

The Congressional Record

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

Vol. 31, No. 2

Gaithersburg, MD (KGAI)

February 2013

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President's message

The club activities certainly picked up over the past month. **Joe** organized a successful and well-attended fly-in to Sky Bryce. Apparently, the windy day created "interesting" conditions en route as well as on landings and takeoffs, providing members with ample opportunities to show off their skills and proficiency. The fly-in was so much fun that Joe is busy planning another Sky Bryce fly-in in the beginning of March. This time it will be combined with an overnight stay — Joe is getting a good deal on accommodations. Contact him to sign up; there are still spots available.

We also caught up on the Fifth Tuesday tradition. We bade farewell to our late members **Dan** and **Marv** during a short ceremony; we recalled and shared many good memories. A number of guests attended the event, including **Adam Smith** of AOPA. Adam is in charge of the Center to Advance the Pilot Community. One of the primary initiatives for the CAPComm this year will be to grow the community of flying clubs. Adam gave a very interesting speech sharing his experiences of learning to fly in England and general perspective on flying clubs. He was intrigued by some unique aspects of the Congressional Flying Club. He had a very positive reaction to the concept of work hours program as a way to share the burden of operating the club — apparently ours was the first club he encountered that had such a solution in place. Our affiliation with Montgomery Senior Squadron also makes us a one-of-a-kind flying club, which is a plus when it comes to inspiring people to fly and opening up opportunities to deeply engage in aviation. Overall, great evening! To top it off, we held an auction of various equip-

ment items donated by **Anne Culver**. It is safe to say that **Bob Hawkins** pulled off yet another scheme to grow the Trams Fund and made sure that the Bob Hawkins Flight Scholarship Award continues to be well-funded.

It is a clear that the main priority for the club this year is to grow the membership. We will methodically pursue various activities with the objective of attracting new members. You can help by making your passion for aviation known and increasing the visibility of the club — bring a friend to aviation! We also want to stimulate the existing members to fly more. Watch out for interesting events coming up in the spring.

❖ **PIOTR KULCZAKOWICZ**

Chaplain's corner

ALL YOU NEED IS LOVE!

So, we are looking at the forest but cannot see it because of the trees. Or we are looking at the trees but cannot see the forest because "forest" is too large a concept. We need to take the high road. That is the key disposition for addressing conflict issues. And we know it right well. Our past-time tells us of it. Altitude allows us to aim straight and go direct. We ever marvel at how short the distance is when we take the high road, the sky road. Altitude determines direction. We may also say attitude determines directions. When we refuse to get side tracked, bogged down and unfocused in the details, we set our attitude on the goal, the prize, or the aim of the desired win-win solution to conflict. We let the attitude of respect, or love, lead us onward. Love sets the best course, and helps to express the noble character that has the best prospect of producing harmony, peace, and acceptable resolution to stress and conflict. And no wonder, for love is the character of the higher Source of life. It is written in sacred scripture, "Beloved, let us love one another, for love is of God, and everyone that loves is born of God and knows God." 1 John 4:7. February calls to mind the importance of love. Happy Valentine's Day! An attitude of love is all you need. All you need is love. Amen.

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

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Linda Hayes

From **Bill Hughes** comes the sad news that **Dan Hayes'** widow, Linda, died on 17 January.

Poetry

[Thanks to **Gary Jacobs** for sending in this poetic contribution.]

One Day December 2012

*There must have been a day one day
When as a child I held in sight
A thing so strange to little eyes:
An airplane soaring high in flight.*

*How can such a thing exist?
The sky is not the normal place
For such a weighty ship to sail
Upon the waves of air and space.*

*But a child believes in make believe
And sees beyond our gravity.
A child flies free in future tense
And finds the real reality.*

*Take hold and grasp this something new!
Release, arise, take-off, escape!
Depart these earthbound chains and own
One day the never known sky scape.*

*To fly is freedom's holiness!
Above the reach of earthy power.
It's where the time of life is spent
Unfettered to the manmade hour.*

*One day, O blessed day, one day
I, as a child, who lives in now
Will spend the minutes of each hour
Without regard to what and how.*

*One day I'll rise to spend each day
Within its atmospheric grace,
Detached from this day's circumstance,
Aloft to touch one day's embrace.*

Fly-ins

March 8-9-10

We are mounting an all out assault on Sky Bryce with one to two night stay at luxury chalet for 15; the dates are 8-10 March. We need to book about 10 folks for this to make it semi-affordable (\$300-500 for the place plus incidentals). Just a week-end of chillin' and grillin' and watching folks crash into the pond on snow skis. Need to start getting

organized. Who is ready? Let me know. We have seven likely at this point, some driving so we will have groceries too!

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 February 2013.

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

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

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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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NOTAM portal

Stephen Nash reports on a new service from the FAA: In the latest *Aviation Safety* they had article on the FAA's new web portal for pilots to more easily obtain, sort, and view NOTAMs. Features include sorting, filtering, and translation of NOTAM data. This is an ongoing effort as result of the Pilot Bill of Rights legislation. The URL is: <https://pilotweb.nas.faa.gov/PilotWeb/>

The article goes on to say that NOTAMs in the old system could take up to 10 hours to process or broadcast. The new system (still being rolled out to all facilities) takes 3-4 seconds.

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 as-

signed 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

February is the seventh month of the "work hours year," so by 28 February you should have 11.7 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

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.

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Crew chiefs

A/C	Chief	Ass't Chief
N5244N	TBD	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

Pilot: Approach, Acme 202 with you at 12,000 and 40 DME.

Approach: Acme 202, cross 30 DME at and maintain 8,000.

Pilot: Approach, 202's unable that descent rate.

Approach: What's the matter 202? Don't you have speed brakes?

Pilot: Yup. But they're for my mistakes, not yours.