

The Congressional Record

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

Vol. 32, No. 4

Gaithersburg, MD (KGAI)

April 2014

In this issue

President's message	1
Chaplain's corner.....	1
Airport paving work	2
Fly-ins.....	2
Work hours	3
AOPA safety seminar	3
Aircraft rates.....	3
Work hours monitor.....	4
Your flying account	4
Crew chiefs	4
Address for checks.....	4
Funny stuff.....	4

President's message

It seems like maintenance issues hit us with full force as soon as winter started loosening its grip. Flying debris damaged a back window and skin on our perfect 23GV. The Continental engine on 44N got very tired, which showed during the latest annual. For a week or two only 9BA kept us flying. That inspired me to tell one of my students, when we got weathered out for the fourth time: "Do not worry. As soon as the weather improves, all aircraft go into maintenance or are booked back to back by pilots other than you. That's life in aviation. Humans are really not meant to fly." Despite my grim philosophical stance, he persevered and has just soloed. Go figure.

The good news is that things are coming back to normal. 300 has been back on the flightline for quite a while, and members say it looks really nice. Most importantly, they also fly it. When we replace the remaining shabby pieces of 300's interior, we will have yet another "very nice" airplane in the fleet. 23GV should be finished soon. The 44N engine has been put back together and is about to be tested. The cost of the overhaul appears to be digestible. As usual, Bill Hughes and Dick Strock were instrumental in getting things done around 44N and they got some helpers this time. We also took the opportunity to detail 44N while it was down for maintenance. The question now is what we can do to make 9BA an even nicer airplane. In any case, we are more than ready for the season. Go fly those nice airplanes.

Phil Carls is a new assistant crew chief on 9BA and is already taking steps to make it look better.

Please note that the 44N engine will require a break in period. The appropriate procedures are posted on the club website.

We finally are going to have a Fifth Tuesday party. Stephen Nash is coordinating and needs some helpers/worker bees. Flipping burgers at the Fifth Tuesday is worth work hours, and as you very well know only just over two months are left to get them. Please show in force. Bring family, friends, and any potential candidates for club membership.

Reminder that there are new taxiway designations at FDK. Check your NOTAMs.

Stay safe,

❖ PIOTR KULCZAKOWICZ

Chaplain's corner

AND NOW ABOUT THIS FLYING THING

"Man will never fly."

"But we went to the moon."

"I don't believe that either."

"And Enoch, Moses, Elijah, Jesus, Phillip and others took lighter than air rides!"

"When? Says who? Can you verify that? If you are crazy enough to try I will tell you that once there was a priest who levitated! Ha!"

"Oh, so you do believe in the flying friar?"

"No! I didn't say I did. I said prove to me that anybody ever flew!"

A totally scientific, rational, logical approach to things that require faith can lead one far afield of reality. It can be demonstrated that two plus two equals four and only four, every time and everywhere. It's a scientific fact. It can also be demonstrated that two plus two equals any and every imaginable and unimaginable number sometimes in any place and time. Take, for instance, economics: give two persons two dollars each and follow the sum total of the effect in the marketplace.

If one should claim that he traveled at the speed of twelve hundred miles per second, logically it can be concluded that he could travel twenty-four hundred miles in two seconds. If he claimed that he could just as easily have traveled 2,400 hundred miles in one second, or 25,000 or 25 billion miles in one second — well, you call for the guys in the white coats. It doesn't mean that the truth

The Congressional Record

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

Vol. 32, No. 4

Gaithersburg, MD (KGAI)

April 2014

of the claim is insubstantial. It might mean that spirituality rather than physicality is the macro-medium of the micro-operation.

What is the point? Faith! Never, never, never disbelieve the possibility that your most earnest wishes and dreams can manifest in reality! Every good thing begins with faith! That is why the placebo effect is so fascinating. It gets people believing.

But there is a theological basis to faith that is quite profound. To operate in faith concurs with the character of the creator of the whole continuum of reality. The Creator is content to confer facilitative grace on the exercise of belief in the possibility of growth, development, and fulfillment. Individuals and communities have great potential and possibility to do excellent exploits for good in the divine domain of creation. Yes, with faith, it is possible to please God. Faith yields results! Hebrews 11:6 Go on! Fly like the eagles!

