

The Congressional Record

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

Vol. 27, No. 3

Gaithersburg, MD (KGAI)

March 2009

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President's message

[Editor's note: We couldn't resist this submission from "Hawkeye" Hawkins, who will never be mistaken for a newbie.]

Just in case you consider me a "newbie," here is my bio.

Robert J. Hawkins

Parachute rigger - 1963

Private Certificate - 1964

Commercial certificate - 1968

Instrument - 1986

CFI - 1988

CFIAI - 1989

A&P 1988

IA - 1991

Why you like to fly — it beats the hell out of walking.

Why you joined the club — Great bunch of gals and guys - I learned to fly in CFC aircraft in 1963-64.

What kind of flying do you do — Business, teaching, vacation.

A little about yourself (hometown etc.) — Born in Washington, DC - a 4th generation native!

Line of work, what you do, where/ family stuff / Anything — I used to be a computer geek, now retired (well, kind of; I am part of the team building those funny gray airplanes that you can't see).

❖ BOB HAWKINS

Aircraft rates

Following are our aircraft hourly rates as of 1 March 2009.

Aircraft	Rate
N15624	\$125
N20300	\$105
N25883	\$69
N5135R	\$88
N739BA	\$88

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

❖ BOB HAWKINS

Chaplain's corner

FAITH: A VEHICLE, OR A PERMANENT DWELLING PLACE?

How often do we want to journey on full speed ahead, accomplishing the aims and goals we set for ourselves? It just makes sense to us that things ought to be able to be done that way. Last year, I purchased bulbs for flowers and planted them per instruction. I am still waiting for them to come up. The caterpillar crawls around on the ground and in the trees, and then spins a cocoon for a dormant spell before emerging as a butterfly. To get from here to there takes time and process. Patience and faith are the optimal words.

We were sailing along quite well with our plans for exchanging our trailer meeting place. We ran into procedural requirements. Process takes time, thought, wisdom, money, skill and yes, patience and faith. When we do all things right, well, and wisely, our work will last and fulfill our expectations. May God give us the courage and strength to stay steady in our pursuit to replace the old trailer with another and better one!

May all who can do so come to the aid of the cause. As we remain committed to the task at hand, let us hear again the profound words of the author who wrote: "Until one is committed, there is hesitancy, the chance to draw back. Concerning all acts of initiative, there is one elementary truth, the ignorance of which kills countless ideas and splendid plans: that the moment one definitely commits oneself, then Providence moves too. All sorts of things occur to help one that would never otherwise have

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occurred. A whole stream of events issues from the decision, raising in one's favor all manner of unforeseen incidents and meetings and material assistance, which no man could have dreamed would come his way. Whatever you can do, or dream you can do, begin it. Boldness has genius, power, and magic in it. Begin it now." — Goethe.

Let us stay focused. By our faith and hope and work, assured that help will come, may we envision for and release unto ourselves the goal of the patient and successful completion of the project we have before us. And may God provide all that we need including patience, faith and persistence to get the job done! Amen.

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

Crew chiefs

A/C	Chief (Assistant chief)
N15624	Dan Hayes (Dan Larson)
N20300	John Peake (Dan Boyle)
N5135R	Vic McGonegal
N739BA	Dick Strock
N25883	Ruth Hornseth (Bruce Drury)
N6429T	Gashaw Mengistu

Work hours

Amy McMaster (AJMcMaster@venable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

❖ **MICHAEL REGEN**

Work hours monitor

March is the tenth month of the "work hours year," so by 31 March 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	31 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0
Qtr 4	31 May	20.0
*29 February in a leap year		

Mike Regen, Keeper of the Hours, has the following reminder:

Please remember that you need to have half of your work hours (10) done by the end of November. This should be an easy month to build them up between moving out of the trailer and into the new one, the annual on 883, and a new engine install on 9BA.

If you're in doubt about your work hours, contact **Mike**; if you're looking for jobs to do, contact **Amy McMaster**.

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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*

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Treasurer	TBD
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New members

[In our ceaseless quest to serve our membership, your intrepid newsletter staff occasionally digs up some info on the new faces you may have seen at meetings. These are our newest members, and we ask them to tell a little about themselves so we can get to know them better.

*In this issue, we welcome **Linda Knowles** and **Paul McLemore**.]*

LINDA KNOWLES

I like to fly because it frees my spirit to soar and demand more of life.

