

The Congressional Record

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

Vol. 33, No. 6

Gaithersburg, MD (KGAI)

June 2015

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President's message

Please welcome Christopher Moses to the club. Chris is a freshly certificated private pilot who just found a home to pursue his new passion. Chris is trading his scuba diving time for flying time. As an avid scuba diver myself, I can attest that flying typically requires much less "overhead" compared to diving — less time is generally spent on logistics and preparations to go for a flight compared to a dive escapade, and both activities have a very comparable "fun" factor. So when the family grows, switching from scuba diving to flying allows one to have one's cake and eat it too. Two of them, actually.

Just three weeks are left to earn and log any missing work hours. A trailer party is scheduled for 13 June, starting at 08:00 until all that needs to be done is done. There might be some follow-up tasks related to trailer maintenance that club members can take upon on their own time, so if you cannot show up on Saturday for whatever reason, e-mail **John Strong** for any follow-up tasks.

The trailer has slipped into the "fixer upper" category and is in great need of urgent repairs, fixing leaks, caulking windows, etc. Join your fellow Club and CAP members for some Saturday morning fun.

Thanks to **Laurence Baker** and **Stephen Nash** (and others I think, although I am not sure who they might have been), the CAP antenna was successfully moved to the top of the tower and the

second WiFi access point mounted mid-tower next to the first one. That one aims in a different direction, so hopefully we have most, if not all of GAI, covered with a WiFi signal.

The most recent drive-in took place at **Gashaw's** new home. While many members claimed it as a perfect place for a new club hangout, I am not sure that Selam, Gashaw's wife, would approve. Intriguingly, there is enough yard space on the property for a convenient small helipad — is a new aircraft category on the certificate in the cards? I am happy to report that no member brought any weasel pee. Exquisite Ethiopian cuisine was served in addition to some ethnic American food. Both club and CFC members showed up in force, most with families — we all had really good time on the unbelievably nice June afternoon. Joe cancelled his fly out shenanigans to participate in this drive-in!

We will have a fifth Tuesday party on June's fifth Tuesday, for a change. This will be a special one, as we are planning to bring in as many club alumni as possible. In addition to our current crazy company, this will be a rare occasion to get some stories from the past. Not to mention beers, burgers, and more. Look out for an e-mail with details.

Fly safe.

❖ **PIOTR KULCZAKOWICZ**

Board notes

Present: Piotr Kulczakowicz, Greg Castello, John Strong, Dan Golas, Dick Strock, Phil Wilks, Gashaw Mengistu.

The Board gladly accepted the membership application of **Chris Moses**.

We have sent recruitment cards to local AOPA registered pilots.

There will be a Club trailer maintenance day on 13 June starting at 0800.

Treasurer reports no significant changes. Planes are flying and basically paying for themselves. Bank accounts are holding steady.

There was a brief discussion about adjusting hourly rates as well as when to switch to ADS-B and 406 ELTs.

Full notes are on the website.

❖ **GREG CASTELLO**

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Chaplain's corner

What season is this? When we talk of flying Bay Patrol, the season of sun and fun is upon us. When we talk of flying traffic patrol, we are concerned with rush hours. Sometimes little aircraft fly or hover over the neighborhood, and we know that crime watch has gone sky borne.

Bay patrol is a good thing, and traffic watch is informative. Crime watch, monitoring, spotting and even chasing as of the white Bronco can be helpful. Folks know, understand, and accept these uses of aircraft.

Perhaps it is because we know and understand that we accept and do not fear or question. We cannot be railroaded into questioning whether or not we are venturing into or toward the lost of our civil liberties. But when some small aircraft registered to shadow companies conduct sorties over cities on listening missions for the Federal Bureau of Investigation, we wonder if Herbert Hoover tracking Martin Luther King, Jr. is resurrected. We wonder, question, and raise issue with the activity. We even welcome the American Civil Liberties Union onto the case.

Snooping small aircraft and drones are sources of discomfort for us. But I suspect that this is so, not so much for what they do, but for what we do not know or understand about what they do and why they do it and how they operate. They certainly are not a real threat to anybody — no more so than Bay patrol, traffic monitoring, or Crime Watch aircraft are a threat to anyone. When the small aircraft gets the jump on communications about potential terrorist activity, we really thank our lucky stars (um, small aircraft) for the interventions that keep us out of harm's way.

Vigilance is a good thing. And a controversial thing it can be. But for two persons vigilance is not controversial. Criminals and terrorists will ever be looking for a way to exploit our vulnerabilities. And responsible and even secretive government agencies will ever remember after 9/11 of how crafty evil minded people can be. There will be an untiring vigilance, manifested in untold ways, old and innovative, that will raise questions often about what the government is doing. And question we should, for without oversight even the government can run afoul of best practice.

