

# The Congressional Record

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

Vol. 33, No. 11

Gaithersburg, MD (KGAI)

November 2015

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## *President's message*

The annual elections are next month. You will have your once-a-year opportunity to elect the members for the Board of Directors and the President on 1 December. **Eldar Aharonovich** is in charge of the election (see the NOTICE OF ELECTION in this issue).

While I missed the Montgomery County Airpark Open House, I hear it was a success in spite of bad weather. Thank you to **Johannes van Dam**, **John Strong**, and the rest of the crew, for representing our club. **Rado Ivanov** designed nice brochures advertising our Club. We will have a supply of these in the trailer, so grab a few and distribute them to anyone who may be interested in joining CFC or is thinking about learning to fly. Always remember to mention that the Club offers prospective member flights.

Another thing I missed due to my overseas trip was a talk by Dr. Raymond Francis about driving the Mars Rover and his other endeavors. Thank you **Owen Andrusiak** for bringing in your friend to give us the talk. The Club members have an incredible network, and we should think of making events like this happen more often in the future.

Another AOPA ASI seminar was attended by CFC members in force despite the fact that we did not cancel the regular Tuesday meeting. Of the ten who had showed up, **Owen Andrusiak** and **Mladen Kriznik** won 0.5 tach credit each in any of the club airplanes. The topic of the safety seminar was an important one: aeronautical decision making. One way I try to teach my students about the ADM is by telling them that whenever they are planning and preparing for a flight, what they are essentially doing is looking for a reason NOT to fly

and NOT to take off. The same attitude may be healthy when making a call about flight continuation.

The Farm and the annual Holly Run to Tangier Island are the flyouts that are planned for November and December. See **Joe Stubblefield** (or read his article on p. 2) for more details.

We had a great showing of hands to assist in the annual inspection of N739BA. Thank you **Bill Hughes**, **Dick Strock**, and all who showed up to help and earn their work hours. I flew the aircraft with **Ted Tschudy** to Cumberland and back one beautiful autumn Saturday, and it performed like clockwork.

Fly safe!

❖ **PIOTR KULCZAKOWICZ**

## *Board notes*

There is no Board action summary this month, because the Secretary was not at the November meeting.

❖ **GREG CASTELLO**

## *Notice of election*

The Club's 2015 Annual Meeting will be held on 1 December, at which time we have the great privilege and responsibility of electing our next slate of directors.

As you know, each year the club must elect a president and three new directors. **Dan Golas**, **John Strong**, and **Gashaw Mengistu** will continue into their second year on the Board, whereas the seats of **Greg Castello**, **Dick Strock**, and **Gary Jacobs** (who replaced **Steve Nash**) will be open for elections.

As of 5 November, the following members have submitted their candidacy:

Board seats - **Greg Castello**, **Gary Jacobs**, **Dick Strock**, and **Joe Stubblefield**.

President - **Piotr Kulczakowicz**

Please come and vote on 1 December! Exercise your rewarding privilege and responsibility of electing our president and Board of Directors.

Remember, for your vote to be eligible, you must be present and in good standing.

❖ **ELDAR AHARONOVICH**

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## Chaplain's corner

I believe that for anyone to do anything well, it is critical to get to the root of oneself first, to come home to the core of one's being, and to discover the spiritual resource there that yearns to express itself in one's creativity, well-being, and serviceability in the community. There is a center of being, a core of existence, a place within, that contains all of the possibility of good living, of living well. Persons of intent, of goodwill, of dedication to living well -- not just living, but living well, have sought to align themselves with this central core of being.

Siddhartha Gautama, born in the sixth century before Christ; Giovanni di Pietro di Bernardone, born around A.D. 1181; the Apostles of Jesus Christ; and twentieth-century Steve Jobs all had one thing in common. Each in some unique way sought alignment with the core spiritual reality at the center of their being so that they might live well and fulfill their mission to their community in their time in the world. Making the connection was totally transformative for each of them. Siddhartha became the Buddha, Giovanni became St. Francis of Assisi, the Apostles became that Pentecostal group that laid the foundation for the Christian conquest of the Roman Empire, and Hindu practitioner Steve Jobs founded and led the team that created Apple Computer.

