

The Congressional Record

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

Vol. 27, No. 10

Gaithersburg, MD (KGAI)

October 2009

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President's message

Just a few weeks until the Club elections and a review of the possible changes to the club by-laws, as well as a review of the changes to the current rules and regulations. These are the fundamentals by which the Club is operated, and you should take the time to look them over and (we hope) agree to the changes. If you don't agree, this is the time to speak up. The proposed revisions are located in the files section of Aircraft-Clubs.com. Please take the time to look them over, and if you have questions or comments, by all means bring them to the attention of the Board of Directors.

Election of officers also takes place on the first Tuesday in December. Again, it is your Club, and if you have the time I encourage you to run for one to the three seats on the Board of Directors — or for the Presidency!

Some of our folks are getting a bit sloppy when it comes to the postflight tasks. Recently, aircraft have been left with the fuel selector on "both." This causes the fuel to cross-feed and eventually overflow the tank and spill on the ground. Some others have been flying the planes to the point that there is very little fuel left in the tank(s). If the fuel level is close to or less than ¼ of a tank, add some (you don't need to top it off) or better yet, stop elsewhere and top off — the fuel at DMW is about \$1.20 less a gallon than here at GAI. I have also noticed that if you don't stand there while the plane is refueled, the line guys will fill the tank to the brim, and within minutes the fuel starts to expand because of the sun's heat and just come

gushing out of the overflow vent as well as the fuel cap. Help us keep our rates down and under control.

The sun shields have been installed such that the compass is between the shield and the windshield. This effectively creates an oven, which bakes the magnetic compass.

❖ **BOB HAWKINS**

Log that fuel!

I know at times, especially when fueling at GAI, that the amount of the fuel purchase is not readily available, and it may be an inconvenience to obtain the appropriate information and enter it on the flight ticket.

But I'm spending hours each month tracking down fuel purchase info for as many as 12 flight logs.

PLEASE, take the time to ensure the fuel entries are complete, legible, and accurate following your flight. The club is making a concerted effort to provide timely account information to the membership, but you must also do your part.

Flight logs are usually processed each Monday, so take the time on those weekend flights to complete the logs. If you've got time to fly the plane, you've got time to do the paperwork.

Thanks.

❖ **DICK STROCK**

Club checkrides

All members are reminded that CFC rules require an annual checkride to be flown. This past summer, renewed focus was placed on this longstanding Club rule. Recently a situation surfaced on the flight line that highlighted the value of this rule. While completing the postflight documentation for a member's annual flight check, it was discovered by the instructor that the club member had been inadvertently flying for at least a year without any documentation of a current FAA Flight Review. The error was quickly rectified by the member. However, in the event that this particular member had an accident in a Club plane previous to the flight check, it is likely that there would have been insurability questions raised, thus placing the club at significant financial risk. I encourage all members to embrace the value of the club annual

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check ride requirement. I assure you that as a result, the level of safety and regulation compliance within the club will be enhanced and risks to our club will be significantly mitigated.

❖ **ANDY MULLEN**

Aircraft rates

Following are our aircraft hourly rates as of 1 October 2009.

Aircraft	Rate
N15624	\$135
N20300	\$100
N25883	\$77
N5135R	\$92
N739BA	\$92

Unless otherwise noted, rates are per tach hour, wet.

❖ **BOB HAWKINS**

Solo announcement!

I am pleased to announce that **Devtulya "Dev" Kavathekar** soloed the 152 on Saturday, 10 October. Dev is one of our BCC cadets and has put a lot of work into getting to this point. I know that everyone in the Club joins me in congratulating him.

❖ **BOB HAWKINS**

Notice of election

The Club's by-laws provide for annual elections, to be held on the first Tuesday of December for the coming year.

Accordingly, we will hold elections for 2010 on 1 December 2009. No proxies; you must be physically present to vote.

Please contact me or **David DiNardo** regarding nominations.

In order to vote, you must (1) be physically present at the election (no proxies) and (2) be a member in good standing (*i.e.*, your flying account must be current).

❖ **PIOTR KULCZAKOWICZ**

Chaplain's corner

ATTITUDE IS ALL; IT AFFECTS ALTITUDE!

