

The Congressional Record

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

Vol. 33, No. 8

Gaithersburg, MD (KGAI)

August 2015

In this issue

President's message	1
Board notes	1
Chaplain's corner.....	2
Fly-ins.....	2
Work hours	3
Aircraft rates.....	3
Work hours monitor.....	3
Your flying account.....	3
Crew chiefs	3
Address for checks.....	4
Funny stuff.....	4

President's message

Please welcome CAP Cadet **William Santos** to the Congressional Flying Club. William is a recipient of a Bob Hawkins Flight Scholarship. William has 10 hrs of total flight time in a Cessna 172, logged at the CAP National Flight Academy and has set the goal to obtain his private pilot certificate through our flying club.

John Strong has requested inactive status, which the Board has approved. John is one of the stalwarts of the club and truly represents what the club is about. John has been a member for the past 26 years and in his own words: "enjoyed being a Member of CFC and found many a friend — this club is not like any other organization I have encountered." He made many contributions to the club and is a go-to person for club's history nuggets. The good news is that John is not going away. So far, the Board was unable to find anything in club bylaws and regulations that would prevent John from continuing as board member and vice-president. So, he is not off the hook. Let's keep fingers crossed for the third class medical reform to go through sooner rather than later so that he can swiftly return to flying status.

Reminder to all club members and crew chiefs to check and track, respectively, compliance with mandatory ADs. While we all are very well aware of the mandatory 50 hr oil change in 739BA, perhaps we are less cognizant of what the meaning of "AD 76-07-12 was due at 190" on 23GV might actually be. Please do check the first page of the aircraft log and let the crew chiefs know ahead of the time and if in doubt, call them. Crew chiefs should have the first page of the aircraft log updated in the timely manner. Perhaps a short discussion of the topic at one of the club meetings is in order.

According to the members present at Oshkosh this year, this year's event was even better than any before. **Mike Regen** managed to stealthily track an F-35 — now that I got your attention, ask him to tell the story.

The second annual event at **Dick Strock's** Lake Anna compound has been announced (see Fly-ins). Judging by last year's success, this one is a must go. So, sign up and plan to be there for camaraderie, flying, boating, imbibing and good eating. Heck, maybe **Gashaw** will finally learn to kayak properly!



❖ PIOTR KULCZAKOWICZ

Board notes

August 2015 Board of Directors meeting

In attendance: Piotr Kulczakowicz, Dick Strock, Greg Castello, Gary Jacobs, Gashaw Mengistu, Dan Golas, Bob Gawler, Andy Mullen, Phil Carls

The Board accepted a student membership application from **William Santos**.

Analysis of membership dues projects a large loss to the Club over the next year due to rising fixed operating costs and lower membership. The Board is contemplating various courses of action. COA#1: Do nothing and monitor for 6 months.

COA#2: Merge with another flying club to increase membership.

COA#3: Plan to raise costs incrementally over the next few years to ease the burden.

COA#4: Raise all at once.

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Tabled for more analysis and discussion.

Treasurer reports all accounts are in the black.

The Board approved using the CAP's single page flight review rather than the 4-page quiz we currently use.

Full notes are on the website.

❖ **GREG CASTELLO**

Chaplain's corner

Summertime and the flying is easy. Rather, at the very least, we hope it is. There is much to do in these days. Bay Patrol and flight training and certifications and sign offs — and of course, fun! It's that time of the year! Humidity and density altitude are factors also.

Two slogans come to my mind. Years ago, the international theme of an organization in which I participate was "Create Awareness; Take Action." Now, that is a good slogan for flying. Sometimes the friendly skies may have a friend up there who just doesn't see that the distance between two aircraft and two pilots is too close for comfort or safety. What can you do? Create awareness. Take action. Maybe for one moment roll left or right, or nose up or down a bit. Create awareness of your presence. If you were in business, you would say, "Advertise yourself." Announce your presence, your intentions, your course, etc.

Advertise! This imperative comes from the second piece of wisdom I recently ran across. Perhaps you have already heard it: Trying to run a business without advertising is like whistling in the dark. No one sees you. No one knows your intentions. No one knows whether you are attractive, friendly, and likable or not. Flying is an awesome business. It is critical to maintain situational awareness and alert everyone else in the area to one's presence, situation, and intentions. Create awareness; Take action; Advertise so that all who fly the friendly skies can have another safe, fun-filled, summer season of flying.

In ancient times, the Hebrew patriarch Jacob fell asleep, dreamed of God, and heard the voice of same. He awoke, exclaiming something to the effect that "surely the Lord is in this place, and I did not know it." Genesis 28:16. Imagine, flying

with others and not knowing they are on the wing with you!

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

Fly-ins

Dick has invited all who can get there for 11–13 September to his lake estate down at Lake Anna. I suggest you rent, beg, borrow or steal something to get down there. The rest you get there will last till you get there again. This is a come down on Friday thru Sunday if you can. The Castello contingent should be arriving Saturday morning. Hope to see you there. Sign your own plane out, as I don't know when you are coming. Hopefully **Piotr** will make his Bolognese sauce again ... yummers.

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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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I might do some chicken or we will see what crawls up in the yard.

Let Dick and me know if you are coming and if by land or air.

❖ **JOE STUBBLEFIELD**

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**.

Aircraft rates

Following are our aircraft hourly rates as of 1 August 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

August is the second month of the "work hours year," so by 31 August you should have 3.3 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!

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 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	TBD	Phil Carls
N20300	Tom Wilk	TBD

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A/C	Chief	Ass't Chief
N739BA	Gary Jacobs	Phil Carls
N23GV	Philip Wilk	TBD

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

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.