

The Congressional Record

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

Vol. 34, No. 3

Gaithersburg, MD (KGAI)

March 2016

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President's message

What I think is unique about the Congressional Flying Club is its social aspect. We seem to rather enjoy each other's company when it comes to flying, talking about aviation, and having a beer. Or two. From Fifth Tuesday barbeques to fly-outs to interesting locations or ad-hoc "hitchhiking rides" with unsuspecting members to our regular weekly meetings. The affinity with the club manifests itself in a variety of ways. It looks like once a member, always a member of the Congressional Flying Club.

Sonia Ortega has just sent me a very nice e-mail with greetings from Brussels, where she lives now. The weather there is never VFR according to Sonia, and she does not think she'd be able to actually fly while there, but she does remember our Fifth Tuesday barbeques and the Polish sausage, compliments of yours truly. By the way, she says hello and asks me to let you know that you are welcome to come and visit. The beer is abundant, diverse and excellent, and she actually does think that's enough of an incentive for the membership. Fly-out to Brussels, anyone? I do anticipate an urgent inquiry from **Richard Marko** about a possibility of taking 44N to Brussels and back... I say: get your IFR ticket first, given Sonia's — the weatherwoman's — assessment of the Belgian weather.

Sandy Gilmour and **Andy Smith** continue to relentlessly chase your own El Presidente for his monthly newsletter sermons, and once they corner me, they do a fantastic editorial job on our newsletter. Thank you for your efforts! You are one of the many proofs that once a CFC member, always a member.

A long-term former member, **Al Secen**, has just inquired about rejoining the club. Mind you, we do not add anything to the beer we keep in the fridge to make people come back.

Let's not forget about the important role the Montgomery Senior Squadron, under **John Strong's** command, is playing to amp up the coolness of the Congressional Flying Club and the flying opportunities one would not be able to easily find elsewhere. Just recently, five members of the club (**Marty Sacks, Gary Jacobs, Larry Baker, Joe Stubblefield, and Mladen Kriznik**) got what was essentially free training in the G1000-equipped CAP C182. Free flying is one thing (and who would refuse free dual instruction HOBBS time?), but the camaraderie developed during those sorties offers entirely different dimension for the Congressional Flying Club members. Just ask Mladen. Elation combined with a dose of frustration appears to be a powerful mix that enhances one's attraction to the club.



Larry Baker enjoying G1000 training in the CAP C182

The club would not exist in this shape and form without members who contribute beyond the call of duty. I just want to mention three names. What would we do as a club without **Dick Stroock, Bill Hughes, and Bob Gawler**? And others who passed away. Think about it and get engaged to make our club continuously awesome.

By the way, Fifth Tuesday is on 29 March. Be there. Bring friends and family. As usual, I will bring some Polish sausage.

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This coming weekend, **Joe Stubblefield** is getting a bunch of members organized for a fly-out to Sky Bryce to watch the closing of the ski season there.

Fly safe,

❖ **PIOTR KULCZAKOWICZ**

Board notes

In attendance: Piotr Kulczakowicz, Dan Golas, Greg Castello, Bob Gawler, John Strong, Dick Strock, Gary Jacobs.

Flying hours are down, most likely because of poor weather. Go flying! The Cardinal is in for its 50-hr. Since the annual is due soon, we will complete that now as well.

The club is looking into setting up an Aviation Day for local youth groups to come to the airport, see operations, do activities, and take a flight. Most likely in May. Volunteers needed.

We still do not have Internet. We are looking into hooking up to another hangar.

Gary has volunteered to be the registered agent for the corporation.

Most outstanding balances from past members have been disbursed or swept into the Trams Fund.

We will distribute mailers for prospective members in March. There are no other clubs at the airfield interested in merging.

We're looking into AOPA's free scheduling service.

❖ **GREG CASTELLO**

Chaplain's corner

"YOU ARE GODS; YOU ARE ALL SONS OF THE MOST HIGH." PSALM 82:6, JOHN 10:35

Shakespeare and I have teamed up to invite us to a disposition that can help to make us whole, happy with our life together in the Club and Squadron. Let's see how we move toward that objective:

"Life's but a walking shadow, a poor player, that struts and frets his hour upon the stage,

And then is heard no more. It is a tale, told by an idiot, full of sound and fury, signifying nothing."

—Macbeth (Act 5, Scene 5)

INTEGRITY — I shall intentionally do what is right (what is truthful, fair, of good faith, goodwill- and

friendship-making, beneficial to all involved in the organization), even when I and no one else witnesses my action!

VOLUNTEER SERVICE — I will share my presence, power, purse, and prayer without invoice for the good of causes worthy of compassion and charity, for the sake of our goals and objectives in our organization, and not just because I have heard that giving sets into effect a spiritual cycle which yields a constant return of goodness!

