

The Congressional Record

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

Vol. 29, No. 4

Gaithersburg, MD (KGAI)

April 2011

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President's message

As everyone knows (at least I hope they do), the Board had to raise the aircraft rates a couple of bucks an hour. This is due to the cost of aviation fuel. It is good to note that many of our members are stopping at Carroll County and Frederick to fuel up — 50 cents a gallon makes a BIG difference in operating costs. So, on average, our cost for fuel is less than the price for fuel at Gaithersburg. The other issue is that if you are just buzzing around the local area — say for less than an hour — it probably isn't necessary to top off at GAI. Again, the cost of fuel makes a BIG difference in operating costs. Top off at FDK or DMW and the small amount of fuel you will burn on the return leg is just enough to keep the tanks from overflowing (as a result of expansion from sunlight).

The Trams Fund has been busy checking out possible recipients of an award. We have identified two deserving youngsters and will be making a formal announcement (and presentation) in the next couple of weeks.

❖ BOB HAWKINS

Chaplain's corner

Let's watch out with open eyes for one another as we journey on together!

Perhaps one should never get too comfortable in the cockpit. An excess of comfort can lead to a dangerous bit of cockiness. Something unexpected can happen where you need more than

simple expertise. At any moment a dramatic demand might be posited for creative address to an unanticipated turn of events. They do occur from time to time. And they can leave you guessing. You have heard it. "What the heavens was that all about?" "What's going on?" "How did this all come about and what do I do now?" "Where do I go from here?"

"Who in heaven's name was that guy?" is a good one. So you just made your way from Portland, or Chicago, and Westminster passes you over to Potomac. You skip along handsomely doing your "descend and maintains" until you are ready for the last clearances and controls. You call up for Washington. No response. Coming in full and heavy, you want communication! Nobody home. Probably on a quick toilet run. And will be right back. Surely not too distracted. And definitely not dozing. Where is that guy? Who is in the tower? One guy at midnight. You are left guessing. Surely not slumbering or sleeping. Who is that guy?

And you remember that your CFI told you to take nothing for granted. Anything can go wrong and it just might any day — or midnight! Who is at the control tower? You wonder and guess, and call around for help. Where he is, I do not know. Who he is, I cannot tell. There is one thing of which you can be very certain! He is not God. Of God the Psalmist writes, "He who watches over Israel slumbers not nor sleeps," Psalm 121:4. May this same One watch over all your endeavors in the sky and on the ground, and grant you another wonderful springtime of participation in the Civil Air Patrol and Congressional Flying Club. Amen.

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

Fly-ins

Sat, 30 April 10:00 – 16:00: 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. Let me know if you want to go.

Also, couple of events to think about in May. Lancaster is on the books for fly-in, but you can do some of the other on your own:

7 May: Fly in activity to Lancaster: Aviation Safety Day 2011, 8:00 - 12:00 (7:00 for breakfast) to

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keep everyone interested, they staggered the seminars as much as possible. With a little hustle you can hear most, if not all, of each speaker's presentation. This year's keynote speaker is AOPA president Craig Fuller. As leader of GA's largest worldwide organization, Craig has the stage all to himself at 11:15.

14 May at Easton Festival of Flight 8:00 – 17:00.

Friday and Saturday, 20-21 May: Lynchburg, VA. Lynchburg Air Show at Lynchburg Regional Airport (LYH); see <http://www.lynchburgairshow.com>. Many events and performers, including The Flying Circus, The BlackDaggers parachute team, Balloon demos, Glider demos, static displays, etc. Contact: John Barksdale 434 532 1812.

Friday and Saturday, 20-21 May: Cambridge, MD. Horn Point Antique Fly In (Website). Horn Point Aerodrome. Antique fly in with judging. AAA event Contact: Art Kudner 410 310 0159. NOTE: Attendance at this event in a club airplane may require board approval (the airport is on the chart but not in the green book).

