

The Congressional Record

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

Vol. 29, No. 3

Gaithersburg, MD (KGAI)

March 2011

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President's message

Finally, the 182 is back on line!

The other good news is that the rates for the 172s and the 177 will remain unchanged. The 182 rate will go up \$6 hour and the monthly dues will remain the same. Although the Insurance cost on our aircraft is fairly close to last year, the sale of the 152 and the associated reduction in parking fees means that we can keep the dues where they are.

All in all, we (the club) are recovering (financially) very slowly. Please keep in mind that fuel purchases affect our costs, so please continue to pay attention to where you buy fuel. This is the primary reason that the operating costs of our aircraft have not changed. Folks paying attention to fuel cost are keeping our operating costs in line — keep up the good work.

❖ **BOB HAWKINS**

Summary of Board actions

FEBRUARY

The CFC Board of Directors met on 15 February and discussed the following:

1. **Russell Stoner** was unanimously accepted as a new member.
2. Officers were nominated and voted as follows:
 - a. **Piotr Kulczakowicz** – Vice President
 - b. **Steve Bushby** – Treasurer
 - c. **Billy Barber** – Secretary

Dick Stroock presented the board with recommendations on aircraft rate increases. After dis-

cussion the board asked Dick to re-run the numbers while varying several parameters related to how unplanned capital expenditures (new engine for 44N) are recovered. The board will review these numbers and make a final decision on aircraft rates at next month's meeting.

MARCH

The CFC Board of Directors met on 1 March and discussed the following:

1. **Dick Stroock** provided a detailed presentation of the CFC's current financial situation. Based on the information provided the board made the following decisions:
 - a. Although 35R's engine is 80+ hours recommended TBO, the club will delay the engine overhaul as long as compression remains acceptable and oil consumption remains at current level.
 - b. The revenue generated by the sale of 883 shall first be applied to any debts currently being recovered against 883.
 - c. The aircraft rates will not be increased at this time, but shall be monitored and evaluated on a monthly basis due to the current instability in many oil-producing regions.
2. The board unanimously approved **Dick Stroock's** request for \$45 to purchase a new UPS for the club trailer's cable modem and router.
3. The board shall review the club's regulations and be prepared to discuss at the next board meeting.
4. The board discussed ways to attract new members and increase aircraft utilization.

❖ **BILLY BARBER**

Chaplain's corner

SMOKING OR NON-SMOKING?

Remember the question asked when in yesteryears you tried to book a flight or a hotel room: Smoking or non-smoking? Psalm 23 ends with a wonderful affirmation. "Surely goodness and mercy shall follow me all the days of my life, and I shall dwell in the house of the Lord forever." No question with this writer: Smoking or Non-smoking? The psalmist is confident of a non-smoking room. I hope we all shall have the same

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good fortune. Here now is the time to prepare for it. Let us enjoy one another and our life together in the Flying Club and Squadron!

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

Fly-ins

Something a little different for 19 March: Paulo wanted to make a run to Kitty Hawk, and I decided to make it a flyout activity. Couple hours down to there, check out the place and then grab lunch somewhere on the way back. Or maybe we grab big breakfast on way down, hmmn ... open to suggestions. We have the three best haulers lined up for this. Let me know if you have interest in this trip. Could possibly turn in to overnighter by preference per planeload. There is a lot to see down that way if you can take another day — Manteo, Ocracoke, etc. <http://www.airnav.com/airport/W95>.

For 30 April, we're planning on Massey Aerodrome chili fly in again (<http://www.masseyaero.org>).

Bring chili or some side dish, leave around 10 or so. Last year they had pretty good participation even though weather was big question.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 March 2011.

Aircraft	Rate
N5244N	\$136
N20300	\$114
N5135R	\$98
N739BA	\$101

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

❖ **BOB HAWKINS**

Airport incidents

I will not say where these three occurrences happened other than at an uncontrolled airport. You might think badly of all the people involved. However, a number of questions can be asked about these TRUE incidents. One is, "When should you cancel an IFR flight" at a non-towered airport?

"Do I have all of the information?," or "Should I call the airport anyway?"

Late last year a plane arriving at the airport cancelled his IFR flight a few miles before landing. Landed and blew a tire, now stuck on the runway. Shortly afterward, ATC cleared another aircraft for the approach. As ground personnel were trying to remove the airplane from the runway the jet arrived and had to do a missed approach. He was, needless to say, a little upset. ATC did not know of the incident on the runway.

Earlier this year, after a many-inch snowstorm, the airport manager NOTAM'd the airport closed for plowing. Weather was marginal IFR. An aircraft was cleared by ATC for the approach. Upon breaking out at 1200/3, he saw three snowplows on the runway. Missed approach and was upset.

A couple of weeks ago, after the FBO closed, an

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940 Airpark Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

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Editors and Production	Andy Smith, Sandy Gilmour
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airplane landed, heavy with ice. Could not see out the front window, as de-icing equipment was ineffective from this quick-forming ice. Sideslipping to see the runway, slower and heavier than normal, landed hard, slid off the runway, collapsed the nose gear, sudden stop on the two engines, all 6 walked away. He had cancelled IFR 5 miles out as AWOS was reporting 3500/5. A short time later, a large jet was cleared for the approach.

