

The Congressional Record

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

Vol. 30, No. 6

Gaithersburg, MD (KGAI)

June 2012

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President's message

We bid our final farewell to **Bob Hawkins** on 12 May. I think Bob was very pleased with the Club membership turnout, the ceremony and the after-ceremony party. The Club had a strong contingent present. We had an opportunity to recall and share many stories involving Bob. It would have been a truly grand time if Bob had been present. In a way, he was — his final contribution to the Club is a well-padded Bob Hawkins Flight Scholarship Fund.

We are about to close another year. This is the time for membership renewal. I am sure **Dan Golas** contacted those who forgot or were too busy to put the paperwork in. The insurance company likes to know how many members we have, whether they are actual pilots, how much we fly and in what airplanes and how experienced we are. If your membership is not renewed by 30 June, we will suspend your flight privileges. After all, we do not want you to fly uninsured.

The end of June gives the members the final opportunity to contribute your work hours. **Judy Bradt** is doing a great job reminding everyone to comply. Obviously, there is a viable option to those who lack time; the alternative is to contribute money instead. While the club will welcome either, contributing your time is very important to the club as it simply makes it a better place. The airplanes are in a very good shape, our trailer is nice and not disintegrating because of exposure to elements, the trash is taken out, there is an abundance of grillers at 5th Tuesday picnics, the benches in front of the trailer magically refurbish themselves, the flight accounts are updated on the regular basis — I could continue this list for another two pages, but the point is that our time

contributions make the club a unique place that operates smoothly and continues to offer tremendous value to members. Thank you all for your time.

The latest fifth Tuesday CFC picnic turned out to be a great success. We had over 40 members and friends indulging burgers, beer, and other usual fare, and enjoying great company. The Trams Fund gained another \$180 — truly a generous bunch. We are setting up for a good start in the new fiscal year. The club finances are excellent. We weathered another bump in fuel prices. Some of the inactive members are coming back. These are all good signs for the next year. What I need from you is more time flying our airplanes. Fly safe.

❖ **PIOTR KULCZAKOWICZ**

Fly-ins

Reading was a nice show. Fifi, the only flying B-29, was there again.

Get ready for Oshkosh in July. May still be able to find a seat with someone, or you could fly out commercial — ughh. All planes are committed to going up there for the week. Most folks will leave on Saturday before show and return Sunday of the next weekend. Other than sleeping in a tent (Mike doesn't consider that camping, but he is a ground pounder), it is not to be missed. Some people do find rooms elsewhere, but then you have to manage transportation too. Either way, you should make this for yourself to see if you can't stand not to be there. Any suggestions for August or September activities?

Meredith reminded me of this one and I have wanted to make this one for years: Don't forget Sentimental Journey in Lock Haven PA 20–23 June.

❖ **JOE STUBBLEFIELD**

Chaplain's corner

"Be not weary in doing well for you shall reap in due season if you faint not." Galatians 6:9

Especially when the temperature climbs and the humidity soars with it and the freshness and beauty and clearness of the skies recede, we are prone to grow weary the easier. But life must go on. There are still tasks to do, joys to partake of, challenges and struggles to face, and fears to

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subdue. We cannot let the routines and heavy liftings of living drain us. And the one way to assure our staying power is with resolves such as, "I think I can." "I will not give up." "We can do this!" "We will overcome!" The resolves have been affirmed in scores of different articulations by thousands of weary travelers. Each of us has heard a cupful of them! Each of us, no doubt, has brewed our own. And we have been stabilized by them. General Colin Powell offers a fine cupful! He titles his book *It Worked For Me*.

1. It ain't as bad as you think; it will look better in the morning!
2. Get mad; then get over it!
3. Avoid having your ego so close to your position that when your position falls, your ego goes with it!
4. It can be done!
5. Be careful what you choose: you may get it!
6. Don't let adverse facts stand in the way of a good decision!
7. You can't make someone else's choices. You shouldn't let someone else make yours!
8. Check small things!
9. Share credit!
10. Remain calm. Be kind!
11. Have a vision. Be demanding!
12. Don't take counsel of your fears or naysayers!
13. Perpetual optimism is a force multiplier!

