

The Congressional Record

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

Vol. 32, No. 2

Gaithersburg, MD (KGAI)

February 2014

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President's message

This month we bid farewell to two long-time members. **Ruth Hornseth** and **John Rabner** have resigned their club membership. I thank both for their significant contributions to the club and hope that they will stay connected and show up regularly at club functions. (What are we going to do on fifth Tuesdays without Ruth?! The next one is on 29 April.)

The Cardinal upgrades have been taking "a while." The good news is that we are getting closer to getting the airplane back on the flight line. The new paint job on the stabilator is nearing completion, and this is the last major thing in the series of upgrades. We are still to replace the avionics trim and some of the interior plastic that was broken. These jobs will be done in our hangar and should not affect the aircraft availability the way the major improvements did. I certainly hope that members will fly the Cardinal a lot — it is a bargain and fun airplane to fly.

9BA has now a new modern Garmin radio. The GNC-255A is surely a nice piece of equipment with quite advanced capabilities. It appears to be straightforward to operate. We might run a short session during a club meeting to point out some of the more sophisticated features.

Thank you all who contributed to digging out our airplanes and keeping the fleet ready. While I might be missing some members who contributed work hours that way, I know that **Eric Haertel**, **Bob Swanson**, **Tom Wilk**, **Phil Wilk**, and **Joe Stubblefield** either got some cardio exercise (10 min of snow shoveling = a can of sugary beverage) or used their machinery to make planes accessible and flyable.

Joe Stubblefield is coordinating some exciting flyouts. Sky Bryce gains the status of an annual event and is definitely becoming a popular one with an overnight stay. Calendars were out to plan the next invasion of Greg's farm. If you have any ideas on interesting flyouts, shoot them to Joe. Otherwise, go flying.

❖ **PIOTR KULCZAKOWICZ**

Chaplain's corner

Flight. It is a wonderful experience. It affirms gravity but transcends its effect. It affirms the invisible ocean of air supportive of flight. After an experience of turbulence it is not easy to deny the reality and power of air currents. A smooth flight points to the pleasantness of calm air. The wind blows constantly up and down and around the earth. And we can journey in it, with it, and against it as we travel along. Flight is a wonderful experience!

There is a type of flight that does not involve the air. It is mystical, spiritual, and other worldly. "Out-of-the-body" travel is a term some use to describe it. It is not space/time conditioned but it can occur in the space/time continuum. It can be as novel as traveling 1,200 miles in a matter of a split second. It is real, more real than physical flight. After such an experience, one understands better the attraction to and the distraction of aircraft and physical flight. Such an experience is not scientific as we understand the term scientific currently. But it is marvelous!

Whether taking flight on the wings of the wind or in the mystery of spirit, joy can be ours in our flying this year. Physical and spiritual flight point to the reality of the realm beyond time and space where unknown and untold phenomena exist and condition much of what goes on in the visible world. One day we will arrive on the shore of that realm beyond the present realities and exclaim, "I knew it, I knew it; this is the realm from whence I came, of which I've dreamed and was ever too hesitant to speak; — awe, heaven!" So much for the flat-earth and the man-will-never-fly societies! Sometimes we rise and affirm the faith perspective. It is weird, strange, and different, but it makes all the difference in our lives! "So we fix our eyes not on what is seen, but on what is unseen, since what is seen is temporary, but what is unseen is eternal." 2 Corinthians 4:18 May each

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of us rise and focus on the eternal truths and desires of our heart, affirm them faithfully, and pursue the goals and values that will provide us with everlasting satisfaction.

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

Fly-ins

A trip is planned for 7–8 March to Sky Bryce for Winterfest. Watch snow ski folks try to make it across a pond. Most of them are not rednecks, but still they do something like this? **Gay** is lining up a house — right there at the airport and close to the slopes and resort, we hope. We may have room for a couple or three more depending on if we get that house.

Then on 22 March spend Saturday nite at Greg's farm and if we have any left you can drink some apple pie. Bring earplugs too. Max of eight for that trip.

❖ **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.

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

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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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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 February 2014.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$100 (Hobbs)

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

Work hours monitor

February is the eighth month of the "work hours year," so by 28 February you should have 13.3 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 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	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
N739BA	Gary Jacobs	Dick Strock
N23GV	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 Strock** or **Bryan Absher**.

Funny stuff

There are Rules and there are Laws. The Rules are made by those who think that they know better than you how to fly your airplane. Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules — but you can never suspend the Laws!