I joined the club because of the friendliness and helpfulness of the members I met. It seemed like a good group to be a part of.

I like flying for fun, to get to go to new places and see and do new things.

I grew up on a small farm in North Carolina, which still hasn't changed much. I have a memory of my father taking us to see airplanes take off and land at a grass strip beside the Cape Fear River in Erwin, North Carolina.

Another memory -- of a jet seeming to have fun circling above as I was working out in the fields one day. Oh yes, I remember he seemed to be waving his wings as I waved up at him. Later, after I learned that Chuck Yeager spent some time at a base in North Carolina, I thought it might have been him (silly things we think of).

I am currently a Realtor licensed in Virginia, Maryland, and Washington, DC.

I had a wonderful career as an Aviation Electronics Technician in the U. S. Navy for 20 years, retiring in 2001. I worked on a lot of different airplanes and associated avionics. While in Norfolk, VA, I joined the Navy Flying Club and received my Private Pilot license in 1984 and instrument rating in 1985.

I then transferred to Rota, Spain, joining the Flying Club there. I logged trips throughout Spain, Portugal, and one landing in Gibraltar, of all places.

I flew some in Memphis, Tennessee, receiving a commercial rating. Then back to Norfolk for a four- year tour on CVN-69, USS *Dwight D. Eisenhower* (included two six-month cruises to the Mediterranean and the Arabian Gulf, associated work-ups and

overhaul trips to Newport News Naval Shipyard). My last duty station landed me here at the Naval Air Facility, Andrews Air Force Base, supervising work on VR-1's Gulfstream III aircraft.

I'm just looking to get current again and back in the air enjoying the view and the \$100 hamburgers. I'm willing to share the cost of same with anyone anytime.

PAUL MCLEMORE



My Dad got me into flying when I was thirteen years old, and I have been hooked since. I don't know what it is in particular that I enjoy so much about flying — I just enjoy it.

I joined the club so I would be able to get back into flying much as I would try to learn a language, through complete immersion. I believed it would be easier and more effective to start flying again surrounded by other pilots who are willing to help push me along, rather than as a renter who shows up and asks for keys. I especially like how the club had groups of dedicated members who were responsible for a good deal of the aircraft maintenance. I found this reassuring.

I am a Private Pilot, and plan to begin my instrument instruction by the end of March. I am also enrolling in rotary wing training sponsored in part by the Army.

I am a 24 year old from Boston, Massachusetts. I am single, and have that much more money to fly! (Editors' note: enjoy this while you can, young man!)

I am an Active Duty Officer stationed at Walter Reed Army Medical Center, where I am a Staff Nurse on the neurology/neuroscience floor. I currently live in Silver Spring.

I am an avid learner, and welcome any and all learning experiences.

Fly-ins

We have a little room possibly going up to La-trobe for Sunday brunch on 15 March. Right now we have seven going in 624, 300, and 883. If 9BA gets re-engineered, it will be full. Have a possible or two unconfirmed and possible other planes going with room. So, as usual, let me

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know if you would like to be shoehorned in. Plan to leave about 0900 and be back about 1300 or so.

Also note the 24th Annual Sentimental Journey to Cub Haven Fly-In, 17–20 June. This will feature the PA-11 Cub Special and the PA-38 Tomahawk. Theme: “From Tailwheels to T-Tails.” Educational Forums, Static Displays, Food Vendors, Exhibitors, Flying Contests, Poker Run, Local Fly-Out Destinations, Camping, Live Entertainment, Movies, Airplane Rides, and lots of Antique and Classic Airplanes on Display. Piper Aviation Museum Located on the Airport. Fun for all ages!

Contact: Carmen

Phone: 570 893 4200

Email: j3cub@kcnet.org

Web site: <http://www.sentimentaljourneyflyin.com>

❖ **JOE STUBBLEFIELD**

Paul Hayes wins award

Former CFC and CAP member, now 1st Lt., Paul Hayes (USAF) was named one of 3 command-level winners of the 618th TACC for weather excellence.

Paul is stationed at Scott AB, Illinois

See

<http://www.618tacc.amc.af.mil/news/story.asp?id=123137297>.

Did you know?

Fun aviation fact from **Bill Hughes**:

In 1935, it became illegal for airplanes to fly over the White House.