"Be careful for nothing; but in every thing by prayer and supplication with thanksgiving let your requests be made known unto God. And the peace of God, which passes all understanding shall keep your hearts and minds through Christ Jesus." Philippians 4:6f

We take care to do all things well. After that we "let go and let God." Let the disposition registered in the prayer of Reinhold Niebuhr be ours: "Lord, grant me the serenity to accept the things I cannot change; the courage to change the things I can; and the wisdom to know the difference." It is called the Serenity Prayer. It reflects the most mature level of responsibility toward life. And it embodies paradox: extreme commitment to action and absolute flexibility about impossible outcomes.

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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	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	TBD
Members at Large	Bryan Absher, Steve Bushby, Bob Gawler, Ruth Hornseth, Mike Regen

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock
Work Hours Program	Michael Regen
Mtnc Advisor	Bill Pechnik
Mtnc Coordinator	Bill Hughes
Safety Board President	John Peake
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	Dick Strock

Newsletter

Editors	Andy Smith, Sandy Gilmour
Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Chip Fleming, Dan Golas

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When we have done our best, what else can be expected of us? No need to lose heart. No need to worry. No need to take any but the brightest disposition about outcomes! Leave the dark feelings, sayings, and depression to the faithless. Let the peace of God reign and keep our heart and mind bright, focused and confident that all is well with us, with our soul and destiny despite the unpleasant twists and turns of living and dying within and around us. We are, after all, though human, created for the heights of eternal fellowship with God. What joy in believing! Amen.

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

Procedure turn

Not long ago I was flying with an instrument student (**Paul McLemore**) en route to KHGR to fly the ILS RWY 27. While on the EMI 321 radial, we were cleared direct to HAIGS, and cleared for the approach. As we all know, since I was not being vectored, we were required to do the one turn at HAIGS (in the published hold-in-lieu of procedure turn), and we did just that prior to continuing inbound on the ILS approach. Shortly afterwards, we had a discussion with the Center controller about our turn. She told us that we should have proceeded straight in, and that our turn affected her traffic flow plans for the arriving traffic behind us. Well, to make a long story short, we worked it out, and basically agreed to disagree, and I confirmed the matter would end right there. No harm, no foul, meaning no loss of separation occurred. Everything was cool.

So fast forward to a cocktail party I was at earlier this week at the Air Traffic Controller Association annual symposium, at the crowded bar, trying to flag down the bartender.

Me to the 30-something lady next to me: "Hi. So what brings you here?"

She: "I'm a controller."

Me: "Really! Which facility?"

She: "Washington Center."

Me: "No kidding! I'm a CFI, and I sometimes fly up to Hagerstown to fly the ILS up there." (Suddenly, I'm thinking in the back of my mind, wow, this voice sounds REALLY familiar....)

She: "Yes. That is my normal sector, I work day (shifts)."

Yes, it turns out that she was indeed the controller, and she is a wonderful and very beautiful lady named Bev, with a very large significant other wearing Harley Davidson gear, who was quickly growing annoyed over my work-related discussion with his date. (More importantly, I'm happily married, so there was no intention of encroaching on Mr. Harley's airspace from the start.) But I thought it was a coincidence worth sharing with my favorite hangar buddies.

It turned into a lively group, beer-mug-clinking discussion with some other controllers also at the bar, and clearly it was agreed by all that our one turn in the hold was indeed proper, but also that no controller wants the turn to be flown unless directed to, but they recognize what the FAR says and requires. The best thing to do is to ask beforehand if the controller wants a turn, or a straight-in. Especially in the instance of a direct entry, expect the controller to respond with a clearance to proceed straight in.

Cheers, and be safe out there...

❖ **ANDY MULLEN**

Riding the thermals

Full throttle, carb heat off, 20 degrees of flaps gives us the comfort of a go-around in powered flight on a landing that is not safe or does not feel right. This was not going to be the case on 4 October as seven Montgomery Senior Squadron CAP members experienced the fun of soaring. After a one-day delay due to forecasted rains on Saturday the seven of us joked at breakfast about how beautiful Saturday turned out to be. We all met at the Airways Inn at Frederick for a hearty breakfast and some before-flight hangar talk. Meanwhile, **Mike Regen** flew up to Hagerstown to get the tow plane. We grabbed a breakfast for our tow pilot and headed for the flight line.