EXCELLENCE — I will always seek growth and development of my ability to contribute to the enhancement of myself and my organization. I will exercise my ability more and more, and not cease to do better than best. I will ever seek to go beyond my own and others' expectation of me, because it is possible, profitable, and positive to

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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, Gary Jacobs, Gashaw Mengistu

Flying Club Administration

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Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Sonia Ortega
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	TBD

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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do so!

RESPECT – I will look not once, but twice, and twice more to see, observe, listen to, and honor the person who journeys with me and works beside me in the organization. If I notice differences between us, I will strive to conceive how those differences complement and fit us better for the success of our mission. Diversity shall multiply our strength rather than divide us. The journey is long, the challenge is difficult, and the end, if we can make it together, is joyful, eternal, and heavenly!

“What a piece of work is a man, how noble in reason, how infinite in faculties, in form and moving, how express and admirable in action, how like an angel in apprehension, how like a god!” — Hamlet (Act II, Scene 2)

Honoring the core values of Civil Air Patrol can help us to move from the pessimistic to the optimistic view of who we are, and what our mission is; doing so can motivate us onward to personal and organizational fulfillment.

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

Fly-ins

We had just enough folks to take **Bob Swanson** up on his offer to haul us to Chester County for a nice trip and lunch on 20 February. Worked well since he was only one in the group who was current in everything needed to fly. Maybe if we had months that had 45 days each, we would have time to get all the things done that seem to all come due at the same time, in the worst conditions of weather or availability of planes, check pilots, doctors etc. Maybe we have actually misunderstood the whole Mayan calendar thing, and they meant for us to have 45 days in a month, thus explaining why we are still here. I say use whatever time we have left as much as possible to go flying, just in case they apply some correction factor on that calendar.

Now that it is March, we are scheming to go to the Winterfest at Sky Bryce for a night or two stay. Love watching snow skiing across a pond! Since **Gashaw** was saying his girls were pleading to go and **Gary** knows the ropes and real estate situation down there, let's see if they can book us a house for the weekend of 11–13 March. We

could take sleeping bags and possibly sleep 20–30 people. That would be interesting!

Well, we have some limitation built in depending on planes to haul folks down there, so it should work out about right. Let us know if you wanna go.

Your tour director,

JOE STUBBLEFIELD

Tangier coat run

Doug Holly, Cuan Hendricken and I hauled 18 coats to needy folks on Tangier. This run was a direct result of the holly run. Thanks to **Ruth** for paying attention and finding out there was a need. Thanks to my church and CFC members for coats and money for benefit of the needy. Thanks to **Charlie** for use of his Tiger.



We saw one young girl swap a chenille bathrobe for a nifty warm coat with lots of pockets and in her favorite color. She had worn the bathrobe to school to keep warm.



The club raised funds that are still helping the two young girls who live with their blind grandmother.

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[*Editor's note: The Club received a thank-you note from a young lady on Tangier Island; see p. 8.*]

❖ **JOE STUBBLEFIELD**

.Work hours

Johannes van Dam is the 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](http://www.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**.

CAP does VAC

[*Editor's note: The author, Gashaw Mengistu, is a CAP Mission Pilot, with the rank of Captain, and a CFI-IA*]

Thursday, 11 February, dawned with a very cold 18° F temperature and winds blowing at 18 knots gusting to 24 at 0730. I got together with **Lt. Larry Baker** (CAP Transport Mission Pilot) at Frederick Airport in Maryland to prepare the glass cockpit CAP airplane for the mission of the day: a VAC (Veterans Airlift Command) compassion flight transporting medically retired USAF S/Sgt. Adam Popp from Leesburg, VA (KJYO) to Jeffersonville, IN (KJVY), so that he could visit his ill grandmother.

The preflight started with unlocking the door. Right from the get-go, the key unlocked the door, but the door wouldn't open. After a few minutes of fiddling with it, we found out the door was locked from the inside, on both the pilot and copilot sides! So in goes Larry through the baggage door to open the camera window, through which I put my hand and unlocked the pilot window, and then the pilot door.

Next on the list is taking off the cabin cover. This cover is frozen to the fuselage with chunks of ice all over it. A careful peeling worked for a bit, and then more pulling ended up tearing some of the material. After additional careful peeling, we managed to get the cover off — probably with a tear too big to repair.

Next was deicing the wings. The normal frost cover was not there on the wing, which was a good thing. The bad news was that there were chunks of ice frozen solid to the top parts of the wing that were too much for the deicing fluid that we were applying using a garden sprayer. So we started trying to scrape with cardboard and a plastic credit card. That took a lot of effort and time, but being CAP, we weren't going to settle for a cushy sofa in front of a warm fire in the fireplace while we let the local FBO come out and deice the plane.

