

The Congressional Record

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

Vol. 30, No. 8

Gaithersburg, MD (KGAI)

August 2012

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President's message

Just a reminder that in addition to decimating the club meeting attendance, the summer heat diabolically impacts the aircraft performance. Please see <http://youtube/OVM3RRd1vf0> to see what happens when you are at gross and the aircraft "thinks" it reached its ceiling due to density altitude. Guess what - no matter what and no matter how hard you pull on the yoke and push the throttle in, the thing will NOT climb. When do you decide it is not a good idea to attempt a takeoff? When you did your W&B and discovered you are at gross or above? You do W&B, don't you? Or perhaps after referring the performance charts? And you do recognize that your technique may be a tad worse than that of the demonstrating factory test pilot. At what point on the runway do you come to a revelation that your aircraft will NOT get airborne or will NOT climb? When I flew 76X today, the reported density altitude at our very airport was 2,700 feet. We are not at sea level anymore. While it may not be that critical on the long runway at GAI, think twice about your aircraft performance if you operate from a short strip.

Please welcome our new members: **David Drucker** and **Samuel Scheiner**. David is a private pilot but has not flown since he learned to fly — and that took place very long time ago. We can definitely fix that problem. Most important, David has made the first step to fix it himself and is ready to pick up where he left and redevelop his passion for flight. Samuel comes to the CFC from CAP BCC Squadron. He attended the CAP National Flight Academy and has already clocked a cool nine hours of dual instruction. Samuel joins CFC with a strong commitment to put a serious effort into learning to fly and he has the plan. He is a great example of how our relationship with MSS and our club's investment in being passionate

about flight youth help the CAP cadets grow wings. Welcome both!

While it appears that flight hours are ticking up, we are obviously not where we need to be with respect to aircraft utilization. I certainly hope that with new members and student pilots getting more and more active, we will be relentlessly moving back to historical utilization rates. If we could only clone our instructors! Anyway, the Board is looking into an interesting opportunity to improve flight hours for 44N. We are considering making 44N available for public service on a limited basis. The objective of the initial test is to assess the feasibility of this approach and its benefits to the club. I will report back once we iron out the details but the basic premise of the project is to dramatically increase 44N flight hours without impacting the availability of the airplane for the members' use.

I would like to extend warmest thank you to **Dick, Bill, and Dan** for their uncompromising and selfless efforts to keep our fleet flying with minimum downtime. That is extremely important given the improving utilization of the airplanes. Be sure to show your appreciation to our usual suspects, the masters and overlords of the aircraft maintenance. Think about them any time you fly the airplane or whenever it gets magically fixed after your squawk. Most important, lend your hand and learn the zen and the art of the aircraft maintenance in the process. Trust me — it will make you better and more confident pilot. On the related note: after setting up an amazing flight accounting system on Quick Books and working the books for a few years (who would know Dick had those suppressed desires to become an accountant? ! -- but then, I did that job for five years or so as well...), he is now passing this important activity to the next generation of accounting wannabes. Thank you, Dick, for your great effort and unique insight on aircraft and club finances.

Speaking of squawks, **Russ** is on a mission to make things easier for club members. To squawk, just send an e-mail from your smart phone (I still do not accept that silly name — I mean, does the phone have to be smart to compensate for a not-so-smart user?!) to squawk.44N@cfcms.org (substitute 44N with 9BA, 300 or 76X for the CAP aircraft). You can also attach a photograph so that you can support your "I didn't do it" statement.

We bade a final farewell to **Bob Hawkins**. His inurnment took place on Thursday, 16 August, at

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Arlington National Cemetery. I unfortunately missed the ceremony (and the after-ceremony party?!) because of my travel.

I was very saddened by the accident at Davis Airport and Frank Schmidt's untimely departure. I was Frank's student recently and got to know him a bit more in the process. I was mastering a tail dragger under his watchful eye and learning some interesting tricks, such as landing a Carbon Cub from 1,000 ft AGL abeam the numbers, after flying what I would definitely not describe as a stable approach consisting of only of the base leg, and on the numbers.

❖ **PIOTR KULCZAKOWICZ**

Fly-ins

At the request of Frank Schmidt's family, 25 August is tentatively set as the date of the memorial service at Davis, so we moved the Nemaocolin or similar flyout event to 18 August.

Both 9BA and 44N are booked for 0900-1700 on that day.

If we go to Nemaocolin, please be aware of their special procedures. Nemaocolin Security Dispatch states the following: "Please have each pilot call us [at **724 329 6121**] with a tail number, number of people that will be on each plane, pilot's name, and a contact phone number. We ask our pilots to call us on Unicom 123.0 when they are approx ten miles away so that we have time to get a shuttle to the airstrip to pick you and your passengers up. We have plenty of parking in the parking area for aircraft."

Let me know if you want to go.

❖ **JOE STUBBLEFIELD**

Chaplain's corner

THE BACKYARD MOTHER OF ALL MEETINGS!

We have a rare event in August in our area. The Civil Air Patrol will hold its National Board and Conference at the Marriott Hotel on the Baltimore waterfront the 22nd through 25th. Participation opportunity avails for members from the 25 squadrons throughout the State. Service opportunities, educational opportunities, networking opportunities, and so much more. I will offer a late Saturday afternoon worship service opportunity. So will Catholic priest **John Reutermann**, Commander of the Charles County Squadron. Be-

thesda—Chevy Chase past Commander **Mike Crockett** will receive national recognition, --an award of great honor! John and Mike were cadet leaders at Bethesda—Chevy Chase Squadron back in 1996—1998 when I offered monthly Moral Leadership classes, today called Character Development, at their Squadron. The Cadets have grown and assumed responsible command as adults! They promote the mission that supported them. They serve well and many who have watched and coached and coaxed them into adulthood rejoice in their leadership and service. At the National Board and Conference a full schedule of four days of activity offers something of interest for everyone. A Cessna G-1000 ground School class is on the schedule for the first 40 paying enrollees. And a two day course

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

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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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on Critical Incident Stress Management is offered.

The three major components of the mission of Civil Air Patrol — aerospace education, emergency services, and cadet development — will receive emphasis. Other important agenda items will include meetings of the National CAP Business Board, the National Chaplain Corps Advisory Council, and the National Cadet Advisory Council.

May all who attend this Conference from the Maryland Squadrons, from across the USA, and from countries, be richly and well blessed!

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

Aircraft rates

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

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

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

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 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

August is the second month of the "work hours year," so by 31 August you should have 3.3 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	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**.

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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	Dick Strock

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 Strock** or **Bryan Absher**.

Funny stuff

[From Dan Hayes]

Cessna 152: "Flight Level Three Thousand, Seven Hundred."

Controller: "Roger, contact Houston Space Center."