

The Congressional Record

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

Vol. 33, No. 7

Gaithersburg, MD (KGAI)

July 2015

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President's message

Please welcome **Richard Spatz** to the Club. Richard is an experienced helicopter driver with a private pilot certificate in the rotorcraft category and zero time in fixed wing aircraft. Well, let me correct myself: He already clocked one hour in 23GV taking advantage of the prospective member flight offer. Needless to say he showed up with an application at the next meeting. Just as a reminder, if you have anyone showing interest in aviation, bring them in and one of our designated instructors will take them up for a demo flight.

After a long break, we finally managed to get the 5th Tuesday BBQ social going. This was a special one as we had extended a special invitation to our former Club members. **Lynn Cairns, Henry Cox, Anne Culver, Bruce Drury, Frank Emerson, Sam Fenati, Alex Gertsen, George Griffin, and Paul Shank** joined us for the usual fare of burgers, dogs, real Polish sausage (as good as it gets in the USA), beers, and potluck sides. Current club and MSS members as well as some other invited guests attended in force, and the weather could simply not have been better. Overall, it was a wonderful evening. Big thanks to **Greg Castello** for coordinating preparations, assembling the crew and flawless execution. The next 5th Tuesday party is planned for 29 September —mark your calendar.

It is always a good idea to monitor 121.5. It does not matter whether you're inside or outside of the SFRA — having the guard frequency dialed in all the time can be entertaining at the least and a life saver at best. This story qualifies as an entertaining one, however, there would have been clear potential to expedite a search and rescue mission had the airplane indeed been missing. The other day upon my night return to GAI in 23GV, I was

advised to and changed the frequency to CTAF. As a habit and a good CAP practice, I continued monitoring 121.5. About six miles out of GAI, 23GV received a call on the guard frequency. It turned out that an aircraft on an IFR flight plan terminating at GAI did not cancel on the ground (or in the air) and Potomac was asking me to relay message "to call them" to the pilot. I was unable to contact the culprit, and another pilot on the ground said that no aircraft landed within the past 10 minutes — well, that message gave me a bit of excitement, and I started rehearsing the sequence of MDWG contacts I should initiate to get a Red-cap going. After landing, I volunteered myself for a quick search operation on my own by extending my taxi via GAI apron. Yes, the aircraft was there, happily tied down with no one present. I called Potomac and that was it. Fun night.

Fly safe.

❖ **PIOTR KULCZAKOWICZ**

Board notes

July 2015 Board of Directors meeting

In attendance: Piotr Kulczakowicz, Greg Castello, Dick Strock, Dan Golas, Bob Gawler, Rich Fenati

The Board heard a report from one of our TRAMS Fund Scholarship recipients on his experience at the National Flight Academy, where he flew 10 hours. He states he is ready to solo and wishes to continue his lessons.

We accepted an application from **Rich Fenati**, who applied for reinstatement. The Board also accepted an application from **Richard Spatz**.

Nearly all members completed their requirement for work hours. Only two were deficient and will be charged for the missing hours.

Treasurer reports there were no major expenses this month, and accounts are holding steady. Flight hours were down in June.

The Club will participate in the MCAP Open House in October. Anyone desiring to lead the marketing effort this year, please contact a Board Member.

Full notes are on the website.

❖ **GREG CASTELLO**

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Chaplain's corner

REFLECTION ON BLIND SPOTS

We entered July joyfully, with the Fifth Tuesday party coming on the final day of June! Thanks for the good work done by all who helped to make this event a wonderful time for all.

In July, we are fully into Bay Patrol. Hundreds of Cadets enrolled for the Tri-Wing Encampment in Edgewood. Pictures flood social media! Thanks for Squadron support. And we remembered the Nation's birthday with appropriate celebrations.

Encampment, holiday celebration, and flying call to mind something that is critical and consequential. The early colonial Americans did not have cars, airplanes, or many other of the conveniences of today's world. Many of the laws and rules of today's world were unimaginable to George Washington, father of the nation. But one thing was as critical for Washington as it is for us: Blind spots! Blind spots are dangerous. They are critical. They are costly. They are consequential. They collect their pay in short order, or generations and centuries later.

While Washington was prosecuting the War of Independence, he was also posting bounty for persons who abandoned Mt. Vernon on the Potomac. Harry Washington ran away and joined the British, who promised freedom to runaways who joined their cause. When the British lost, Harry lost, but was able to gain safety in the British section of New York. He then was moved to Nova Scotia, Canada, and later back to Africa, Sierra Leone, where he managed to frustrate the British by his strange ideas of liberty and human rights. He was exiled in Africa by his British benefactors.

Eighty-seven years later, as Abraham Lincoln prosecuted the Civil War, he pointed to the blind spot that Washington and much of the country had failed to recognize. Nearly a hundred years after that, Martin Luther King, Jr., said that the promissory note for liberty and equality in America was more of a bounced check. We are working to correct this oversight or blind spot some 240 years after Harry Washington abandoned Mt. Vernon in search of freedom.

A blind spot can put an F-16 and a Piper Cub on a collision course, or set a country on a centuries-old slow walk to freedom. The character development instruction activity at the Encampment and throughout the year in the Squadrons and affiliat-

ed Clubs has the wonderful potential of helping the Cadets and Seniors to exercise our minds in thinking through facts, assumptions, challenges, and solutions (FACS analysis) in a laboratory setting so as to be all the more capable of avoiding blind spots in the realities that come before us anew daily.

