

# The Congressional Record

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

Vol. 33, No. 1

Gaithersburg, MD (KGAI)

January 2015

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## President's message

Happy New Year to all members as we kick off another great year!

First, let's congratulate **Cuan Hendricken**, the Bob Hawkins Flight Scholarship recipient, on his passing the FAA Private Pilot Knowledge Test with a nice round score of 90%. With that hoop out of the way, Cuan is now focused on gaining the remainder of the aeronautical experience required for the Private Pilot Certificate and preparations for the oral and practical test.

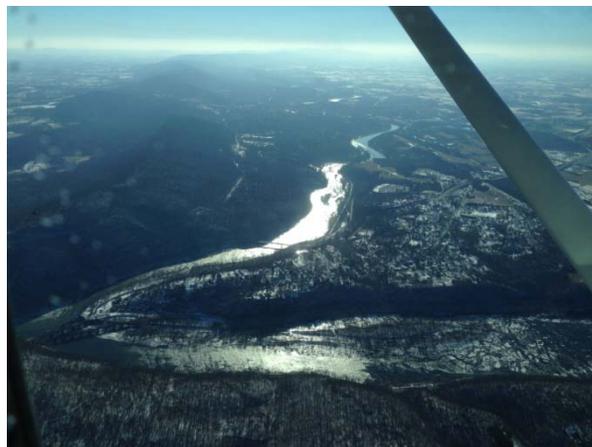
The new Board of Directors managed to meet for the first time on schedule despite the inclement weather. My first observation is that the new Board is not that new at all. **Dan Golas**, the only newly elected Board member, is hardly new to the job by any measure. As we did not have any major challenges to tackle in the immediate future, our discussion appropriately focused on the long-term well-being of the club. We are facing two priorities. We need to put a prudent financial plan in place that would allow us to fly through such high-price-tag events as engine overhauls and ADS-B and ELT upgrades free of turbulence over the next few years. Equally important, we need to make a concerted and paced effort to make the club more visible so that pilots seeking to join a flying social club like ours would not have any problems finding us. We all have a role here.

In the short term, enjoy flying the club airplanes as often as you can. Take your friends with you. Did someone you know show interest in aviation?

Take her up flying or arrange a flight with another pilot or instructor. The club has a great option for prospective members: the no-commitment orientation flights. Frequent flying will not only keep you proficient and safe, it will also keep the cost of flying down. And how about this next rating you've

been thinking about? Now is the best time to pursue it.

Last Saturday, **Ted Tschudy**, **Owen Andrusiak**, and I went on the impromptu flight to KFRR. While the original intention was for Ted to brush up on the procedures, somehow during the pre-flight we kidnapped Owen. The beauty of the Shenandoah Valley on a perfect winter flying day apparently trumped the alternative, which was some paperwork and tests he had intended to do. Have a look at the snaps Owen took from the back seat and wish you were there.



There are a number of jobs and tasks that need to be done within the club. I hope that all members in need of work hours will be able to find something of interest. I will be sending separate e-mails asking you to take ownership of those various tasks.

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Eyes outside the cockpit,



❖ PIOTR KULCZAKOWICZ

## Chaplain's corner

### RESPONSIBILITY IN COMMUNICATION AS A MATTER OF CHARACTER DEVELOPMENT

Two students sitting at Harvard University in the night can talk and say most anything to one another. Sometimes there might be an act of indiscretion in their speech. One might take offense, curse the other, and seek a "time out" to attend to emotional pain, but affirm later that it is okay to continue talking. How convenient to deal with the slips and trip-ups of communication in such case! How responsible!

In a small group, what one speaker says might not have been perceived as offensive by another, or the other speaker might have been reluctant to call for a "time out" to make the appropriate confrontation. Someone in the group might hint that a "time out" is in order for remedying the communications process. Again, the communication process can easily be mended. And goodwill and good relations can go forward.

In a large group where a grand and global magnification of speech occurs through various media — e.g., print, movie, or TV — it is difficult to address offense in communications. In general broadcast of satire, it is virtually impossible to address offense. The larger the context of speech the greater is the responsibility for self-policing or ethical evaluation of the quality of speech broadly cast, and the likely impact of such speech upon others. Freedom of speech is a cornerstone of democracy, but if carried to extreme, it can become unethical, risky, and dangerous. It can veer

into the range of gratuitous insult, cross-cultural insensitivity, emotional callousness, and or political incorrectness.

Speech is wonderful, but there are some rules. We cannot speak with total disregard for the impact of speech upon others and claim that we are just being satirical, or just joking. We must ever say only those things that are honest, that make for peace, even though offering challenge. Words can be healing, health inducing, delightful, and fully welcome even when they invite honest self-evaluation. Self-control in self-expression is critical to effectual communication. Words that wave a red flag in a bull pen can stir stress response in the bull resulting in terror response for the flag bearer. Yelling "fire!" in a dark, crowded theater invites panic, stampede, danger, and death. Published speech should closely reflect truth and real-

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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*

### Flying Club Board of Directors

President	Piotr Kulczakowicz
Vice-President	John Strong
Secretary	Greg Castello
Treasurer	Dick Strock
Ass't Treasurer	Steve Bushby
Members at Large:	Dan Golas, Gashaw Mengistu, Stephen Nash

### Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	TBD
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Steve Bushby
Public Relations	TBD

### CAP Squadron Administration

Commander	Eric Haertel
Deputy Commander	John Strong

### Newsletter

Editors and Production Andy Smith, Sandy Gilmour

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ity. Gross personal or professional biases should be severely curtailed such that only wholesome speech is delivered in general broadcasting. The world is small anymore, and whatever is said in broadcasting runs the risk of no longer remaining local. It is not easy to assess for impact with the modern day, instant worldwide outreach of speech. This makes self-censoring all the more critical. A person who constantly offends many by uttering profanity publicly, but intends not to control his/her tongue sets him or herself up for decreasing appeal to a general audience.

Let us cherish democracy, free speech, free markets, and yes, freedom in general aviation, but let us seek moderation of expression in these things. It is neither wise nor necessary to force the envelope beyond the range of the appropriate in most all areas of life.

Terror in France grieves us, but leaves us neither faithless nor fearful. We wish healing for our friends who suffer grave loss there and around the world. We remain confident that the pen is stronger than the gun especially in matters of decency, truth, honesty, and humaneness.

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

## *Fly-ins*

The Sky Bryce trip for January didn't happen; looking for interesting ideas for February and future months.

❖ **JOE STUBBLEFIELD**

## *Work hours*

The work hours coordinator position is vacant at present; contact **Piotr Kulczakowicz** if you're interested in filling this slot.

In the meantime, here are the instructions for recording your work hours on-line.

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://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 2015.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$110*

Rates are per tach hour, wet.

\* Reflects installation of analog tach in November 2014

## *Work hours monitor*

January is the seventh month of the "work hours year," so by 31 January 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.

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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!

As of right now the work hours jobs are open, so if you have any questions about your work hours, please contact **Piotr Kulczakowicz** or any other Board member.

## *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	Bob Swanson
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 Strock** or **Bryan Absher**.

## *Funny stuff*

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.