

The Congressional Record

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

Vol. 30, No. 11

Gaithersburg, MD (KGAI)

November 2012

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President's message

We will hold the Annual Meeting of the Club on 4 December. That is Election Day and your chance to elect the Board of Directors- and to be elected yourself should you choose to run. Either of the two is a great way to participate, contribute, and shape the future of the club. In order to be eligible to vote you have to be a member in good standing and be present at the Annual Meeting. John Strong is the chief of the nominating committee, and you should direct all questions, nominations, and suggestions to him.

At the last Board meeting we took a quick look at the club's finances. They are in very good shape, and the statements are now posted on the club's website for your reviewing pleasure. We also continued the discussion regarding the engine monitor for the 182 and initiated a discussion about the current and future aircraft fleet. The overall sense was that it is a good time to start such a discussion but we would certainly have to see the members flying more before we consider any additions to the fleet.

I have just returned from a weekend fly-in to Greg's farm in West Virginia. A combination of great camaraderie, perfect weather, and flying made it a perfect weekend and a very relaxing one. Just look at Joe, an avid hunter, making friends with a little buck. Mellowness was in the air. Flying in West Virginia reminds you how much freedom the pilot certificate gives you and what general aviation is really about. Just under two hours West from GAI in a club 182 takes you to the airport with no traffic whatsoever and a runway longer than the one we have at GAI. Transponder codes? SFRA squawks? Ten planes in the traffic pattern? Complex airspace? Not at Spencer/Boggs Field (USW). Just hop in the

plane and go. No wonder that people who do not fly in the DC area on a regular basis get "scared" of coming anywhere near here. I personally had definitely forgotten how simple flying can be; and I was also reminded about the fantastic opportunities that a pilot certificate gives you. Go fly!

❖ PIOTR KULCZAKOWICZ

Election

Club elections are coming up on 4 December. This is a meeting you will want to attend.

Here is the slate:

For President Piotr Kulczakowicz

For the Board Piotr Kulczakowicz
Douglas Holly
Gary Jacobs
Frank Anderson
Gashaw Mengistu
Billy Barber

For further details contact **John Strong**.

Fly-ins

The annual Holly Run is scheduled for Saturday, 1 December (snow date 8 December). Please contact me if you're planning to go, because there are some logistics to work out with Helen, the organizer.

So far we have **Doug Holly** and two, probably in the Cardinal; as well as **Ruth** and **Steve Nash**, the prospective newbie, in an airplane TBD. I plan to go with a friend in another plane, but that could change if we need to haul Ruth etc. Who have I missed or who wants to step up to go? This is a fun thing.

On the agenda are breakfast in the hangar at Bay Bridge, then lunch at Lorraine's on Tangier Island.

UPDATE (from Helen): Patuxent approach is planning to pair aircraft traveling through the Bloodworth restricted area this year to cut down on the number of radar returns. (Something about being overwhelmed by 50 closely clustered squawks in the past few years...) They will then assign individual squawks to each flight of two with the second plane in the flight squawking stand by. So, here is what I will need. Please e-mail me back and let me know if you plan to fly through R-4002 or not. If you plan to fly through it please let me know: 1. Your N number; 2 If you

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have a flying buddy of similar speed that you wish to be paired with, who that is; 3. Your cruising speed. RV people, yes they can pair the whole lot of you as one flight. Just let me know who you are and who your lead plane is. Thanks! Helen (Chief Elf; helen@chesapeakepilot.com).

❖ **JOE STUBBLEFIELD**

Chaplain's corner

FLYING HIGH; LAYING LOW!

I think of the contrast. Some enjoy a life of flying. Some stay on the ground. Some even remain incarcerated. I'd always rather be flying. There is a native freedom in the act. Never do I wish to dwell behind bars. The thought of the limitation is frightening. Yet, I have been behind bars, several times within the year. I have gone in, not of my own will. And not because of crimes that I have done. I went to be with my wife. Several other persons have gone in with her also. Last week she led five new persons into the restricted area. She is a volunteer there and an astonishing recruiter of volunteers for the Montgomery County Corrections Facilities prison ministry.

Yes, the thought was terribly stressful when she conferred with me about the prospect of her going into volunteer jail ministry. I agonized over the question. I concealed my anxiety. I did not want her to go. I knew however, that I could not say, "No!" I recalled that Jesus Christ had said long ago that, "I was in prison and you visited me.... When you did it to the least of these my brethren, you did it to me." Matthew 25:37 Why does my wife go to jails twice a week? To see Jesus in his diminished estate. To participate in the divine act of love. To comfort Him. To cheer Him. To leave a piece of literature that might lift His spirit. To listen to any such issue He might wish to voice. And to offer other such services as might be of help to Him. Perhaps some there will reconsider their ways, their choices, their consequent sufferings, and make amends or resolves that alter the course of their lives. Perhaps some will be encouraged to make more manifest in their life the life of the Christ within them. Who knows! There might even be someone in there who believes he or she can fly but are just too overladen with stuff they wish they could jettison. R. KELLY expresses it this way a verse of the beautiful song, I BELIEVE I CAN FLY. Hear it on YouTube:

"I used to think that I could not go on. And life was nothing but an awful song. But now I know the meaning of true love. I'm leaning on the everlasting arms. If I can see it, then I can do it. If I just believe it, there's nothing to it. I believe I can fly. I believe I can touch the sky. I think about it every night and day. Spread my wings and fly away. I believe I can soar. I see me running through that open door. I believe I can fly, I believe I can fly, I believe I can fly."

Perhaps as we fly and attend well our self and our machine, we might find a moment to say a prayer for those bound on earth and especially those in the prisons we fly above. Yes, maybe we might spend a moment to wish a lift for the down and out. That too is worth much; it'd be a big deal!

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

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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 Airport Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

President	Piotr Kulczakowicz
Vice-President	Greg Castello
Secretary	Billy Barber
Treasurer	Steve Bushby
Ass't Treasurer	Dick Strock
Members at Large:	Bill Barber, Greg Castello, Doug Holly, Steve Bushby, Ruth Hornseth, David Lahire

Flying Club Administration

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Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Flight Proficiency	
Board Chairman	Andy Mullen
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	TBD

Newsletter

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

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Aircraft rates

Following are our aircraft hourly rates as of 1 November 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

November is the fifth month of the "work hours year," so by 30 November you should have 8.3 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**.

Your flying account

Dick Stroock 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 Stroock

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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]

Nova 851 (male): "Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15.

Halifax Terminal (female): Nova 851, Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06.