But paranoia and gross redress ventures are not necessary. Surveillance and oversight is a good

thing and godly, when you think of it. We have always affirmed that God is present everywhere, knowledgeable of absolutely everything, and so powerful that nothing is impossible for God. And yet, God is loving, benevolent, and intent on sustaining the whole and universe in such a manner that we have a running chance of living a happy life. Well, fly on, little aircraft, over city and country; watch the kingdom; listen to everything said; and whenever you can, do provide information to authorities that deliver us from evil. And may good people not fear your work to protect us from enemies of the good. It's okay to be like God -- of whom it is said in sacred scripture that He is absolutely vigilant: He "never sleeps nor slumbers" Psalm 121.4. Amen.

❖ **CHAPLAIN (LT COL) EDCO 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	John Strong
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Treasurer	Dick Strock
Ass't Treasurer	Steve Bushby
Members at Large:	Dan Golas, Gashaw Mengistu, Stephen Nash

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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

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Newsletter

Editors and Production: Andy Smith, Sandy Gilmour

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If it warns you... (Part 1)

If it warns you, it means it.

After an unremarkable preflight, taxiing and run-up around noon, I started the climb out from beautiful Boggs Field (KUSW) for a quick hop to Clarksburg, WV (KCKB) where I planned to “fill’r up” and head east to beat any developing thunderstorms over the mountains. I “needed” to get home this day for an important meeting the next day. After an early morning rain shower, the weather was humid, mostly cloudy with ceilings around 3000 ft. There were a few light showers lingering in the area. I was filed IFR at 5000ft for the 35-minute flight.

Immediately after takeoff, I noticed the ammeter needle wavering around “0”, and the Low Voltage warning light flickering. After turning off various devices, I was unable to locate the source of the power drain. I contacted Charleston Approach and noted that I was returning to Boggs for an electrical issue.

On the ground after shutdown, I re-checked a loose connection on the Accessory power socket (noticed on the earlier flight to Boggs), thinking I created a short of some kind. I also remembered hearing a strange buzzing in my headset on taxiing.

After a restart, the meter was indicating a full charge, the warning light was off, and so were we, with no known deficiencies. Again, on climb out, the needle went lazy and the warning light and the buzz returned. I adjusted the RPMs and jiggled the power socket. Everything returned to normal. Knowing there was no mechanic at Boggs and VFR conditions below me, I decided to head for CKCB for help with my scan checking a few extra times on the meter.

After an uneventful flight, I landed. Still thinking there was short somewhere under the panel around that acc power socket. I disconnected and re-connected it again.

We obtained fuel, walked the dogs, filed another IFR plan to KGAI and taxied for departure. No discharge noted. No buzz. No warning light. All is well. Let’s get home.

“Turn left on course, climb and maintain 7,000, Skylane 44N,” I repeated the instruction back to Clarksburg Dep. As I leveled my turn about 3,000ft and climbing toward the cumulus rem-

nants of a dissipating rain shower, the needle started drifting and the warning light returned. My passenger pointed it out at the same time I saw it. As I thought about the situation, the needle deflected full left, DISCHARGE, and the light came on bright! And I was 2 miles from IMC. Almost immediately, I caught the whiff of electrical burning.

What would you do? Before you read on, think about what has transpired to this point and how you would handle the situation. There is a checklist on the floor beside you. Do you have time to read? What about talking to ATC?

[*Stay tuned for the exciting conclusion, in the July issue!*]

❖ GREG CASTELLO

Fly-ins

Looks like the WWII weekend activity at Reading for 7 June got trumped by offer of free food at a big house in the countryside. We did send one plane load up that way. Threatening weather might have been a factor, but folks drifted away to the allure of possible free beer with the free food — and we worry about pirates from Somalia. Their neighbor to the north was the culprit this time. Take a look at socialflight.com and keep an eye out for neat things to do. Grab someone and go to some of these or other things you find.

You need to start plotting to get to Oshkosh in mid July. Pair up with one or two to get there. Several of us can help you plan for this, though **Mike Regen** is the ringleader. The trip really is a good exercise in cross-country planning. Usually there is a weather system to deal with, both outbound and return. If you wait for bluebird skies for the complete trip, you will not get off the ground. You have to work around and sometimes stop and let stuff go by or get gone before moving forward sometimes. Anticipate flying just at the tops of big fluffy clouds for at least part of the trip. Figure flying just under them arriving across Wisconsin. It really is worth the effort, even if you have to grab a car and drive in from Columbus after losing (deserting) your pilot — but that’s another story....

❖ JOE STUBBLEFIELD

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Membership renewal

It's that time again! Time to fill out a new membership renewal form. This applies to everyone who flies and is covered by our insurance policy — members and designated CFIs, even if you just joined within the last month or two.

Only the 2011 edition of the forms will be accepted. These are available in the documents section of the cfcms.org web site in two versions.