The rest of the preflight was uneventful: Fuel was good, tires looked good, we had enough oil — and the tow bar was removed! (It was never attached, but gotta make an FRO happy.)

Our plan was to depart KFDK at 0830 and fly to KJYO, pick up our passenger and get on our way

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at 0915. But we were coming up to 0900, and we haven't even started the engine yet. The winds now were 19G29 out of 290 at KFDK and about the same at KJYO. We are now bumping up against the wind limit of 35 knots per CAP regulation. But we are not there yet, so after a quick check-in with Col. Henderson (our FRO for the day), and a clearance from ground, we taxied to runway 30 for departure to KJYO.

A bumpy 20-minute flight later, we landed at KJYO and went in to the FBO to do some more paperwork (Form 9). We came back with our passenger and loaded up into N875CP. We started the engine up and called for our IFR clearance with a new call sign — Hero Flight 875 (HRF875). That call sign meant something special to both Larry and me; we were giving back to the brave soldiers who gave so much to this country. Even through we are not military, we were especially proud that we were able to do it as Civil Air Patrol pilots in Civil Air Patrol airplane because we felt we were helping one of our own.

The flight over the mountains was quite bumpy and full of updrafts and downdrafts. The headwinds were worse than forecasted, at a solid 45 knots at 6000 feet. We went through a few clouds over the mountains and then decided to request a higher altitude, which we were cleared for. The winds were a tad stronger at 8000, but the flight was smoother and our passenger was more comfortable. The flying pilot (Larry) was also having an easier time controlling the airplane.

After a long 4.5 hours of flight, mostly with undercast, we arrived to clear and 10 miles visibility with calm winds. Felt a lot better than where we left. The pattern entry and landing were uneventful.

After a few pictures with S/Sgt. Adam Popp, we asked the front desk lady to point us to a place where we could pick up something to eat. She decided she was going to chauffeur us to the local fast food place herself while the airplane was getting refueled. And we got \$0.50 discount per gallon on the already low-priced fuel!

A quick lunch and preflight later, we got back in the airplane looking forward to all that headwind finally turning to tailwind and helping us get home fast. We should have known better. We were now getting 35 kts of crosswind and 15 kts of tailwind at 9000 feet. The wind had shifted. It was still

better than going out. Only took 3.2 hours to get back.

Overall, we had a great flight. Flying a veteran in a CAP airplane, we felt we did something worthy. We helped out one of our own. The experience of flying a long cross-country, the exposure to new instrumentation for Larry, and dealing with ATC that was very appreciative of our service to our veterans was the icing on the cake.

Much better than the \$100.00 hamburger; in my humble opinion.

❖ **GASHAW MENGISTU**

[Editor's note: For pictures of the mission, see <https://picasaweb.google.com/106301092947963882784/VetransAirliftCommand?authuser=0&authkey=Gv1sRgCKDU55Lc5ZedLA&feat=directlink>]

Aircraft rates

Following are our aircraft hourly rates as of 1 March 2016.

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

Rates are per tach hour, wet.

* Reflects installation of analog tach in November 2014

YOU Are the PIC!

Just for fun I took one of the FREE on-line courses in www.FAASafety.gov. Thought I would pass on some of its useful information.

The FAA is very clear in stating that being Pilot-in-Command (PIC) of an aircraft – whatever its size – is a big responsibility. In fact, the PIC is “directly responsible for, and is the final authority as to, the operation” of the aircraft (14 CFR 91.3). Being PIC means that the buck stops with you. Nobody else – not your passengers, not ATC, and not anyone else on the ground – is the final authority on operation of the aircraft.

Ignorance is No Excuse

In flying, as on the highway, ignorance of the law is no excuse for making mistakes. In aviation, the rules in 14 CFR 91.103 are very clear about what

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you should know – everything! If you like acronyms, you might remember that you need a “wealth” of information.

- W-Weather reports and forecasts,
 - E-Expected performance of the aircraft given expected conditions,
 - A-Alternatives available,
 - L-Length of runways to be used,
 - T-Traffic delays and terrain avoidance,
- and
- H=How much fuel is required.

Buckle Up

One of your responsibilities as PIC is to ensure that your passengers are briefed on use of safety belts (14 CFR 91.107). This duty has several parts:

Notify each person to fasten safety belts and, if installed, shoulder harnesses.

Ensure that each person has the safety belt properly secured any time the aircraft is in motion.

Ensure that all flight crewmembers are at their stations.

Flight crew members must have safety belts fastened at all times, and must use shoulder harnesses (if installed) during takeoff and landing unless it would interfere for performance of duties.

