

The Congressional Record

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

Vol. 34, No. 4

Gaithersburg, MD (KGAI)

April 2016

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President's message

Please welcome **John Schweppe** and **Ronald Ramsaran** to the Congressional Flying Club. John is a private pilot who moved to the DC area from Santa Monica, CA, and finally found a community of pilots with a bunch of nice airplanes. Ronald is the latest recipient of the Bob Hawkins Flight Scholarship from the Trams Fund and has just started his lessons with **Tom Wilk**.

Speaking of Tom Wilk, he has recently renewed his CFI certifications and is our newest Designated CFI.

Marty Sacks, one of our newest club members, has just passed his initial CFI Practical Test. Congratulations, Marty! This achievement makes me particularly happy, as I was Marty's instructor.

Building on **Ted Tschudy's** series of short knowledge sharing sessions that became a regular part of our Tuesday's club meetings, **Gary Jacobs** suggested that a good topic to cover would be to refresh Emergency Checklist memory items. The two short initial sessions worked really well, and they are clearly valuable. There was definitely some rustiness about immediate action items a pilot should take in case of engine fire upon engine start, for example. We hope that now it will be a subconscious reflex type of action for most in attendance.

Bob Swanson gave a nice report on Sun-n-Fun, where he had a blast. More to follow, with pictures.

With spring rolling in, Joe Stubblefield is preparing many a fly-out. Greg's farm at the end of the month. Chili competition. Ocracoke Island with the First Flight stop and more.

Fly safe,

❖ **PIOTR KULCZAKOWICZ**

Board notes

[Report not available at press time]

❖ **GREG CASTELLO**

Words from a new member

I'm a new member and want to tell you how excited I am to be a part of the club. I appreciate how well the airplanes are cared for. I'm clearly with a great group of aviators! Thanks for making me feel welcome!

One thing that we can sometimes overlook is a thorough tie-down and chocking of the airplane when done with our flight. We are at the time of the year when we can get some ferocious winds (+/- 50 kts) — like over a recent weekend — and the ropes can get loose and the chocks can slide around too. I happened to stop by the airport during the recent wind event and found a couple of airplanes pretty loose. I took a few minutes to tighten them up but it reminded me of the importance of good tie-down procedure.

Since we sometimes don't get a chance to see the chaos the wind can cause unless we're next to fly after the wind, I thought that I would encourage everybody to tie down the airplanes nice and tight — especially the tails of 23GV, 44N and 76X, which are exposed to westerly winds.

❖ **MARTY SACKS**

Chaplain's corner

BECAUSE OF OUR VISION, MISSION, AND FORTITUDE, WE SHALL GROW AND PREVAIL!

Perhaps there is still much work to do to assure the growth of our Club and Squadron. To be sure, growth and development will not come without total commitment and effort by every member.

It is said that many hands make heavy work light. That is so true! I think of it every time that I see a group of pallbearers. I marvel at how easily six persons do the work that none can do alone. I marvel also when I read that 379 members of the Civil Air Patrol Middle Eastern States

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Region worked together to add 577 new members since last July. I think that there must have been a dedicated leadership effort. I think that there must have been a conscientious follow-ership effort. I think that so many persons were involved in keeping up the motivational effort.

I remember that never did a CAP state drill meeting occur without the Commander at some point emphasizing the importance of membership growth. I think that so many persons were involved in the front line work of simply recruiting, inviting, encouraging, and helping those on the outside to consider entering the organization.

For sure, someone was praying, for nothing gets done without prayer and strong intentionality. I am happy to learn of the growth that has come to Squadron membership. I am hopeful that growth will come to Club membership. I am confident that as we are well led to focus on sustaining the life of our Club and Squadron, we will actively work to do so, and thus, will see our dreams turn into reality.

Will it be easy? Probably not! But when we think of the zeal and effort that others have put into building, sustaining, and growing our organization, and making it available to us today, we will add our effort to assuring that we have a fine organization with which to welcome the next generation of members.

I have seen and worked with organizations that were dying. I have seen and worked with organizations that were stagnant. I have seen and worked with organizations that were revitalizing themselves. Leadership, prayer, team work, understanding, and zeal at the development task have always been critical to the life of those organizations that prevailed. No one and no group but we ourselves can give us the comfort and joy of a healthy club and squadron to appreciate and be proud of. So let's spread the word that there is a home awaiting new members in our organization. In the Bible, Acts 2:41, it is recorded that with the leadership of the Apostle Peter, the membership of the new church grew astronomically: "So then, those who had received his word were baptized; and that day there were added about three thousand souls." Inspired and inspiring leadership can do much to assure our growth. Amen.

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

Fly-ins

Still looking for a couple folks or so to run down to visit Larry Falls at Morganton, NC, 22-24 April. Might get to see the Dragonfly haul hang gliders up. Will certainly have a good time, good food, and entertainment by Larry. Just a couple hours down there for a really good time.

From 29 April to 1 May is the farm trip to Greg's for the usual super time of blasting and non-fast-ing. Need to get the group together for planning. Don't wait till the last minute to commit, like Regen. Let Greg and me know.

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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

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Newsletter

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The Massey chili cook 'n' fly is 14 May. You don't have to bring chili, but if you could bring a little something it would be appreciated by all. Grab your own plane and crew and go.

20-22 May I was thinking to spend one or two nights down maybe on Ocracoke while visiting First Flight and maybe the AOPA Fly-in at Beaufort, NC, and a few other select possibilities. Need to get started on this one and grab some rooms or find a house we can borrow.

Let me know on any and all.

❖ **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 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**.

VFR into IMC

In the January 2016 issue of Aviation Safety magazine, an article titled "Continued VFR into IMC" highlighted the prevalence of VFR-into-IMC accidents. This particular cause of accidents continues to be a significant issue in general aviation despite amazing improvements in weather-related products and resources. The format and content of aviation weather these days, both preflight and in-flight, are increasingly easy to obtain, interpret and understand. Indeed, the best way to avoid a harrowing weather event is to use the plethora of weather resources that are widely available and avoid blundering into a VFR-into-IFR situation.

However, after reading the abovementioned article, I kept thinking about another key question. That is, if you as a pilot have inadvertently placed yourself in an urgent and desperate situation involving weather (or perhaps some other sort of emergency), how prepared are you to deal with it? In my continuing experience as a Club flight instructor, many pilots are not adequately prepared to divert to an alternate airport and terminate the flight in a hastened or urgent manner, especially at night or when the surrounding terrain involves mountains or multiple towers or obstructions.

In fairness, an urgent and unplanned diversion to a "Plan B" airport can be quite challenging. First, there is human psychology, which often fails to accept the reality of a deteriorating situation, and hence a decision to divert is often delayed. Once it becomes clear that a diversion is needed, a pilot will then realize the urgent need to identify an airport that offers a safe haven.

Seconds count! The Garmin GPS units in each of our club aircraft, combined with other resources such as assistance from ATC, are tremendous resources to save the day. However, to be able to use these resources effectively in

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an urgent situation, it takes practice. Get with a Club instructor, fly a circuit around the SFRA, and practice diverting to various airports. In particular, fly to the challenging airports that you have never visited. Practice the process of quickly changing your destination plans and learn how to divert in a safe and efficient way. The experience of doing this will be both valuable and fun! Fly safe.

❖ **ANDY MULLEN, CFII**

Aircraft rates

Following are our aircraft hourly rates as of 1 April 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

Work hours monitor

April is the tenth month of the "work hours year," so by 30 April you should have 16.7 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.

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!

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	Larry Baker	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 Strock** or **Bryan Absher**.