Last-minute update: I still need to hear from you if you want to come to the Massey Aerodrome fly in on 30th. Bring chili or side dish. Also, you may want to pencil this in for June on your own. Gashaw and I went few years back and had a great time, right up to when they wanted us to leave. Gashaw should not have let me tell that story ... maybe they have forgotten by now.

Saturday, 11 June: Smoketown, PA. EAA Chapter 540 breakfast fly-in at Smoketown Airport (S37). Breakfast will be served from 8am to 11 am. All you can eat, ham, eggs pancakes, coffee, OJ. Parachute jump at 10 am. Free young eagle flights starting at 10 am. On display: airplanes, classic cars, and street rods. No admittance charge. Contact: Jack Henderson, 717 872 5297.

❖ **JOE STUBBLEFIELD**

Aircraft rates

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

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

Aircraft	Rate
N739BA	\$101

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

❖ **BOB HAWKINS**

Plane wash coming up!

Okay folks, it's that time of year again! You know. The time of year when people start to panic about not having worked their hours. Well, here's your chance! THIS Sunday (17 April), **Keith Jones** will be running point (with a little assistance from yours truly) on a plane wash. We'll plan to start at 8:30 and should have the three available planes washed and waxed and back in their spots by 2:30 or so. E-mail Keith and me if you can at-

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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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tend, and what hours you are available. Wear something you don't mind getting a little wet, and possibly a little grubby.

This is a great activity to work on your tans, and bring along those able-bodied kids/teenagers/spouses too! Pizza and sodas may be provided, if we get enough worker bees signed up, so delay no longer! Keith and I look forward to hearing from you!

❖ **AMY McMASTER**

March fifth Tuesday

Ruth Hornseth reports: We had a great turnout of about 35 souls. Thanks to our grillers **Waxy** and **Russ** and **John**, who kept the hot food coming into the trailer. We enjoyed **Amy's** little Holly, who was the youngest in attendance.

John Peake received a few good words and a handsome plaque.

After picnic expenses, the Trams Fund received \$193.

❖ **RUTH HORNSETH**

Navy sea story

[**Dan Hayes** relayed the following, from an unknown source.]

Jack Hartman and I were A4 pilots in the Naval Air Reserve in the early 70s, and we both lived in the Kalamazoo area. One day while we were sharing a ride to our drill weekend at NAF Detroit, he told me this one:

On Yankee Station in the Gulf of Tonkin, in 1969, he was in his A4 on the starboard bow cat for a night launch. He was loaded with 250 lb iron bombs and two external wing fuel tanks. Like the F4, the A4 needed a bridle to hook it to the catapult shuttle. The bridle had a permanent eye at each end, the eyes slipped onto hooks on the belly of the airplane, and the body of the bridle was hooked over the shuttle. He went to full power. The shuttle fired and at about 70 knots or so the belly hook on the left side of the A4, or maybe it was the eye of the bridle, broke. As the bridle whipped across the shuttle it took off his left main and nose landing gear struts and the airplane went down on its nose and left wing, shedding fuel tanks. There was an explosion, which killed one of the kids in the starboard catwalk, and Jack

ejected out of the fireball as the bird went over the bow. His lower legs were singed by the flames.

Jack's a character, and since he lived through it, it's a hoot to hear him tell it. He went off in his RAPEC seat into the night as the bird went over the bow, and he thought he was dead. The A4 was in a pronounced left wing down attitude as he ejected, so his trajectory went out forward and to the left of the ship. The seat worked perfectly. He made one swing in the chute and hit the warm water of the Gulf. He shucked his chute, and counted his blessings. But the Officer of the Day's Standard Operating Procedure for a bird in the water off the starboard bow cat was to make a hard port turn. Jack looked up, his MK3C flotation having

Inflated, his mask and helmet still being on, oxygen coming from his seat pan, and here came the pointy end of the boat. It hit him, doing maybe 30 knots, and he ricocheted down the side of the hull, through the barnacles, missing the main engine intakes, was knocked unconscious, and the stern watch saw him come up in the wake having somehow gone through the four propellers. The ship was in the middle of launch and recovery so it resumed course, and the plane guard destroyer astern never saw Jack, who was unconscious and only half afloat. One chamber of his MK3C had been punctured during his slide along the side of the hull. He drifted off into the night.