May we all have a joyful month at flying, and Civil Air Patrol activity, in the greatest country on earth!

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

If it warns you... (Part 2)

"Oh, s*!t." Without contacting ATC, I turned off the master and did a wingover (well almost) head-

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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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Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Steve Bushby
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Newsletter

Editors and Production Andy Smith, Sandy Gilmour

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ing directly for the end of the runway. About a half-mile out, I turned on the battery and called the tower. He got the cement trucks (no kidding) off the runway, and I landed (a remarkably soft landing, especially since I forgot the flaps are electrically operated). I guess I was so concerned about the electrical problem that I just landed the plane unconsciously!

After shutdown, I noticed the alternator circuit breaker had tripped. I opened the engine access panel and got a solid whiff of burnt electrical. With the cowl removed, it was obvious the alternator failed. The back end of the alt away from the belt was loose, the bolts were loose and there was metal dust everywhere. FRIED!

So, what should I have done? Should I have even attempted the flight? Multiple warnings of an electrical system malfunction. MVFR and IFR conditions. Pressure to return home. Forecasted T-storms. But then what? Would a more thorough inspection have found the worn-out bearing? There was no mechanic at Boggs to help, and I had little knowledge of alternators.

So I made the flight. Using the old adage "Aviate, Navigate, and Communicate," I ensured the engine was safely developing power and I flew the aircraft turning back to the airport while I shut down the electrical systems. I sorta forgot about the communicate part — at least with Clarksburg Departure. But I did repower the system as I approached the field to land and told the tower what was going on and what I intended to do — which was land before I saw smoke.

According to Emergency Checklists, this is the generally accepted process:

Over Voltage Light Illuminates:

1. Avionics Power Switch.....Off
2. Master Switch.....Off
3. Master Switch.....Back On
4. Over Voltage Light.....Check Off
5. Avionics Power Switch.....On

IF LIGHT COMES ON AGAIN

6. Land Aircraft.....ASAP

Ammeter Shows Discharge:

1. Alternator.....Off
2. Nonessential Electrical.....Off
3. Land Aircraft.....ASAP

I cycled the master on the first flight from Boggs. I did not cycle it after the final failure. I just shut

down everything, which I did not necessarily have to do — except for that smell! Notice both checklists end with "land aircraft ASAP." This was foremost on my mind.

The burning wire smell certainly created a sense of urgency. But without any visible smoke, a fully powered engine and proximity to an airport (3 miles behind me), I certainly could have communicated more clearly with ATC. There were no other aircraft in the area. But I certainly could have used the help if it were busy airspace. Declaring an emergency would have created a safety bubble around me and warned the tower I was returning. It would be comforting to know the airspace is clear while you deal with everything else. I had a handheld radio in my bag, but didn't think about until ... well, when I wrote this article. New procedure for the personal checklist: HH Radio — CHARGED and NEARBY.

Additionally, had I checked the circuit breaker, I might have realized sooner that the alternator failed, which might have allowed me to keep the battery switch on and electrical buses energized for radios while turning off any power to the alternator side. But that smell!

The learning never stops. I have been reading a bit about this type of emergency. I found these articles quite interesting in the aftermath of this event.

<http://www.avweb.com/news/airman/185477-1.html>

<http://www.avweb.com/news/airman/185535-1.html>

❖ GREG CASTELLO

Fly-ins

Take note that there are several airports that serve food on regular basis on weekends, mainly Sundays; some just do this during the summer. These are usually done with help from EAA chapters.

The last Sunday of the month during the summer, Cumberland (CBE) has a great breakfast, I understand. Campbell Field over on the eastern shore of VA does soup (other stuff available) most Sundays of the year (check their calendar and weather mainly before proceeding). Ocean City airport has been doing breakfasts or lunches quite a bit. The Jimmy Stewart canteen at Indiana, PA is an-

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other chili dog and soup parlor for pilots. If you haven't lately or ever, you might want to run over to Kentmorr for a high dollar Crabcake....or spend a little more on gas, less on the crabcake at Lorraine's on Tangier Island.

For July, no flyouts scheduled except Oshkosh, and yet it appears this may be the first year I know of that no club planes are going to the show. There are several of us going, but in other planes. Grab a 172 and get yourself up there. You can hang out with Mike and Mark and a few thousand of their closest friends. It's very cozy. See me or Mike to get pointers on what you need to do.

August is still in the works, but I plan to go to Smoketown on 8/8 for their fly/drive in. For the moment that may be the flyout activity. Something else will come along, like maybe breakfast buffet at Luray, Latrobe or some place that does not start with an L.

Lastly, a cheap plug for the no-walking-involved restaurants at:

Rider FBO at HGR, all is good.

Sugar Buns at Easton, I like the huevos rancheros for breakfast.

Kay's at Cambridge...it is all good.

Fiorentino's at Lancaster....ummmm good.

Malibooz Bar and Grill at terminal at Reading has great wings and other goodies.

Flying Machine Cafe at KMQS has great grilled burger or breakfast (till 11 I think).

There are lots of other good places to go, but these are a few favorites this side of Mike's Seafood in Blairsville, GA.

❖ **JOE STUBBLEFIELD**

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 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 July 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

July is the first month of the "work hours year," so by 31 July you should have 1.7 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.

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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 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	TBD	Phil Carls
N20300	Tom Wilk	TBD
N739BA	Gary Jacobs	Phil Carls
N236V	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 Strock** or **Bryan Absher**.

Funny stuff

If you're on short final and the runway looks REALLY short but REALLY wide, you might want to check your heading!