"**CFC App - 2011.doc**" can be filled in on your PC before you print it out and sign it.

"**CFC App - 2011.pdf**" can be printed out and then filled in by hand before you sign it.

There are also some copies available in the trailer that you can pick up and fill out.

Since I would like to receive the form with your original signature, or equivalent, you can either scan it and email the form to me, leave the original in the Air Operations mailbox in the trailer, or mail it to me at our CFC address or to my house:

Dan Golas
24925 Dunnivant Dr.
Gaithersburg, MD 20882

As always, try to be reasonably accurate with your hours and other information. Since this information is used for our insurance renewal, any false statements could have unfortunate consequences if you have the misfortune to have an accident, or if we have to file a claim with the insurance carrier, *i.e.*, you could be on the hook for more than the deductible if your information was incorrect.

And as always, a few tips on filling out the form:

1. Most people will check at least one box for Ratings (ASEL; Airplane Single Engine Land), unless you are a student pilot.
2. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, not C-152 or C-172 time.
3. I can usually tell if you are guessing at your hours if the hours listed are less than the year before. If you want to at least be consistent you can call me or send me an email and I can tell you what you entered on your application last year. Also, an entry like "500+" or ">150" doesn't help.
4. Don't forget to check all the questions either yes or no. If you have a conviction for a traffic

violation also include your driver's license number. You don't have to say what the conviction is for — if the insurance company really wants to know they can access your driving record themselves.

Complete and submit the forms as soon as you can. After a reasonable time, anyone who hasn't submitted his or her renewal will be locked out of the scheduling system.

❖ DAN GOLAS

Work hours

Sonia Ortega is our new work hours coordinator!

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 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.

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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**.

Hazardous attitudes

Those who have flown with me know that I am an avid advocate of the "Five Hazardous Attitudes" model developed by the FAA. The model describes five specific mental attitudes that can affect flight safety. In my opinion, it accurately describes the attitudes we all face from time to time, and offers anecdotes to address the attitude(s) if present — namely, impulsivity, resignation, machismo, invulnerability, and anti-authority.

This FAA model obviously applies to our flying activities, but can be applied just as well to virtually any activity where something could possibly go wrong as a result of human factors. Driving, as one example. One day in particular many years ago, all five of the described attitudes affected my decision-making, and they nearly cost me my life.

In 1982 I was a naval officer assigned to the USS Sumter, home-ported in Little Creek, VA. While at the U.S. Naval Academy, it was always my goal to become a Navy pilot after graduation. However, in those days before Lasik, any vision less than 20/20 meant being non-qualified for aviation and being assigned to the surface fleet. Hence, the best I could do in terms of flying was to take flying lessons at the Norfolk Navy Flying Club. At that time, the club conducted its operations at Norfolk International and had a host of Cessna 150s and 172s. Interestingly, the "wet" rate for a C150 was a whopping \$19 per hour!

I quickly soloed, and at 20 hours, I convinced my instructor that I was ready for my first long solo cross-country flight. Over the Fourth of July weekend, I would fly from Norfolk International (KORF) to Ocean City (KOXB) and then to Harford County (OW3). I was looking forward to showing off my new aviator skills to my parents who lived near the Harford County airpark. My aircraft was a C150, brand new, with one VOR receiver and one voice radio.

Prior to giving me his thumbs-up to depart, my instructor expressed concern about the forecast weather to the north, which was supposed to arrive later in the day. I remember him telling me to

just turn around if the weather started to worsen. Hence, I launched from KORF into the thick summer haze and proceeded over the Bay toward Ocean City. The flight to KOXB was uneventful, but it took more flight time than I had originally planned. I remember thinking that I should have taken the time to refuel at KOXB, but decided that I still had sufficient reserve for the flight to Harford County. I could not wait to show my parents my landing skills at OW3!

The weather at Ocean City was VFR, but that quickly changed as I departed. My flight plan was to take me over Dover AFB, then northwest towards Harford County. Over Dover, clouds were starting to build under me, and then around me. Because of the worsening haze and increasing clouds, I was having trouble identifying my checkpoints. I remember flying directly over Dover AFB, one of my checkpoints, and thinking that I should call them for permission to land. Or maybe even declare an emergency.

Soon after that though I was in marginal VFR conditions at best, without a visual horizon. It took my full focus to keep the airplane in level flight, and quickly was introduced to a self-study course in instrument flight. After some time, I was not sure of my position. Not lost, of course, but I just did not have a recent navigation fix. I was too busy flying the airplane! I decided to contact Baltimore approach (predecessor to Potomac Approach) to ask for their assistance in finding Harford County Airpark. I established communications with Baltimore, who could not correlate me to any radar contacts in their airspace. However, Baltimore Approach called Philly Approach and determined that I had wandered way north into the Philadelphia controlled airspace.