We are memorializing the deceased; completing 50 hour and annuals; planning and enjoying 5th Tuesday even if we are pushed into the first. The fly-outs continue, sometimes chased by the weather. Cadet orientations, Bay patrol, BICUT, SAREXs and SUIs, Biennial flight review, 20 volunteer hours or \$40 each, semi-annual Chaplain statistical reports — there is no end to all that it takes for all of us alone and or together to keep on going. But we continue. And though juggling several balls sometimes, we carry on. Of course, we get weary. But the good book says, don't let weariness get the best of us. Keep a high resolve even when we are low on reserves.

"Be not weary in doing well for you shall reap in due season if you faint not." Galatians 6:9

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

What would you do on the water?

I was recently enjoying a long tranquil lunch with my mother in upstate New York on Lake George. The Algonquin is one of my family's favorite establishments along the water, and every seat in the house is a front row seat to the lake. As we sipped away at our coffee, I was fantasizing out loud about what it would be like to fly along the beautiful lake, gazing down on the beautiful green mountains along that stretch of the Appalachians.

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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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I don't get back up to New York often, and I get to the Lake George region less frequently than I would like, and I often forget how beautiful and mountainous it is up there.

As I talked about my flying day dreaming out loud, it occurred to me that I would need to plan some sort of strategy for my flight plan that I wasn't accustomed to. As I thought about the terrain, I realized that it would not be a friendly place for a student pilot to venture out into; not particularly because of the mountains, which by most standards are small in height, but because there aren't a lot of places for an emergency landing. The lake is surrounded by a national park, lots of hills and trees, not even many roads that you would be able to see from the air. So, I decided for this mental exercise, that the lake would need to suffice as a place to land in the event of an emergency. If I was flying a Cessna in my exercise, I wondered, how would I go about executing a water landing? Aside from the obvious inexperience I have with water landings, I wondered how I would react if I were presented with the split moment decision to have to put a Cessna down in water without compromising the integrity of the plane in the process. There are many challenges I am sure I didn't consider, but the two that immediately came to me are the non-retractable wheels and the propeller. Even if I were to get the plane close to the water as if it were a runway, how would I keep the plane's undercarriage or nose from being ripped off once we struck the water? I wondered.

I talked out loud as my mother, lovely but conservative and unadventurous, stared anxiously in concern listening to me problem solve. Here is what I came up with, but I invite those with more experience than I, which would be most of you reading this article, to respond with your thoughts and critiques.

I would approach as if I were on my final leg, with full flaps and keeping the nose up as I approached the water to keep the propeller from striking the water. This would blind my line of sight at a minimum, but could also potentially cause the propeller or nose to rip off. I would also be focused on minimizing my airspeed. I would want the plane to stall and drop out of the sky right above the water with as little altitude and forward momentum as possible while keeping the wheels out of the water. Assuming I was experiencing an

engine problem, my power would already be all of the way out. I would be setting myself up for a slow belly flop into the lake, similar to how I used to, albeit unsafely, attempt to land my plane. I used to round out too high and set myself up for an unsafe porpoising. In this exercise, it is exactly what I think I would want to do to help alleviate dragging the wheels in the water and potentially ripping the undercarriage or myself out of the plane. I would round out a little higher than I would with a runway, just above the water line. As the plane lost its last few feet of altitude, hopefully in an imminent stall, I would pull out my mixture to stop the propeller, pop open my door, and unbuckle my seat belt, bracing for impact. I am sure it would be similar to a violent and unsafe porpoise, because the plane might still have forward momentum, though I would have tried to minimize it. I would want to exit the aircraft during the time between the fuselage hitting and the before the wings hit the water because they would likely pull off too, if the plane was still moving forward.

