

The Congressional Record

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

Vol. 31, No. 7

Gaithersburg, MD (KGAI)

July 2013

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President's message

We have closed the books on the last fiscal year. That obviously grants some statistics and observations. Let's start with the flying activities.

We had 45 members who flew a club airplane during the last 12 months (just to be clear here: this is defined as flying one hour or more in the club airplane during the past 12 months). On closer examination, it turns out that just 20 members logged 84% of the total flying club hours clocked in the past year. This total was 622 hours or just over 200 hours per plane*. To give you a close-to-home reference point, we actually did better than MSS with its 76X in the last fiscal year. The most active 20 members can be split roughly 50-50 along the following line: pilots working on certificate/rating/regaining credentials vs. pilots using the club aircraft for travel, recreation, fly-ins, etc.

Another look at the total flying hours reveals that roughly 52% of logged time was done in 9BA, 26% in 44N and 22% in 300.

Thanks to the AOPA flying club initiative, we now have a much better sense of what is "normal" for a flying club. There are a few things that strike me about our statistics, and I will put them in the context of what I have learned about flying clubs.

We had fewer than 15 members per airplane ("fewer than" if you take out members who flew 1 hour during the year), which seems to be the "magic" number where reserving a plane is not a hassle but we still put decent hours on our fleet.

Flying clubs always have highly active members (typically working on certificates or ratings), moderately active members (who go on the infamous \$100 hamburger rides or use the airplane for fun, travel and such), and members who are more focused on social aspects but who still keep the op-

tion to fly by logging minimal time. We are not that much different from other clubs.

We put hours on all three airplanes, with the Cardinal lagging at 139 hours. If you do thorough calculations, you'll find the cost of flying is not that much different between 9BA and 300. The Cardinal also gives you a bit more complexity, but it flies almost like a 172. It's a great way to start transitioning to more complex airplanes and at the same time gives you the option to fly at will when 9BA has been cornered by students and instructors.

It is clear to me that before we consider changes or additions to the fleet, we need to build up the membership. So, let me repeat my mantra: bring your friend to aviation, take them over the Bay to Cambridge for a crab cake, and give them an opportunity to catch a bug. Bring your certificated pilot friend who stopped flying years ago back to aviation life. Also, remember about the "prospective member category" where up to two instructional flights can be given by a designated CFC flight instructor – the best thing about those is that the instructors will not charge the prospective member you sponsor for the instruction time. The picture below shows one happy and "cool" teenager and, we hope, a future pilot that I recently took up in the air.



The club's financial standing is very good. Our financial statements will be posted on the club website and in the trailer for your reading and analytic pleasure soon.

Finally, I want to share my observations about the work hours program. Members logged just under

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800 work hours in the past 12 months. Almost all of those hours were real jobs that substantially benefited the club. Let me give you some statistics to get an idea why this program is extremely important for the club's well-being and why it keeps the cost of flying low. We still do a lot of maintenance in the house. And when we out-source, someone needs to fly the airplane to the service location where we get best value. That was 176 hours of members' time in the last year. Do we need it? Could the club operate without members committing the time to this task?

I call the next largest category "advertising and communications," which is a big bucket that contains activities such as the newsletter (editing and writing articles), manning the desk at the open house, online and other IT tasks, tracking the club history, etc. Does it make the club a place where members want to hang out? Does it attract new members?

How about hangar and trailer maintenance, the next big category? Do we need to seal the leaking windows? Do we need to fix a hole in the floor? Do we need to dispose of used oil at the recycling center?

I could continue on and on. But let me just mention other categories in order of number of hours logged: club management, flight and financial accounting, keeping the planes clean, flight proficiency and safety (time donated by instructors to check you out), organizing social activities (5th Tuesdays, etc.) and, of course, the paperwork in different shape and forms. All those tasks must be done and we have no luxury of permanent staff that could take care of it. So, after a thorough look at those statistics, the Board decided to keep the work hours program in place unchanged, with one caveat: we want to give members more options to contribute, easier ways to find out about available jobs and a larger variety of jobs to accommodate members' schedules and priorities. And as always, a member has an option to contribute \$\$\$ in lieu of sweat equity.