As I later found out from the FAA, Philly Approach was diverting flights from the planned arrival routes due to my erratic flight path. I was instructed to contact Philly Approach, and subsequently received some helpful vectors toward Wilmington (KILG), where I made a normal landing. Upon coming to a stop on Runway 1, the tower provided a taxi clearance to the FBO and gave me a phone number to call. I remember the controller saying that "We have a whole bunch of paperwork to fill out!" Shortly after landing at Wilmington, the conditions deteriorated to IFR, low ceilings, mist and rain. Before visiting the tower, I refueled and put

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20 gallons of fuel into the C150, which was pretty much the aircraft's full capacity.

I spent the night in a motel next to the Wilmington airport, and finally made it to OW3 the following day, which turned out to be a clear and sunny day. However, the lessons learned from the previous day made a deep impression on me and continues to influence my mental attitudes towards my flying today and any other endeavor which involves risk and human factors. I encourage all club members to review the Five Hazardous Attitudes model from time to time and perform a self-assessment of how it applies to you! Fly safe!

❖ **ANDY MULLEN, CFII**

Aircraft rates

Following are our aircraft hourly rates as of 1 June 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

Work hours monitor

June is the twelfth month of the "work hours year," so by 30 June you should have 20 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.

30 June is coming!

Summer is fast approaching, and so is the end of CFC's fiscal year, along with the work hours dead-

line. The long days mean that even if you wait for rush hour traffic to clear out, there's still a goodly amount of time to put in a couple of work hours at the airport on a weeknight.

Have you logged your work hours yet? Please take a few minutes — maybe tonight or early next week — to log into the [Club site](#), review your hours and catch up.

Here's why this matters: it's gonna hit you in the wallet. No messing around. If your work hours profile shows you owe work hours as of midnight 30 June, you should be unsurprised to be billed \$40 an hour for unworked hours.

Aviation is the ONLY reason I do math in public, so here goes: If 13 members continue in their current dearth of recorded work hours, their individual \$800 checks will top up the club coffers with the princely sum of \$10,400. But I have a feeling our Board of Directors isn't yet making plans for how to spend the largesse.

As of 8 June, according to the CFC work hours system on the club website, as amended by updates still in progress by **Dick Stroock** and **Russ Stoner** (see separate article):

- 36 members have work hours obligations.
- 10 members have completed (and several exceeded) and logged their required hours for the year.
- 13 pilots have logged some but not all their required hours for the year.
- 13 prospective big spenders have logged no hours at all so far.
- And 2 members have logged work hours even though they actually don't have any work hours obligations.

ACTION: Here's what to do.

First, does the system show that you owe work hours, when you know you don't? If things aren't right, don't panic. Let's get them fixed. Email me right away, so we can get that corrected fast.

If you're one of our club's dedicated volunteers for one of the work-credit-bearing jobs, (like Board Member or Crew Chief — check the full list on the pulldown menu on your work hours page) or have done some other jobs and just haven't taken credit for those, now is the time to point and click. Log those hours. You did the work. Make sure it counts, now!

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If you're having computer problems, or can't log into the site, and want me to record for you the hours the hours you've worked, just email me (judy@bradt.com) or even phone me at (703) 627 1074 and let me know the details. I'll take care of you.

Finally, if you really don't want to pay up, then you've got three weeks to get the job done. Still looking for work hours? Email **Sonia Ortega** (sortega99@gmail.com) and see what she might have in the job jar for you.

❖ JUDY BRADT

Work hour system updates in progress

Dick Stroock and **Russ Stoner** are in the process of updating the CFC Work Hours system both to accurately reflect both pro-rata obligations of new members and to correctly record those who have NO 2014–2015 work hours obligations.

While the pro-rata data is still pending, please note in advance of system update that the following members have NO requirement to either work or record work hours:

Anderson, Frank
Barber, Billy
Eisen, Alyscia
Gilmour, Sandy
Hornseth, Ruth
Hughes, Bill
Gawler, Bob
Knowles, Linda
Lahire, David
Manolakos, Stavros
McMaster, Amy
O'Brien, Todd
Rabner, John
Raviv, Eran
Read, Jonathan
Ross, Davin
Scott, Craig
Urban, Tim
Youell, Nathan
Yousefi, Jamal

Be well, fly safely, and thanks for your service.

❖ JUDY BRADT

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	TBD	Phil Carls
N20300	Tom Wilk	TBD
N739BA	Gary Jacobs	Phil Carls
N23GV	Philip Wilk	TBD

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

Another entry from the Aviator's Lexicon:

Aviation Weather: The entirety of meteorological conditions (ceiling, visibility, wind direction and speed, precipitation, etc.). Aviation weather is usually suitable for flight the day before and the day after you have a free day to go flying.