Winding our way behind FDK and past the waste treatment plant we found the hangars along 12/30. We got our first lesson as we had to move our cars down below the ridge, since the grass field parallel to 12/30 is an emergency landing strip. We also noticed that the winds had kicked up and were blowing 10 knots with 20 knot gusts right down runway 30. This meant lots of traffic on 30 for us to interleave with, which explained why we had **Joe Manning** as the director of air opera-

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tions to monitor the situation and direct our actions.



The gang having breakfast at the Airways Inn

L to R: Ruth Hornseth, Charlie Rose, Paul McLemore, Gashaw Mengistu (foreground), Joe Stubblefield, Dick Strock

Tim Bowen was the organizer of the event, and although not a pilot he was very knowledgeable and gave each of us our preflight briefing. He also served as the tow pilot on the ground. To move the aircraft to the launch location at the beginning of 30 he would tow the glider with his car. Tim was very busy all day and we really appreciate the hard work he put into making it a fun day.

Olin Kinney, our pilot for the day, arrived, and he and Tim Bowen conducted the final preflight on the glider. Olin was now ready to take three brief flights so he was current to carry passengers. Mike powered up the tow plane and we positioned the CAP Super Blanik L23 glider on the perpendicular taxiway near the beginning of 30. With the winds straight down 30 this became the active runway with a line of planes taking off and some flight training with students practicing landings. Joe Manning's guidance became key, listing to and watching the traffic. Since we had to position the glider and the tow plane on the runway and connect them up, courtesy required us to wait for a break in the traffic. Finally one came and Joe signaled for us to push the glider onto the runway and Mike positioned the tow plane ahead. The pushers then scurried off the runway as Tim connected the tow rope and Mike pulled forward to remove the tension. Tim waved his arm for Mike to push throttle forward. The glider launched first,

just getting off the ground with Mike lifting off right after. We had emptied the tow plane of all cargo, which was good since it took a major length of the runway to get into the air. This started the first of 10 flights.



Mike towing the glider to 3,000 feet; note the red tuft of wool

Mike towed Olin to about 3,000 feet and then released him north of Frederick field. Olin swept around to the West then south of the airport and came in on 30 announcing "Glider Flight 366BA on final," which kept other traffic on alert. He came down in a fairly steep decent as his future passengers intently watched him softly put it down on the centerline with a nice roundout and a bit of float down the runway. Two more flights gave both the pilot and the future passengers' confidence in their upcoming flight.

Paul McLemore was the first into the air. He had a long flight with several good thermals where they climbed to about 5,000 feet. They gracefully flew in tight circles as they climbed. Upon landing Paul, exhilarated, reported that you really had to work the rudder. Next up were **Ruth Hornseth**, **Joe Stubblefield**, and **Gashaw Mengistu**, and all reported having a great time.

My turn finally came. With the Blanik positioned on the taxiway I sat on the edge of the cockpit and swung my feet inside careful to avoid hitting any of the controls. Tim provided a briefing, pointing out the familiar gauges minus the attitude indicator and of course the tachometer. Most importantly he told me not to pull the yellow T handle in the middle of the console, unless instructed by Olin. An unexpected release would not be desirable.

