

The Congressional Record

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

Vol. 28, No. 4

Gaithersburg, MD (KGAI)

April 2010

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President's message

[Editor's note: In Bob's absence as he deals with some medical issues, the President's message column will not run this month. Best wishes from all for a speedy recovery, Bob!]

Fly-ins

Saturday, 24 April, will be the Chili Fiesta Fly-in, at Massey Aerodrome (MD1). It's about halfway between the Smyrna and Phillips VORs. Fly in, drive in, with your best chili recipe and/or hors d'oeuvre item. This annual event attracts the local townsfolk, and if weather is good, a large contingent of interesting flying machines. Several pilots usually volunteer to provide rides for those interested. Festivities begin at 1100 and go until 1600. Fly-in rain date is Sunday, but in case of rain on Saturday, we'll still be hanging out and eating chili on Saturday, too.

(See the story of the 2009 Chili Fly-in at <http://www.masseyaero.org/news/Chili2009.html>.)

At present, we just have three planes committed to this endeavor, so let me know if you would like to go. Let's plan on wheels up about 10:30.

❖ JOE STUBBLEFIELD

Weight and balance

A new Weight & Balance spreadsheet has been posted in the Files section of *AircraftClubs.com*. Thanks to **Adam Donaldson**, this new version includes N5244N and contains a feature that allows one to fine tune their aircraft loading.

❖ DICK STROCK

Aircraft rates

Following are our aircraft hourly rates as of 1 April 2010.

Aircraft	Rate
N5244N	\$120
N20300	\$110
N25883	\$80
N5135R	\$94
N739BA	\$98

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

❖ BOB HAWKINS

Check your 12!

I have a friend whose name I'd rather not divulge. For the sake of this story, let's call him Rike Megen. Anyway, I was very excited to receive a call from Rike inviting me to ride in the back of his tandem seat Vans RV4 for some instrument proficiency flying. Little did I know that my life would literally be in Rike's hands just a few minutes after we strapped in for our afternoon flight.

It was the first clear-blue-sky-60-degree day of the flying season. With Mr. AWOS reporting winds of 6 knots out of 010, Rike taxied his powerful little rocket up to the runup area for runway 32 at Montgomery County Airpark. After a thorough runup, we both peered through the bubble canopy to see any nearby arriving traffic. Having heard a few departing airplanes during our taxi, we knew other pilots were enjoying the day. But now the lack of radio chatter and the plane-less sky were indications that the runway was all ours.

Rike clicked the radio and announced our intention to depart runway 32 to the north. As we taxied into position on 32, the sun now slanted into the cockpit from above the tree line toward the departure end of the runway. After a brief pause, Rike firewalled the throttle and we began the take-off roll. The little rocket jumped off of the runway toward the late afternoon sky.

No sooner were our wheels separated from terra firma than I heard the two words no passenger ever wants to hear: "Oh Crap!!!!" Not being able to see anything in front of me other than the back

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of Rike's finely shaped head, I could not identify the source of the "Oh Crap!!" All I knew is that "Oh Crap" is not good at 15 feet AGL, ever.

A split-second after my brain began contemplating "Oh Crap," Rike banked the plane hard to the right, zooming toward the north ramp. Now Rike's head and the left wing of the RV blocked my view from the source of the "Oh Crap." All I could do was stare at the parked planes below and wonder what type of air show those birds were about to witness.

As Rike leveled the wings, I received my first glimpse of the "Oh Crap." A pretty Cessna had departed runway 14 and was coming straight at us like a peeved Luftwaffe pilot from WWII. We heard nary a word from our adversary before, during or after the incident. They simply weren't talking or were on the wrong frequency. Rike verified that we were indeed talking and being heard on GAI's CTAF just to be sure the mistake was not ours.

We both were able to quickly recover from our brush with death and enjoy a beautiful evening of flying. Rike's reactions and handling of this incident were absolutely perfect. And yet in my view we still came damn close to dying. So we can walk away from this having learning some very valuable lessons:

1. Be vigilant and keep checking the departure end as you are departing. Don't expect that everyone is doing what they are supposed to, including communicating. The setting sun made it difficult to see the departure end, but Rike was able to notice the conflict in time to save our skins.
2. Verify that your radio is on the correct frequency before departing. Who knows what the 172 was doing, but I wouldn't be surprised to find out that they communicated their departure intention to the folks at 121.6, who couldn't care less which runway they were taking.
3. For goodness sake, listen to the AWOS and use the right runway. Winds 010 at 6 knots are not calm. (Aviation weather deems winds at 3 knots or less to be calm, reported as 000 or 999 depending on the format – Editor.) I have no idea why the 172 decided to use 14, but that was a huge mistake which could have de-fathered my children.

In hindsight, I was lucky to be in the hands of a very capable pilot and riding in a very capable airplane. Way to go Rike! I owe you a beer.

❖ ADAM DONALDSON

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

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

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Work hours monitor

April is the eleventh month of the “work hours year,” so by 30 April you should have 18.3 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 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**

Your flying account

Dick Strock is now in charge of our flying account tracking. 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.

Crew chiefs

A/C	Chief	Ass’t Chief
N5244N	Dan Hayes	Dan Boyle
N20300	Richard Strock	John Peake
N5135R	Vic McGonegal	Phil Carls
N739BA	Gashaw Mengistu	Vacant
N25883	Linda Knowles	Ruth Hornseth, Todd O’Brien, Dev Kavathekar

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**.

GAI-2-OSH

The GAI-2-OSH gang will be communicating via Google Groups this year. The address is as follows:

<http://groups.google.com/group/gai2osh>

You can view what is going on there without signing up. However, if you want to participate in the conversation, you will have to sign up.

❖ **ADAM DONALDSON**

Funny stuff

Scheduling flights can be a bit of a challenge, even with the on-line functionality of AircraftClubs.com. And pilots love performance tables and charts, so here is a handy-dandy flight predictor chart.

You	Airplane	Weather	Flying?
Free	Available	100 and $\frac{1}{4}$	No
Free	Dead battery	Great	No
Busy	Available	Great	No

❖ **ANDY SMITH**