As I thought out loud, my horrified mother tried to fight back her concern. She smiled and offered that she hoped I would never be faced with the predicament. She called for the check and suggested we return to the outlets to see if we missed anything! I likely blew any chance I might have had to take her up at the lake, but on the other hand, I am glad I had the thought-exercise. I invite a better way to do it, because after having put myself and my mother through that mental scenario, I don't think I would fly up there until I knew how/ where I would land in an emergency. Well, I guess I would actually need to get my actual ticket first!

❖ ALYSCIA EISEN

Aircraft rates

Following are our aircraft hourly rates as of 1 June 2012.

Aircraft	Rate
N5244N	\$138
N20300	\$121
N739BA	\$106

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

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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. There is a new way to log work hours. For full details and pictures, see the December 2011 *Congressional Record*; otherwise, here's a condensed version.

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.

Work hours monitor

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

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** after you have gone online to check; if you're looking for jobs to do, contact **Amy McMaster**.

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	Phil Carls
N20300	Linda Knowles	Todd O'Brien
N739BA	Dale Thompson	Ron Newton

Membership renewals!

It's that time again! Time to fill out a new membership renewal form. This applies to everyone — members, members on special status, and designated CFIs, even if you just joined within the last month or two.

Only the 2011 edition of the forms will be accepted. These are available in the documents section of the [cfcms.org](http://www.cfcms.org) web site in two versions.

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"CFC App - 2011.doc" can be filled in on your PC before you print it out and sign it.

"CFC App - 2011.pdf" can be printed out and then filled in by hand before you sign it. There are also some copies available in the trailer for you to pick up and fill out.

Since I would like to receive the forms with your original signature you can either leave them in the Air Operations mail box in the trailer, or mail them to me at our CFC address or to my house:

Dan Golas
24925 Dunnavant Dr.
Gaithersburg MD 20882

As always, try to be reasonably accurate with your hours and other information. Since this information is used for our insurance renewal, any false statements could have unfortunate consequences if you have the misfortune to have an accident, or if we have to file a claim with the insurance carrier, *i.e.*, you could be on the hook for more than the deductible if your information was incorrect.

And as always, a few tips on filling out the form:

1. Most people will check at least one box for Ratings ASEL (Airplane Single Engine Land), unless you are a student pilot.

2. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, not C-152 or C-172 time.

3. I can usually tell if you are guessing at your hours if the hours listed are less than the year before. If you want to at least be consistent you can call me or send me an email and I can tell you what you entered on your application last year. Also, an entry like "500+" or ">150" doesn't help.

4. Don't forget to check all the questions either yes or no. If you have a conviction for a traffic violation also include your driver's license number. You don't have to say what the conviction is for — if the insurance company really wants to know they can access your driving record themselves.

Complete and submit the forms as soon as you can. After a reasonable time, anyone who hasn't submitted their renewal will be locked out of the scheduling system.

❖ DAN GOLAS

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 Stroock** or **Bryan Absher**.

Funny stuff

[From Dan Hayes]

The scene is an era when cockpits had round dials and pilots needed flight engineers and navigators.

A crusty old captain is breaking in a brand new navigator.

The captain opens his briefcase, pulls out a .38 and rests it on the glare shield. He asks the navigator, "Know what this is for?"

"No, sir," replies the newbie.

"I use it on navigators who get us lost," explains the captain, winking at his first officer.

The navigator then opens his briefcase, pulls out a .45 and sets it on his chart table.

"What's THAT for?" queries the surprised captain.

"Well, sir," replies the navigator, "I'll know we're lost before you will."

*Have an interesting aviation-related story?
Want to share it with your fellow Club members?*

Want to earn work hours?

*If you answered "Yes" to these questions,
you may be a newsletter contributor!*

Want to know more?

E-mail cfc_record@yahoo.com!