

The Congressional Record

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

Vol. 34, No. 5/6

Gaithersburg, MD (KGAI)

May/June 2016

In this issue

President's message	1
Board notes	2
Chaplain's corner	2
Fly-ins	2
Work hours	2
GAI crash investigation	3
Maintenance shout-out	4
CFC-MSS on social media	4
Aircraft rates	4
Work hours monitor	4
Your flying account	5
Crew chiefs	5
Address for checks	5

President's message

Please welcome **Al Secen** back to the club. Al comes back after a long break and is ready to put some serious flying hours on our airplanes. Al is a flight instructor (CFII), so we fully expect him to become a club designated CFI as soon as he completes his checkouts.

Although **Phil Bolin**, a student pilot about to take his check ride, put in his application, the check is missing — what does he know about us, I should ask...? Anyhow, he seems to be betting on the prospective member flights, and he thoroughly enjoyed the experience including: "I have never flown in Class Bravo."

By the way, about those stadium TFRs — you check for them and then you go for a flight and see a stadium full of people.... Be situationally aware and stay away from those gatherings.

Rado Ivanov and **Chris Moses** did a fantastic job washing and refreshing N23GV. The airplane looks really nice and is a pleasure to fly. I hope I was able to impress some prospective members I took on flights last Saturday. However, the checklist and a fuel stick are missing. People! Use your brains and slow down. Why create additional work for those already putting a lot of sweat into the smooth functioning of the club?

If you are still lacking work hours, here is your opportunity, as you have only two weeks left: we have three more airplanes that could use some thorough washing. Get another Club member and wash the plane at your convenience.

Johannes Van Dam keeps track of the jobs that need to be done, which include repairing one of the benches outside the trailer, general cleaning

of the trailer, and repairing the tail cover for N20300.

Crosswind landings! If you have not done many of them in your pilot career, or if you do not feel proficient, or if you want to expand your comfort zone and personal limits, schedule a flight with an instructor on a nice crosswindy day and go practice. Refresh your skills, (re)gain proficiency, and become a better pilot. Also, remember that a crosswind landing starts with a properly flown pattern. You need to crab into the wind to maintain a parallel track. You need to remember that the base will take more or less time than usual, depending on wind direction and pattern. You need to anticipate and adjust the pattern as needed. All that becomes easier when you start thinking about it even before you get airborne. Check the winds aloft. In flight, observe how much wind correction you need. Remember about the effect those trees on the left side of runway 32 have.

In other words, be situationally aware, anticipate, do not be taken by surprise. Maintain full control of the airplane at all times. If in even the slightest doubt, go around. Going around is a better option than collapsed front gear and bent firewall in the ditch on the side of the runway. On departure, puh-leeeeeeeze maintain the centerline. If you do not crab into the wind, the wind will nicely carry you into those aforementioned trees. Above all, do not make your instructor freak out his pants.

We had a fantastic showing at the latest Fifth Tuesday Beer-n-Grill. Thank you all who showed up. Thank you to all the organizers, cooks, etc., and especially the coordinator, **Rich Fenati**. This reminds me also about the importance of RSVP-ing. We did run out of Polish sausage, as the crowd was double what we had estimated. A few of us stayed late and were rewarded with some stories about past members of the Club who were quite the characters, it seems. **Paul Shank**, a former member, shared a few stories and says a book is in the works. I, for one, hope to read it sooner rather than later. This club has some amazing stories.

Fly safe,

❖ **PIOTR KULCZAKOWICZ**

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Board notes

Not available at press time.

❖ GREG CASTELLO

Chaplain's corner

WHAT A SEASON FOR THE RELUCTANT DRAGONS! Sometimes, for sure, each of us most probably reflects on the image of the reluctant dragon. Perhaps we all know of some rendition of a story from which this image might spring. We dwell on it for a moment and then return to our present state of mind.



Why not go from whatever the story is to a flight of imagination? Let's imagine the plight of our own reluctant dragon. Now, first of all, he is a dragon. And dragons are generally terrible guys. You know how they are generally portrayed. Ugly, gray, quadrupedal, reptilian, with avian appendages, and of course, always fitted with fire-breathing, flamethrower capacity. They also come with that noble Eastern religion/martial arts tendency toward modesty. Would rarely if ever deliver the knockout punch, would not hurt a fly, roll with the punches, and bend with the bending, even a bird could not take off as the hand flexes downward with every effort to gain lift.