At some point soon thereafter, while he still had seat pan air, he regained consciousness and got into his raft. He had no radio. Over the course of the next day and a half, he drifted with wind and tide to within about four miles of the shore of Hainan Island. There was a low overcast that afternoon, but a random A3 at about 500 feet flew right over him and reported the position to the boat, which dispatched a destroyer to pick him up. But by the time the can arrived from Yankee station 50 miles away Jack had drifted inside the three-mile limit of Hainan. Since the can presented a big radar return, its Commanding Officer stayed outside territorial waters and called for a helo, which arrived when Jack was only about a mile offshore. The helo driver was gutsy and he dropped down on the water and ran in and picked Jack up. But by then the helo was low fuel, so it landed on the can, and they put Jack in one of those chicken wire stretchers for the long ride back to Yankee. When they got to Yankee, the can came along-

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side for unrep [*underway replenishment – Ed.*] and they high lined Jack across to the carrier in his wire stretcher. He had several fractured ribs and a fractured right arm. When he got to the carrier, the medics prepared to carry him down the long external escalator to sick bay, which was one deck below the hangar bay. But on the way down the escalator, they dropped him, and as he bounced down the escalator in his stretcher he broke his other arm.

As the flight surgeon examined him, he asked Jack, "Did you even TRY to put on your brakes?" They sent Jack to Cubi Point via COD [*Carrier On-board Delivery – Ed.*] and put him in the hospital at Clark AFB. But wait, there's more. A few weeks later he was on the mend and was hanging around the Ops office at Cubi, wearing Bermuda shorts and a tee shirt. The ops duty yeoman asked him if he was Lt. (jg) Hartman and Jack said he was. They handed him a message from the ship which directed him to fly an A4 back to his squadron. It was an A4 that had been re-worked at the repair facility at Nippi in Japan. Jack said, "Well, OK."

He borrowed some flight gear and manned up (his quote: I was just a dumb (jg)). As I imperfectly recall, it's about 600 miles from Cubi to Yankee, all over water, of course, and single engine birds weren't supposed to do that solo. But there was an A6 going to the ship that day, so Jack arranged to fly wing on him and off they went. En route, the A6 lost its radar. His inertial nav also went inop, and his avionics suite quit, except for having UHF COM.

As they approached Viet Nam, the ship was IFR, so the A6 said he was going into Da Nang. Jack said, well, OK, but I've got TACAN lock on the ship, so I'm heading there. He got a Charlie time and landed aboard. Jack said he hadn't thought about it ahead of time, but with one forearm in a soft cast and his ribs taped up, it really hurt when he arrested.

He parked his airplane and when he walked into the ready room the brothers were aghast. "Hartman, what the hell are you doing here?"

It turned out that he didn't have an up chit from the hospital at Clark and was not authorized to fly. His squadron OPS officer lost his job for originating the message to Jack at Cubi.

So they put Jack back on the COD and flew him to Cubi again, where he stayed at Clark for a couple more weeks until the ship came in.

❖ DAN HAYES

Work hours

Amy McMaster (AJMcMaster@venable.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

April is the tenth month of the "work hours year," so by 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

Send your hours to workhours@bradt.com.

Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

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.

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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 Stroock, or Bryan Absher.**

Funny stuff

[Thanks to **Dan Hayes** for this one.]

British Airways flight asks for pushback clearance from terminal.

Control Tower replies: 'And where is the world's most experienced airline going today without filing a flight plan?'

❖ **ANDY SMITH**