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

Airport paving work

Bob Gawler passed on the following from Sandy Poe of DC Metro:

We will be having a meeting for any that are interested in attending on Thursday April 10, 2014 from 5:30 p.m. - 6:30 p.m.

This meeting will take place in the terminal building. Keith and I will be available after the short briefing for questions and answers.

As Keith stated the main gate ramp entrance will be closed for up to 30 days so no one will be permitted to drive up to the ramp area of the airport during the time the concrete is being installed.

In cases of an emergency my staff as been briefed and this will be discussed during the meeting.

If you are going to be out of town and normally park your car in your hangar or in your tie down spot, you will not be able to do so during the construction time so please allow extra time needed as you will need to park in the parking lot.

If you need assistance, we will do our best to assist you as best we can during the time the main gate ramp entrance will be closed.

I will keep you all updated as I receive any new information before and during the construction process.

If you have any questions and will not be able to make the meeting please feel free to contact us.

Sincerely,

Sandy Poe
DC Metro Aviation Services
301-963-8043

Fly-ins

Who is up for breakfast run on 12 April?

Williamsport - Cloud 9 Cafe - Montoursville, PA

The following is from the Cloud 9 Cafe Website:

The Williamsport Regional Airport's restaurant was revived by the Daniele family in May, 2012. The restaurant has preserved a retro nostalgia while bringing to the table fresh American Continental cuisine, holding true to our reputation for culinary excellence in the region. Come take in the view of our beautiful mountain range. Enjoy a spirited cocktail while watching planes arrive and depart on the

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

Contents copyright © 2014 Congressional Flying Club, Inc.; Montgomery Senior Squadron #18073, CAP; and individual authors.

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

Flying Club Board of Directors

President	Piotr Kulczakowicz
Vice-President	Doug Holly
Secretary	Greg Castello
Treasurer	Dick Strock
Ass't Treasurer	TBD
Members at Large:	Frank Anderson, Greg Castello, Doug Holly, David Lahire, Gashaw Mengistu

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	Ruth Hornseth
Hangar Chief	Greg Castello
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

The Congressional Record

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

Vol. 32, No. 4

Gaithersburg, MD (KGAI)

April 2014

runway right outside the windows. Relax with friends after work at our unique live-edge black walnut bar with a glass of wine or a cold beer. Cloud 9 lunch and dinner menus feature family favorites from Franco's Lounge including our world-famous Garlic Bread, Pittsburg-style Salads, Cheese Lasagna, Chicken Parmesan, Tips and Torts, and Bread and Peppers. Customer favorites include Coquille St. Jaques, Seafood Cioppino, Pork Scaloppini, Broiled Salmon, Bacon Wrapped Prime Rib featured Saturday nights and homestyle dishes. On weekends join us for breakfast and brunch features both Saturday and Sunday from 9AM-12PM.

Sign up for the run!

❖ **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 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**.

AOPA safety seminar

Philip Wilk passed on the following regarding a free AOPA seminar to be offered in a couple of weeks:

Date Wednesday April 23, 2014 | 07:00 PM - 09:00 PM

Contact Phone 800-638-3101

Location Holiday Inn Hotel & Conf. Center at FSK Mall, 5400 Holiday Drive, Frederick

The Air Safety Institute's new seminar, Accident Case Study: Live, aims to put a new spin on safety-oriented accident analysis. Working with several compelling real-life cases, presenter and audience will play the role of accident investigator--starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out exactly what went wrong, and why.

Aircraft rates

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

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

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

The Congressional Record

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

Vol. 32, No. 4

Gaithersburg, MD (KGAI)

April 2014

Work hours monitor

April is the tenth month of the "work hours year," so by 30 April you should have 16.7 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.

Crew chiefs

A/C	Chief	Ass't Chief
N5244N	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
N739BA	Gary Jacobs	Phil Carls
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 Stroock** or **Bryan Absher**.

Funny stuff

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.