

The Congressional Record

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

Vol. 32, No. 1

Gaithersburg, MD (KGAI)

January 2014

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President's message

Happy New Year! We gained new members, are flying more hours, and have four fine aircraft on the flight line to serve various flying needs and desires. Let's keep it going this way.

Please welcome **Cuan Hendricken** to our club — he is not only our newest but also our youngest member. Starting flight training close to the 17th birthday is definitely the way to go. I wish I had had an opportunity to do just that. **Cuan** is a CAP cadet who is the very first recipient of the **Bob Hawkins Flight Scholarship**, and thanks to the generous support of the **Trams Fund**, he has already clocked three flight lessons. He is also well on his way to his FAA knowledge test. Wish him well and support his efforts to become a pilot.

The newly elected Board held its first session in January. **Doug Holly** continues in the Vice President role. **Dick Stroock** is the Treasurer. As the Secretary, **Greg Castello** will keep track of the Board's actions. The first decision of the year was to keep the Cardinal. It is such a nice airplane now that we just could not part with it. Seriously, though, with hours picking up, with a number of members declaring to fly our C177 more, the Board decided to back off from the decision to sell the aircraft and reassess the situation in six months, so here is your chance to fly it so that we can keep it.

Keeping the Cardinal gives the club a very versatile fleet that serves most of our flying needs and more. 9BA is taking the role of our basic trainer and it is just a fantastic airplane just to buzz around or take friends for lunch nearby. 23GV is a great and well equipped machine to take on shorter cross-country flights when you do not need a huge payload. It is also a very economical platform to get a sense for and train to become proficient in the use of modern avionics and tran-

sition, eventually, to a glass cockpit. N20300, on the other hand, becomes cost competitive with 23GV (*and* 9BA) as it beats them on longer cross-country flights once we factor in the extra time to land and refuel. It also offers much more comfort for its occupants. In addition, the Cardinal offers added complexity with a constant-speed prop, which in turn makes it a perfect platform to transition to high-performance 44N. All these three airplanes can be utilized for IFR training at comparable cost. Please, when reserving the airplanes, think of giving access to 9BA to our student pilots as a priority to maximize the fleet utilization. Finally, 44N is available for more serious cross-country flying.

Some serious maintenance work piled up in December, including a fuel tank in 9BA and improvements to 300. Thanks to **Dick Stroock**, **Bill Hughes**, and their helpers both aircraft are back on the flight line. There are still a few outstanding things that we will be taking care in the near future, including new COM2/NAV2 for 9BA, a modern Garmin 255; new side windows for the Cardinal, interior trim repairs/replacements, and new paint on the stabilator.

To sum it up, we have fantastic camaraderie and a great and improving fleet. Do not be shy about spreading the word to potential new club members.

Fly safe,

❖ PIOTR KULCZAKOWICZ

Chaplain's corner

"When the storms of life are raging, stand by me!"

It's a good thing to be able to plan your flight — through the skies, through life. A good plan gives structure to expectations. It does not guarantee much of anything. The skies and life are too dynamic for absolute ability to plan exactly. But the plan does indicate a familiarity with the environment of expected journeying. I remember planning a flight to Lancaster. Calculations were based on expected wind direction and strength at the time of planning. Once aboard, it was apparent that a larger degree of crab to the left would be necessary to keep on track for Lancaster. It worked perfectly. In life, too, I set course several times and much to my pleasure, surprise, and wonder, having a plan, a strategy, a vision, works, with proper adjustments!

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I went to South Africa. I had sketched my objectives before leaving. Once I arrived, I found myself involved in a nexus of interests and forces that required me to reaffirm my intentions and reassert my purpose. Thus, I maintained focus and accomplished my goals and more.

I wondered about the piloting crew of our Boeing 777. Did they calculate on a 170 mph tail wind? I wager they did. Did they expect that at some point we would hold a ground speed of 710 mph? At one point I was tempted to think we were approaching Mach 1, but not really. And for a while the turbulence was utterly disruptive. I prayed much and was deeply grateful when calmness returned and remained for the remainder of the flight. I continued to pray and felt as though I was a part of the calm-the-storm team as I continued to affirm, "Stable air, stable plane!"

While some sought to drink their fears away, or sleep their fearfulness off, or distract themselves with movie watching, some called on The Higher Power for assistance in the severe turbulence. The conditions improved dramatically and we journeyed on much more comfortably. Can we prove that our prayers had anything to do with the change of circumstances? No! We live by faith. And by faith we believe that God is the rewarder of those who diligently seek Him. Hebrews 11:6c

As we begin a new year, may we resolve to diligently seek the comfort, care, courage, and confidence that communion with God brings to our journey through the skies and through life. Yes, maybe our prayer could quietly be, "stable air, stable plane, stable woman and stable man the whole of the journey!"

A happy, healthy, holy and prosperous new year to one and all! Amen.

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

Fly-ins

The run to Greg's farm got weathered out like the Holly Run did in December. We are hoping to put something together again ASAP. Might try to get in a Sky Bryce brunch in next few weeks. Also keep in mind an assault on Morgantown, Hickory, and possibly even Asheville in spring to be entertained by **Larry Falls** and **John Peake**. Larry is some kind of ultralight test pilot and says he can haul us in it or drag us behind in a hang-glider.

Hmmm, I may just watch part of this. Got any other bright ideas out there? Let me know what you want to do.

❖ **JOE STUBBLEFIELD**

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.

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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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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**.

Aircraft rates

Following are our aircraft hourly rates as of 1 January 2014.

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

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

Work hours monitor

January is the seventh month of the "work hours year," so by 31 January you should have 11.7 ours 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	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
N739BA	Gary Jacobs	Dick Stroock
N236V	Thomas Wilk	Philip Wilk

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**.

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Funny stuff

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.