I look forward to the next great year.

Go fly. Stay safe.

❖ PIOTR KULCZAKOWICZ

Chaplain's corner

The Prophet says: "They that wait upon the Lord shall renew their strength. They shall mount up

with wings as eagles. They shall run and not be weary. They shall walk and not faint." Isaiah 40
The Poet says: "O Spirit, whom the Father sent To spread abroad the firmament O Wind of heaven by your might Save all who dare the eagle's flight And keep them by your watchful care From every peril in the air." Eternal Father, Strong to Save (Whiting, Spencer & Dykes, 19th century)

The Priest says: May the people be blessed, O Lord; may all the people be blessed! Remember especially those who mount up with wings as eagles!

The People say: Teach us Lord, how to wait upon you! Thanks for the air ride! We honor those who

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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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served on air, land, and sea to keep this, our beloved country free! Amen.

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

Fly-ins

The big deal of the year coming up the last week of July and first few days of August: OSHKOSH! Two club planes are available; take your pick despite what you see on the Calendar. Some of us are going in our RVs to join up with the usual suspects with a catered camping experience. We need to know right now if you want to camp with us and share all the facilities including all meals, beer, etc. Mostly need to know to arrange for a spot that you need to reserve NOW. We are planning to go out 27th to enjoy seeing a lot of the arrivals, front row center on runway 9 right from camp. Plan to stay at least thru Wednesday night to see the first night air show of the week; second one is on Sat Aug 3, but we may be headed back by then. Put backup on planes that you hope to use if we don't need them, but Dan has offered to swap if you really prefer to take 44N. Last I heard Bruce is going in his own plane not 9BA, but that may depend on status of his plane. COME TO OSHKOSH or regret not showing up. Let me know.

❖ **JOE STUBBLEFIELD**

Aircraft rates

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

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106

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

Maintenance due dates

Although we try to visit planes somewhat regularly, Crew Chiefs and I have found, on occasion, that a plane has flown several hours beyond the time it was due for a scheduled service.

This normally does not do any irrevocable harm, unless a missed or overdue maintenance voids a warranty, but it certainly doesn't do the plane any good.

To help alleviate this, I have prepared a Maintenance Due Times sheet and placed a copy in each plane.

Please include a check of the sheet in your pre-flight routine and notify the Crew Chief of any items that are likely to come due within the next few hours or 4-5 days. This helps keeping maintenance flowing smoothly without running into panic mode.

Also, please make note of the "CAUTION: DO NOT OVER TIGHTEN OIL DIPSTICK" warning placed on the oil inspection door of planes that have Lycoming engines. The dipstick is tight enough once it is seated and ANY resistance is felt in turning. It has an O-ring that, as soon as seated, prevents leakage of the oil.

When the dipstick is over-tightened, the force needed to unseat it in order to check the oil level is usually enough to also unseat the oil fill tube at its base and permit oil to leak when the engine is running and oil is splashing around it the oil pan and lower crankcase. In addition to being very messy, this increases oil consumption and costs the Club unnecessary expense in lost oil and repair to reseal and resafety the fill tube.

Thanks for everyone's help in keeping maintenance running smoothly and trying to keep operating and maintenance costs down.

❖ **BILL HUGHES**

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).

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- 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

July is the first month of the "work hours year," so by 31 July you should have 1.3 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	TBD	Phil Carls
N20300	Linda Knowles	Todd O'Brien
N739BA	Dale Thompson	Dick Stroock

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

Controller: FAR1234 confirm your type of aircraft. Are you an Airbus 330 or 340?

Pilot: A340, of course!

Controller: Then would you mind switching on the other two engines and give me 1000 feet per minute, please?