This jet had some people waiting for it who knew of the incident on the runway. They had the presence of mind to use a handheld radio to contact the jet and advise them of the situation. The pilot contacted ATC who said they did not know of a problem at the airport. The jet continues and is picking up a lot of ice. The window heaters worked, allowing a small viewing area. The jet breaks out at 3 miles and now sees the police lights. Missed approach and lands at another airport safely -- but not happy.

In the first incident the unicom personnel contacted ATC about the situation; however, only the airport manager or assistant can "officially" close the airport. I do not know why neither was notified of the incident.

The NOTAM issued by the airport manager of the second incident was given by ATC personnel to the wrong ATC Sector manager.

911 received a call by a concerned citizen about an airplane flying at a low altitude and in a dangerous manner near his house (close to the airport). An off duty fire chief was monitoring the 911 dispatcher call to the fire department and proceeded to the airport as he was close by. He observed the damaged airplane and contacted the fire department and police. He called ATC to advise them of the situation and suggested closing the airport. Again, ATC could not close the airport unless notified "officially."

ATC and the airport management are now in the process of reviewing these incidents, and procedures are in draft to change policies. A letter of understanding is being developed to include the police or fire department among those who can contact ATC if closure of the airport is needed; ATC will inform an aircraft on approach of an "incident" if they have been advised of one. ATC admitted their goof for the NOTAM going to the wrong Sector. Additional training has occurred.

Now, in defense of ATC on the third incident, the timeline here was very short.

Anyway, you need to answer the questions asked above. When should you cancel your IFR flight plan at a non-towered airport? Should you call the airport after a heavy snow/rain? Do you have ALL the information for this flight?

❖ **BOB GAWLER**

CAP candy caper

Our town had a week-long festivity early each fall celebrating nature's bounty from the farming community. The parade included our small CAP cadet drill team, color guards, school marching bands, politicians waving from cars, the county mounted police (followed by the appropriate street cleaners with shovels), local business floats, and groups of kids riding their decorated bikes. When we could get them, military units drove their trucks, prime movers, and towed artillery. There were all kinds of celebrations, such as beard growing contests, vegetable growing contests, fire hose fights between the local and neighboring fire brigades, etc. This festivity was a big deal for our small community.

One year there was going to be a special event to stir the hearts of all kids. During a child-oriented afternoon at the local park, the CAP was going to drop candy to the kids. The plan was to gather the kids on the park side of a 4-strand barbed wire fenced-in field (for you city folk barbed or "barb-wire" is a corruption of "Bob's wire." This was an invention of Bob somebody-or-other in Texas who invented this clothes-ripping, skin-puncturing, evil contraption to separate the cowboys from the sod busters.) A CAP plane would fly low over the empty field and drop the candy. After the drop was complete, a pass would be made and the wings wiggled to signal the drop was finished. Then the kids would be allowed to carefully climb over, under, or through the fence and get the candy.

I was the CAP cadet chosen to drop the candy from the tandem tail dragger. The door had been removed to provide room to drop the candy. The candy arrived in two huge paper bags, which I carefully held on my knees to avoid the control stick. At the appointed time, someone propped us, the little engine coughed to life and we were off to the festivities. My pilot flew over the herds of dairy cows, green fields, and farms to the designated drop zone. We flew past it on our left, just

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like a proper downwind approach, and saw hundreds of kids piled against the side fence eagerly awaiting the drop. We turned left base, then final, and descended to about 100 feet AGL. As we crossed threshold (the end fence), I began to pour the first bag of candy out the door. It spread out marvelously as the candy hit the slipstream. Out of the corner of my eye I saw a swarm of kids pass the side fence as if it wasn't even there and charge onto the drop zone (who could have predicted this?). I finished with the first bag. As I reached for the second bag, my pilot suddenly pulled up at the end of the short field and turned left to go around. Looking back he saw my remaining full bag and realized a second drop was necessary. But as we flew downwind, we saw the drop zone completely filled with scrambling kids. The park side of the fence was empty. We turned left base, extended to the park side and turned final. I poured the second bag onto the empty park. Kids immediately began running back thru the fence to get at this new bounty. We flew back to the airport.

Later we found out that numerous items of clothing had been torn and several kids "damaged" by their ill-timed passages thru the barbwire fence. Unfortunately (or perhaps fortunately) that was our first and last CAP candy drop.

❖ MYRON WAXDAL

Work hours

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

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

Work hours monitor

March is the ninth month of the "work hours year," so by 31 March you should have 15 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

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

❖ DICK STROCK

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	Dan Hayes	Dan Boyle
N20300	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Gashaw Mengistu*	Vacant

* Gashaw is looking for a replacement

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 **Bob Hawkins**, **Dick Strock**, or **Bryan Absher**.

Funny stuff

From the Airman's Lexicon:

Wind Correction (n): The heading adjustment you should have made 15 nm ago, before you strayed into Bravo airspace without a clearance!

❖ ANDY SMITH