And yet how strong, awesome, capable of doing wondrous feats. Now, we have all submitted to the class. We are all reluctant dragons. And so what is the latest quest before us? What reluctantly do we plan to conquer? Um, perhaps it is the call to serve. It is an unending call, a magnificent call, a noble call, such as can be acclaimed a core value by some organizations,

the Civil Air Patrol among them. Watch the Bay, look out for the waters below, see if anyone is in distress, for the whole of the season when so many return to the waters. Watch the Bay. Keep hope alive that all will go well; none will perish on the waters of the Bay. A whole scheme of service is planned for a comprehensive schedule of the season. Bay watch.

Bay watch? No, Patrol. Patrol! Like those first coastal patrollers who looked for foreign danger in the waters. Yes, Bay Patrol! No menial call; indeed, a call for which we may offer prayer. "Oh, God, how majestic your ways! You invite us to rise up with you, and look out for your people. We are glad to be on Bay Patrol. Prepare us, empower us, and equip us well, that we may do this task with safety, competency, and thoroughness. It is a wonderful task unto which you call us. Thank you for looking out for us, our families, our family, our Club and Squadron. Grant to us a most wonderful season of safety, comfort, and joy in the air, on the land, and on the water. And may we continue to grow through the service opportunities that come to us. We humbly offer our gratitude and, our service. We, reluctant dragons — Amen!"

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

Fly-ins

The Reading trip got weathered out, but there are plenty of things to do this month. Check out Social Flight and funplacestofly.com for something that appeals to you.

Horne Point fly in is at Massey this weekend. Make sure to navigate to Massey, not Horne Point. Lots to do, I flew to Chicago last Friday for a Hotdog — with the works, of course.

Maybe we need to have a roster of folks like me that are ready to go fly somewhere at drop of hat. Sounds like a job for someone like Russ or Richard to build a web page or something. Hmmm....

❖ JOE STUBBLEFIELD

Work hours

Johannes van Dam is the new work hours coordinator.

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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**.

GAI crash investigation

This is one accident that did not have to happen. First rule of flying is FLY THE PLANE.

On 7 June, I attended a two-hour session at the National Transportation Safety Board (NTSB) HQ in DC where they released an investigation

report of the December 14, 2014 crash at Montgomery County Airport.

In that accident, an Embraer EMB-500 airplane, N100EQ, was attempting an approach in structural icing conditions to Runway 14. The pilot, two passengers, and three people on the ground died when the plane impacted three houses about three-quarters of a mile from the end of the runway.

It was stated that the prestart, startup, and runup checklists were not used. No Weight and Balance was calculated for takeoff or landing for this flight. From startup to takeoff was 15 minutes. This was determined by the cockpit voice and data recorder (CVDR). The after-startup check list alone, completed by an experienced pilot during the investigation, took nine minutes. This pilot took six. (See next page)

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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 deice/anti-ice system was used for 11 minutes during the first portion of the flight, then turned off for the remainder of the flight. The final 15 minutes of the flight was in IMC, and air temperatures conducive to icing. The CVDR has a comment from a passenger that the plane was in snow for a portion of this time.



An NTSB Board member asked the investigating team panel (21 members from FAA, Embraer, and the engine manufacturer) if the Montgomery County Airport had any contributing factors to the cause of the crash, and the panel said no.

My personal takeaway from this is that in a single pilot or crew environment the checklist has to be used during all phases of the flight. During the "rush" of the flight the mind can forget things. USE THE CHECK LIST.

The probable cause of the crash is stated as follows:

"The NTSB determines that the probable cause of this accident was the pilot's conduct of an approach in structural icing conditions without turning on the airplane's wing and horizontal stabilizer deice system, leading to ice accumulation on those surfaces, and without using the appropriate landing performance speeds for the weather conditions and airplane weight, as indicated in the airplane's standard operating procedures, which together resulted in an aerodynamic stall at an altitude at which a recovery was not possible."

You can review the NTSB report by going to this link:

http://www.nts.gov/news/events/Documents/2016_gaithersburg_BMG_Abstract.pdf

❖ **BOB GAWLER**

Maintenance shout-out

I'd like to put in a plug in for helping with maintenance on the airplanes. **Bill Hughes** was nice enough to let me help him get the annual started on 44N last week. Not only was it a relaxing way to get some volunteer hours, I also got a chance to ask some questions about the airplane because Bill was right there. I really enjoyed it.

If you haven't had the opportunity to participate in this, I highly recommend it!

❖ **MARTY SACKS**

CFC-MSS on social media

For anyone who wasn't already aware, Richard Marko has kindly provided information on the squadron's social media accounts:

<https://www.instagram.com/capmss>

<https://www.facebook.com/capmss>

<https://www.twitter.com/capmss>

Aircraft rates

Following are our aircraft hourly rates as of 1 June 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

June is the twelfth month of the "work hours year," so by 30 June May 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

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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**.