It is a good idea to include others items in your preflight briefing to passengers. A good way to remember the topics to cover is to think SAFE:

S – seatbelts, shoulder harnesses, sterile cockpit

A – air vents and environmental controls

F – fire extinguisher location and operation

E – exit and emergency instructions (e.g., how to open doors)

Careful and Wreck-less

One of the broadest rules is 14 CFR 91.13, which says that “no person may operate an aircraft in a careless or reckless manner.” The rule applies not only to flight, but also to aircraft operations on the ground. Avoiding careless and reckless operations means complying with all other regulations. Including the following:

You have to ensure that the aircraft is airworthy and in a condition for safe flight (14 CFR 91.7).

You must take “reasonable precautions” to prevent injury or damage on the ground if you drop something from an airplane (14 CFR 91.15).

You may not act as PIC if you have consumed alcohol within the last 8 hours, if your blood alcohol content is .04 or higher, or if you are under the influence of any drug that affects your faculties in a manner contrary to safety (14 CFR 91.17).

You may not allow anyone under the influence of alcohol or drugs (except a medical patient under proper care) to be carried in your aircraft, except in an emergency (14 CFR 91.17).

Fit to Fly

Flying requires attention and concentration. Many things can affect your fitness to fly, and the familiar IMSAFE checklist is a good way to preflight the pilot. As outlined in AIM 8-11, you need to verify that you are not impaired by Illness, Medication, Stress, Alcohol, Fatigue, or Emotions.

You should also be aware of how various situations can affect your perception and your judgment. These include:

-Hypoxia (AIM 8-1-2) and other effects of altitude

-Carbon Monoxide Poisoning (AIM 8-1-4) Illusions (AIM 8-1-5)

-Vision (AIM 8-1-6)

❖ **Bob Gawler**

Work hours monitor

March is the ninth month of the “work hours year,” so by 31 March February you should have 15.0 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!

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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 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	Larry Baker	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 Stroock** or **Bryan Absher**.

See the thank-you note from Tangier Island on the next page!

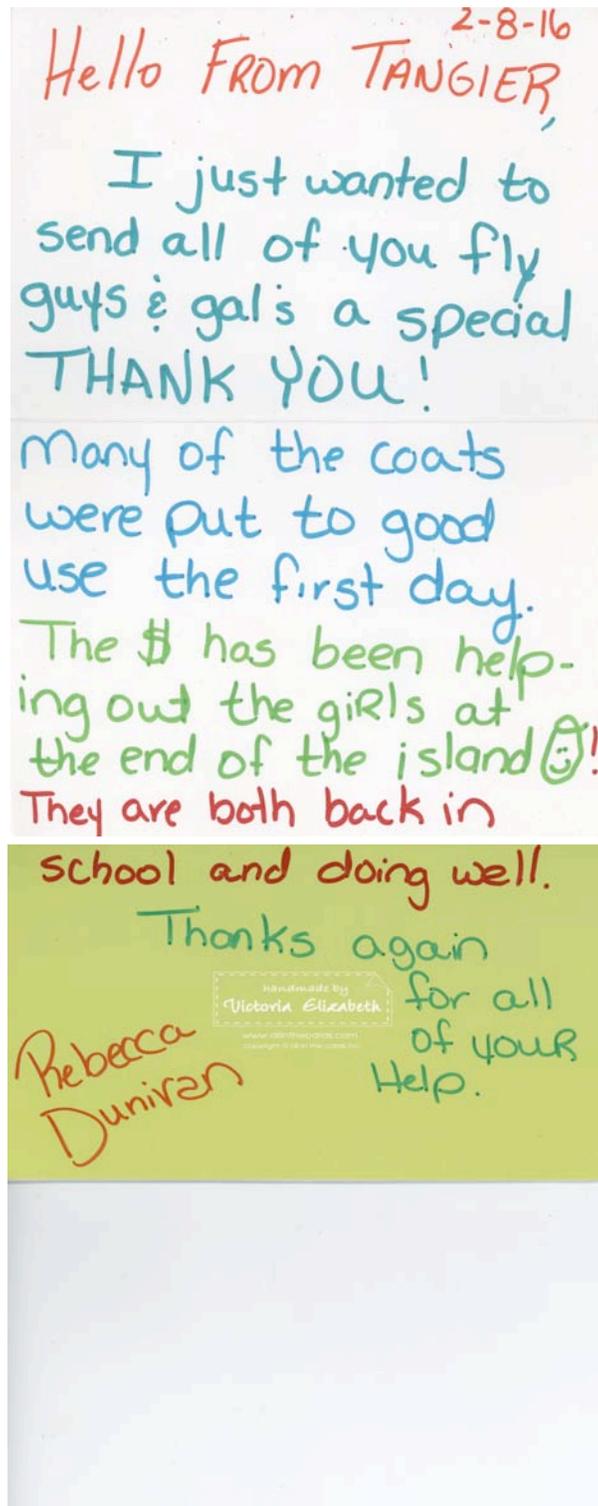
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Thank-you note from Tangier Island for the donated coats