Fly-ins

There are some things going on around the area in Feb, but we have not locked anything in particular down due to some conflicts with CAP stuff. So grab someone and a plane and go to breakfast or lunch somewhere. If you are not fully fledged, grab someone that is or put out a plea for a partner in higher learning. The right seat has pretty much the same view as the left and the back does not have the handlebar in your way.

On 14 March we plan to fly down for the day to Sky Bryce for the wrap-up of the ski season there called Winterfest. About 1-2 pm they will funnel everyone down across the pond they build to see who doesn't sink. Now while that sounds exciting enough, for me the really wild part is the risk of participants sailing through the bar tent at the end of the pond for those few that actually cross the pond. We grab a meal or two while there from the

grill, and maybe some cheap gas at Luray or Front Royal on the way back if we have time.

April (17-19, right after Tax Day) sees the great escape to Greg's apocalyptic alternative near Spencer WV. Room for about 4 more and we will shed planes from the reserve list when we find which planes are needed. Some of the banker types don't drive Skylanes. We don't mind having them along as long as they bring some Buffalo Trace. I hope to bring some apple pie and other down home type beverages. If you don't come, you don't find out what these are.

Couple days after that is Sun 'n' Fun down at Lakeland, FL, if you still need something to shake the winter off. Find someone to buddy up and go for a few days if you can. Grab your own planes.

Let me know if you need to get on board or need help to find someone to go with you on a run. (No, Gary, we are not really running.)

❖ **JOE STUBBLEFIELD**

Work hours

The work hours coordinator position is vacant at present; contact **Piotr Kulczakowicz** if you're interested in filling this slot.

In the meantime, here are the instructions for recording your work hours on-line.

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.

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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 February 2015.

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

Rates are per tach hour, wet.

* Reflects installation of analog tach in November 2014

Thanks to CFC

[Editor's note: Following is a note we received from Pushkar Aggarwal, who is away at school but expecting to return to our area in May.]

One of the days I distinctly remember when flying with Piotr was when he told me about the lights on the airplane: Red is on left and Green on right. The way Piotr told me to remember was "there is no red left." At the time I did not particularly care for the memorization trick; however it struck me again in college. I was walking back to my dorm at night when I saw an airplane and the first thing I remembered was "there is no red left." Even though it was still pretty obvious to see what direction it was going, I was kind of shocked that I remembered those words.

The other words that stuck out from my time at the CFC were when Piotr said "I am not going to take

another teenager again for instruction." The main reason (I'm sure there were probably more) for this was due to me replying "OK" every time Piotr taught/corrected me. "Do a short field takeoff." "OK."... "Turn towards a heading of 090." "OK." Eventually, I had to repeat what Piotr said so that he could make sure I was not just saying "OK." Even though I was listening and understanding all/most of the time, I can see how it may have seemed on the other side.

Overall, I had a wonderful experience with the Congressional Flying Club in obtaining my private pilot license. I had the opportunity to be instructed by Piotr, who was able to help me reach my goal in a short time. He supported me and offered tough love to help me reach my potential. In addition, the Congressional Flying Club and the Trams Fund Committee were instrumental in allowing me to pursue my interest in aviation. Their support helped me a lot. While pursuing my private pilot license, I also had the opportunity to help replace the brake pad and learn more about the inner workings of the airplane and maintenance. I would like to again thank the Congressional Flying Club for all their help.

Work hours monitor

February is the eighth month of the "work hours year," so by 28 February you should have 13.3 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!

As of right now the work hours jobs are open, so if you have any questions about your work hours, please contact **Piotr Kulczakowicz** or any other Board member.

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

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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	TBD	Stephen Nash
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

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.