

# The Congressional Record

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

Vol. 33, No. 4

Gaithersburg, MD (KGAI)

April 2015

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## President's message

Please welcome our newest member, **Eldar Aharonovich**. Eldar is a private pilot; he learned to fly in Israel, and it appears that the FAA had no problem with it as long as he flies with both of his certificates, the Israeli and the US one. Eldar is already rolling and has been going through aircraft checkouts with **Gashaw**. Please extend your best side and make Eldar feel at home in our CFC "flock."

Spring means, among other things, there are only three months left to put the work hours in, and that we have a lot of things to fix. The trailer is rapidly becoming a fixer-upper, and is a top priority. Other jobs are calling, and **Sonia Ortega** is the go-to person for assignments.

❖ **PIOTR KULCZAKOWICZ**

## Chaplain's corner

One day in April, I watched a teenager who repeatedly exclaimed about the marvelous feat that is flying as he observed air traffic arriving at Kennedy Airport in New York. I listened to him quietly. More than once I thought that if we ever forget to marvel at the wonder of air traffic we would lose something genuinely beautiful and precious about life. We keep the wonder.

We are helping to orient Civil Air Patrol Cadets to their first flights and solos. We demonstrate a practical usage for the aircraft as we ready ourselves to do Chesapeake Bay Patrol. Transport of Scanners and Observers by Search and Rescue Mission Pilots show the advantage that flight brings to Search and Rescue missions. Sometimes, we fly target for USAF trainings in interdic-

tion of illicit aircraft. The seasons when increase of recreational flying takes place are upon us again. We have always marveled at the wonder of flying. In ancient times flying was considered as a gift of God. It is written in sacred scripture, "They that wait upon the Lord, shall renew their strength; they shall mount up with wings as eagles. They shall run and not grow weary. They shall walk and not faint." Bible, Isaiah 40:31

So many have focused on, studied, and learned the principles and practices of flying. We wish constant proficiency, upgrade of skills, and fullest enjoyment and usage of this gift of God to us humans. And thank each and every one who devotes him and herself to the art and craft of flying. (Chaplain Edco Bailey is in the Rockaways of New York City for a weeklong volunteer mission of house rebuilding service in the wake of Hurricane Sandy.)

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

## Fly-ins

Greg Castello's wonderful place in Spencer, WV is on tap for 17-19 April. I hear there may be some more folks coming, so I would like to know who thinks they are coming so Greg can assign beds and I can assign planes. We can do some shopping when we get there. Bring guns and ammo if you wish and perhaps your favorite beverage to share.

Right now I have:

Greg

Gary and his kid(s) in Cardinal

Tom and Larry in GV

Joe

Mike?

Who else?

Let me know so we can assign planes and seats, and see if you need to bring a tent. The porch sleeps pretty good though, as per Tom.

Any interest in the Dover fly-in on 2 May? Thanks to **Owen Andrusiak** for finding this. Let me know if we need to change May event to this, or grab a plane and go on your own anyway. Landing starts at 0730. The safety seminar and tour etc. starts at 0830. For details, go to:

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[http://www.faa.gov/SPANS/event\\_details.aspx?eid=61843&caller=/SPANS/events/EventList.aspx?statecd=DE](http://www.faa.gov/SPANS/event_details.aspx?eid=61843&caller=/SPANS/events/EventList.aspx?statecd=DE)

❖ **JOE STUBBLEFIELD**

## *(Don't) ask the examiner!*

*[Here's a question you really do not want to ask the Examiner.]*

I recently received a phone call from a CFI calling on behalf of his student. He stated that the vacuum pump in the plane the student would be using for his check ride had failed, but the stand-by system was working. Although he would not send the student to the FSDO or to another examiner, would I accept the plane in this condition? He was pretty sure the indicator is wrong. It did not take me long to think on this. He called back saying they had changed planes.

❖ **BOB GAWLER**

## *Voice from the past*

*[Editor's note: the following originally appeared in The Squall Line, December 1981; it was brought to our attention by **Doug Holly**.]*

### ON THE PROPER USE OF FOSSIL FUELS

By Eberhard G. Trams

Last month a part of the Montgomery Squadron journeyed to Kitty Hawk to pay their respects to the cradle of aviation. They came equipped with aeroplanes new and old, a satchel full of hot dogs, fishing gear, innumerable cameras and non-aviation fuel to better weather the chilling winds howling over the dunes. They went to the holy grounds where roll control was invented, chewed stale bread, lied about their own airborne exploits and behaved as airmachine drivers were wont to when unseated from stick and rudder. It seems a fine time was had by all, and we will not tell tales of the adventures that took place, because they must be cured for a while by embellishments, a pinch of fiction and with the spices of mnemonic sieving.

We think, that we should plot and plan for the future and implement some other expeditions to pleasant places before the dinosaur extract which fuels our motors and becomes the caviar on our flying bread. A memorable weekend can be pur-

chased for not too many gallons of 100 LL on Nantucket Island before the summer tourists inundate the place.

Early May can be lovely there and an Aeronca Chief need not travel much longer than to Kitty Hawk. Tourist homes abound and if you do not need to take in five M\*A\*S\*H shows a day on the tube, you can gloat over the discomfort over your ancestors in the Whaling Museum. For a short weekend, the Squadron could venture to support the ailing gambling industry in Atlantic City. Travel to Bader Field is about one hour by Skyhawk, some motels are cheap and boardwalk is a true piece of Americana — ask Burt Lancaster.

Conversely, a more benign plot might be a weekend in late spring at Horn Point. A well designed visit to the annual Potomac Antique Squadron fly-in would be most appropriate.

Real adventurers could brief themselves on the countryside by reading John Barth's "Floating Opera". Not too far is Elmira in New York where the Schweitzer folks rent out soaring machines. With the help of the Hagerstown Almanac, we could reserve a day where the thermals are truly outstanding and you need not come down ever. And then there is Rhinebeck, Wright-Patterson, Ocracoke and Merida . . . think about it.

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## Work hours

**Sonia Ortega** is our new work hours coordinator!

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://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**.

## Board notes

The Board did not meet formally in March due to winter weather. (Glad that's behind us.) The Board noted that the club trailer is in urgent need of repair; has been posted for work hours. Please

help your club. We discussed organizing a reunion for all past and present MSS and CFC members. Mark the date: 30 June (5th Tuesday) for the celebration. The Board will commence a membership drive to attract new pilots and increase aircraft use. Formal minutes are posted to the CFC website.

❖ **GREG CASTELLO**

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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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## Aircraft rates

Following are our aircraft hourly rates as of 1 April 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

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!

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	TBD	Stephen Nash
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**.

## Update from Todd O'Brien

Todd reports that "[I am] done with pilot training finally and have my wings. I will be heading to Altus AFB in OK to learn to fly the C-17 and then to Travis AFB in California for my assignment."

He writes further: "I got in touch with the commander at BCC and she told me they had 2 cadets headed to NFA this summer, one of [whom] could use some financial assistance. I wanted to know if the club had any plans with regard to this. Either way, I would like to contribute through Bob's memorial scholarship fund. Please let me know if you know anything, or know who might."

## Funny stuff

If Old McDonald had an airplane, he would just have to register it in Ireland, so he could get the registration mark EI-EIO!