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 31 October 2008 are now posted in the Files section of the *Aircraft-Clubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

go62onair@hotmail.com

Also contact Piotr if you find discrepancies in your account.

Well, there I was ...

Well here I was, Fat, Dumb, Happy and Cold. (Well, most of the things are correct, especially the Cold bit). I'm taking “The Dragon” to Hagerstown to get the aileron fixed a couple of weeks ago. Prior to departing GAI, I had obtained the necessary codes from Potomac Clearance and had them correctly inserted in the associated radio/transponder.

Airborne, ATC said the usual thing about transponder observed and remain clear of Bravo. So I tune in the HGR VOR frequency and proceed on the heading of 320 knowing that I would get there eventually. At 2500 feet the OFF flag was showing but that did not bother me as I knew the route, and oh well, what the heck. Boy, it was cold in that plane, and I had the heat control full on. So I put my gloves on, and that helped the fingers some. Time and miles pass and the TO flag comes on the OBS, so I reach up and increase the volume control and pull out the squelch knob. Sure enough the proper dots and dashes sound, and I'm quite pleased with myself. The OBS needle is centered and I'm getting close to exiting the SFRA, so I increase power to climb to 3500 feet and notice the transponder is set to a different number than I originally was given. “OH #\$\$@%^#” was the silent thought in my head. What happened? Do I confess the change to ATC and be ready to copy the 866 number to call when I'm on the ground or what? Well ATC called and said, “Clear of the SFRA, squawk 1200 and frequency change approved”. Did I just get lucky or not?

The only thing I can think of is while I was adjusting the volume and setting the squelch, my finger, now that I had gloves on, must have pushed one of the toggle switches of the transponder down. The original code was a 6 and now it was a 4. With the transponder so close to the radio stack and being the toggle type switch a very light touch will change the setting. BE VERY CAREFUL around this type of transponder.

To make the long story shorter I did submit a NASA form and I have not heard from the FAA.

❖ **BOB GAWLER**

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Log that oil!

About a month ago I sent out an email asking everyone to fill in the "oil added" section of the aircraft logs, even if it is zero.

The intent of this request is make sure we account for ALL oil added to the aircraft — the accuracy of this reporting has in the past been somewhat spotty.

Again, I ask that each of you enter the oil added to the log — if you don't add any, then enter zero.

❖ **DICK STROCK**

GAI-2-OSH

Gregory Brown reports that there is a Facebook group called "GAI-2-OSH" for discussion about this year's event.

Adam Donaldson chimes in:

Cut and paste the following link to get to the GAI-2-OSH Group on Facebook. If you don't have a Facebook account, it's easy and free.

<http://www.facebook.com/p.php?i=1171404704&k=56BYPWW4VV4M5CBET1WXVW>

By using the discussion board this year, we should limit the amount of email being sent around.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

[This is a first submission, from **John Rabner**. It's a little longer than the usual entry, but it's worth the read.]

Morris and his wife Esther went to the state fair every year, and every year Morris would say, "Esther, I'd like to ride in that helicopter."

Esther always replied, "I know, Morris, but that helicopter ride is fifty dollars, and fifty dollars is fifty dollars."

One year Esther and Morris went to the fair, and Morris said, "Esther, I'm 85 years old. If I don't ride that helicopter, I might never get another chance."

To this, Esther replied, "Morris, that helicopter ride is fifty dollars, and fifty dollars is fifty dollars."

The pilot overheard the couple and said, "Folks, I'll make you a deal. I'll take both of you for a ride. If you can stay quiet for the entire ride and not say a word, I won't charge you! But if you say one word, it's fifty dollars."

Morris and Esther agreed, and up they went. The pilot did all kinds of fancy maneuvers, but not a word was heard. He did his daredevil tricks over and over again, but still not a word.

When they landed, the pilot turned to Morris and said, "By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!"

Morris replied, "Well, to tell you the truth, I almost said something when Esther fell out, but you know, fifty dollars is fifty dollars!"

Write for the Newsletter!

This just in:

Every month, you have an opportunity to be immortalized in print here in the *Congressional Record*.

Be the first on your block!
Impress your friends!

Not only that, you get WORK HOURS!

What's not to like?

If you have an idea for a GA-related story, or if you want to share your thoughts about flying or even just recount a funny story, contact your intrepid (and highly able) editors by sending an e-mail to cfc_record@yahoo.com.

Try it! You'll like it!