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We swung the canopy down and locked it. With the small instrument panel the view is expansive, making it much easier to watch for traffic as we were pushed onto the runway. Mike positioned in front of us, Tim connected the tow rope and waved Mike clear. With a slight jerk we started to roll down the runway. Gently lifting off, the climb out was smooth. Watching Mike tow us a fixed and short distance in front was very strange. Olin dropped us below Mike so I could sense buffeting off of the tow plane, which quickly dissipated as he brought us up behind Mike. Although the cockpit is quiet enough that you do not need a headset, the wind noise is pretty loud. It is similar to a car doing 50 with the windows down. The wide canopy afforded a beautiful view in all directions. At about 3,000 feet Olin released the tow plane and we gently separated. Now the fun begins as he searches for a thermal. We headed west slowly losing altitude without luck. As mid-afternoon was approaching the thermals were starting to dissipate. It is here that I learned about the most important instrument, a tuft of wool taped to the outside of the canopy. It provides a very sensitive indication of slip. You want the glider to maintain the least slip possible to minimize loss of altitude. Olin worked the rudders to minimize altitude loss. He mentioned we have until about 2,000 feet MSL before he feels we have to head back to the airport. At about 2,500 feet we head over Frederick, suddenly the VSI starts to rise towards zero. Our altitude stabilizes and now actually starts to rise. Olin puts the glider into a turn to stay in the thermal. We reach 3,000 feet and Olin lets me take over the controls. This is my first time handling a stick. He explains using the tuft of wool as an indicator to work the rudders. I repeatedly over-correct at first. He then explains that in a thermal you want to pitch for about 50 knots to maximize the time, but between them pitch for 60 to find the next one quickly. We head for Lake Linganore seeking the next thermal. I constantly work the rudders trying to maintain the tuft of wool straight while pitching for 60 knots. Finally without success we head towards the runway. I line her up on 30, Olin calls our entry into the pattern and we head down. Now this is a much more open view of the field than I am used to and a bit unnerving. Olin takes over on short final and puts us into what appears to me to be a pretty steep dive. Just over the runway he smoothly rounds out, we float down the runway

and gently land, pulling off into the grass for the tow back to the taxiway.

To end the day, **Dick Stroock** and **Charlie Rose** took the final two flights. All of us enjoyed the adventure and chance to try something new. It didn't hurt that it was a gorgeous fall day. We put the glider away, reloaded the equipment back into the tow plane and called it a day as Mike flew back to Hagerstown. The seven of us owe many thanks to Mike Regen, Olin Kinney, Joe Manning, and Tim Bowen for giving us all a new adventure.

❖ **DOUG HOLLY**

Work hours

Amy McMaster (AJMcMaster@venable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

❖ **MICHAEL REGEN**

Work hours monitor

October is the fifth month of the "work hours year," so by 31 October you should have 8.3 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	31 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0
Qtr 4	31 May	20.0
*29 February in a leap year		

Mike Regen, Keeper of the Hours, has the following reminder:

Please everyone, when you submit work hours to me please...PLEASE...use the following format in the subject line:

Work Hours-your last name-#hrs

It is difficult for me to filter through the 60–80 e-mails I get a day — some of which, including your

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work hour requests, get sent to my spam box, which I only check every few days. Even though correctly formatted work hour messages are tagged, there is still a need to filter through all of them to be sure I am getting everyone's work hour requests. In order to make my life easier and sure that I don't miss your work hours, PLEASE follow this format in the subject line.

If you're in doubt about your work hours, contact **Mike**; if you're looking for jobs to do, contact **Amy McMaster**.

❖ **DICK STROCK**

Ode to Rhinebeck

Cloud cover descending,
Bad weather impending,
Flight plans needed a little amending.
Beer in the morning,
Wine at night,
We hardly ever had a fight
We drank the red, we drank the white.
That was just part of the story of our flight.
Breakfast at the Everready
Where we met crazy Betty.
We all went to see the home of Eleanor,
But wait, there's more.
Rhinebeck was great, tho temperature was just a bit tepid.
There we saw the 65th and last meeting of corsair pilots from the Intrepid.
On the way back we stopped at McDonalds.
And there we saw Don Black having fun.
After all, it was just another breakfast run.
Down the river thru New York City,
Boy, the Lady sure was pretty!

❖ **JOE STUBBLEFIELD**

Your flying account

Bob Hawkins helpfully pointed out that **Dick Strock** has been doing the accounting for the last three months. We have converted to QuickBooks, and every effort is being made to reconcile accounts in real time.

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.

Oh, and let's thank Dick for doing such a great job on this. The invoices and billing are clear and give us a great view of where we each stand. And, good for the Club to know who is up to date and who needs to be kicked in the arrears.

❖ **THE EDITORS**

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings and given to **Bob Hawkins**.

Funny stuff

If you were out flying your Bonanza all of Saturday, would that be "a day at the Beech?"

❖ **ANDY SMITH**

**IMPRESS YOUR
FRIENDS!
EARN VALUABLE WORK
HOURS!
EXERCISE YOUR
VOCABULARY!**

HOW?

**WRITE FOR THE
NEWSLETTER!!**

If you have an idea for a GA-related story or article, please send it to the Newsletter Editor mailbox (cfc_record@yahoo.com)