In our life, when we decide to exercise the necessary discipline, we too, will rise and excel in the field in which we are here on earth to serve well. We can do well in our family life, our occupational life, our worship life, and our avocational or volunteer life. It all begins with our devotion to the deep, interior spiritual center and life source within. When we connect there we make possible the probability that we will become all that we can be. Why? Because the central message we will receive will be a call to live a life of love. Because there, not only will we receive our call, but we will connect with the power and wisdom to do all that fulfills our destiny. At the center of our being, we will discover that there is within us something that can, in its simplest and most profound essence, be called the kingdom of God. Whatever our religion, our spirituality and spiritual equipping will be the same. We will align with the source of well-being, well living, expressing creativity and serviceability at the peak performance, the Alpha, the

exceptional level. Pray that we may return to our roots and grow strong in our effort to live well. Amen.

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

## Fly-ins

At press time, the trip to El Rancho Castello looks fully subscribed. In fact, **Tom** will probably have to sleep on the porch again.

For December, you really do need to make the Holly Run, planned for the first Saturday, with the rain date for the second Saturday. You don't often get the chance to get special group clearance thru restricted space as part of "Reindeer flight." Fig-

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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	Sonia Ortega
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	TBD
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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ure breakfast at Bay Bridge followed by lunch at Lorraine's on Tangier Island with 45 planeloads of your closest friends. Sometimes it seems like half are in the pattern with you. It works pretty well if the wind is from the north, which it usually is.

If you haven't already, you should make a trip to Sky Bryce for a meal and be ready for a brunch run, hopefully in January. At least get a landing in at Davis or Clearview for prequalification. Or perhaps you could land over an imaginary tree at the threshold anywhere with **Gashaw** for practice.

Start letting me know if you are in for the Holly Run. **Gary**, get your brood lined up.

❖ **JOE STUBBLEFIELD**

## Work hours

**Sonia Ortega** is our 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**.

## From the ASRS

*[Phil Wilk found the following on the Aviation Safety Reporting System (ASRS) and thought it might be amusing to our readers. Thanks, Phil!]*

I checked NOTAMs and TFRs prior to takeoff. Enroute I requested permission from Boeing Tower to conduct a pass through Elliot Bay near downtown Seattle going from West to East until half a mile off the waterfront then turn Northwest out to West-point at 500 FT. I was told approved as requested and conducted those maneuvers. Upon reporting clear to the Northwest Boeing Tower informed me that I was clear of the TFR and to switch VFR, frequency change approved. None of my preflight efforts at due diligence resulted in me being aware of a TFR in the area, and frankly I'm not sure if there is anything I could do to make myself aware of every major sporting event aside from becoming a sports fanatic. I'm not sure if I'm in trouble or if these TFRs are just a means to prosecute obnoxious pilots who are trying to interfere with the event. I've read the FAA circular on Sporting TFRs and am aware of the concept, but if it is important enough to make a TFR it should be important enough to post on NOTAMs and TFR websites. Only after the fact on my Northbound departure tuning up PAE's ATIS that mention was made of the TFR.

## Aircraft rates

Following are our aircraft hourly rates as of 1 November 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

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## *Work hours monitor*

November is the fifth month of the “work hours year,” so by 30 November you should have 8.3 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!

## *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	TBD	Phil Carls
N20300	Tom Wilk	TBD
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*

From the Airman's Lexicon:

**CAVU (Ceiling and Visibility Unlimited; also expressed as “clear and a million”)** —

meteorological conditions that prevail when either  
1) you can't fly because of a scheduling conflict or  
2) you want to go up and get some actual IMC experience.