

# The Congressional Record

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

Vol. 27, No. 8

Gaithersburg, MD (KGAI)

August 2009

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## President's message

First, a reminder about sun shields. While it is important to install them, it is equally important to see that the shield is on the *window* side of the compass. If the sunshield is on the cabin side it creates an "oven effect" and superheats the compass, causing the fluid to expand and leak out.

**Dick Strook** has done a fantastic job keeping after the planes — the next time you see him, please take a moment and thank him for all his work and dedication.

The National Flight Academy was a huge success again this year. Of the 24 cadets who attended, 17 soloed. One cadet was denied a medical due to an accident he had earlier this summer, but it should be issued later this fall, and with any luck he should solo shortly after that. That is a 70% success rate if you count all the cadets and 74% if you exclude the one without the medical (math by **John Peake**). One of the two BCC cadets soloed, and he will be joining the flying club this month. Neither of the BCC cadets attending the academy needed financial assistance, so the money set aside in the Trams Fund will be saved for next year.



*The unbiased judges in the MCAA spot landing contest*

This past weekend — Saturday the 8th — was the annual MCAA spot landing contest. The winner was from TSS. HOWEVER, our own **Dan Hayes** came in a close second — 2 points separated him from the winning spot. Well done, Dan! Our own **Joe "Go Around" Stubblefield** set a new record for this event by doing more go-arounds than any previous contestant. He consistently scored well in the execution of these maneuvers but was finally disqualified (by all three judges) from the event due to the excessive use of this maneuver.

The presence of CFC members was duly noted, especially since many of them were wearing CFC polo shirts. You can order yours through the Trams Fund.

❖ **BOB HAWKINS**

## Aircraft rates

Aircraft rates are changing!

Following are our aircraft hourly rates as of 1 August 2009 (except N15624, which was effective 1 July).

Aircraft	Prev Rate	New Rate	Inc/ (Dec)
N15624	\$125	\$135	\$10
N20300	\$105	\$100	\$(5)
N25883	\$69	\$77	\$8
N5135R	\$88	\$92	\$4
N739BA	\$88	\$92	\$4

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

❖ **BOB HAWKINS**

## Chaplain's corner

**IT IS ENOUGH JUST TO HAVE A NICE DAY!**

May we stand in readiness to do whatsoever things we are called upon to do. It's a concept behind the idea of "emergency preparedness." We should be ever ready. But pray while in our readiness that we never need to be called; rather, that emergency never occurs. If however, emergency visits upon us and we are called to respond, of course, we will. We will serve, and do our utmost to serve well.

Sometimes we wonder about the amount of time and energy invested in assuring preparedness. Who has not heard the phrase "hurry up and

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wait!" There can be mission — and mission fulfillment — in the waiting. For in the waiting we may discover other modes of joy and service and success.

William Booth (1878–1912), founder of the Salvation Army, was told that he would go blind. His response: "I have done my best for God with my eyes. Now I must learn to do what I can without them." Poet John Milton (1608–1674) suffered blindness. He wrote a short poem concluding, "They also serve who only stand and wait." Of course he adjusted, and using the dictation method offered his best poems, *Paradise Lost* and *Paradise Regained*.

While we journey on through the beauty of summer, may we have joy in our flying prepared for any and all contingency. And pray always that we not be put to the test that emergency can thrust upon us. May we do quite satisfactorily well just having a wonderful summer, knowing that it is enough just to have repeatedly a very nice day! May God bless us, bless America, and the whole of His human creation! Amen.

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

## Work hours

**Amy McMaster** ([AJMcMaster@venable.com](mailto: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](mailto: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

August is the third month of the "work hours year," so by 31 August you should have 5.0 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 everyone, when you submit work hours to me please...PLEASE...use the following format in the subject line:

### Work Hours-your last name-#hrs

It is difficult for me to filter through the 60–80 e-mails I get a day — some of which, including your work hour requests, get sent to my spam box, which I only check every few days. Even though correctly formatted work hour messages are tagged, there is still a need to filter through all of them to be sure I am getting everyone's work hour

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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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requests. In order to make my life easier and sure that I don't miss your work hours, PLEASE follow this format in the subject line.

This format will also help me to locate your submitted hours should there be a discrepancy.

Many of you are not following this subject line format. Some are sending forwarded or responding messages that have totally different subject lines having nothing to do with hours. Don't be surprised if I missed your hours if you were one of these naughty people.

Thanks everyone for helping out with this.

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

❖ **DICK STROCK**

## *Fly-ins*

In case you missed Reading WWII weekend, maybe we can get you to Lancaster for a neat sounding little show on Saturday, 22 August. The show sounds pretty worthwhile, bomber rides available and other neat things. Best guess right now is the TFR in place for the show from 1300 to 1600, so we would not be locked in for all day, but there is stuff going on all day if you want it. Check on-line at <http://lancaster.schultzairshows.com>. Let me know soon.

In September we are planning overnigher to Tangier on the 19th–20th. We need to book the rooms soon, so let me know. Also, you may have seen an e-mail from Ruth about the Rhinebeck run, weekend of 10 October. We would go up on Friday for the CIA dinner. Get in on that for some great food, views of the Hudson and the museum. We return coming down the Hudson thru NYC. Should be a little more interesting with folks up in the crown on the lady now.

Let me know so we can make sure we have pilots for all the folks that need drivers.

❖ **JOE STUBBLEFIELD**

## *Your flying account*

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

Reports are posted in the Files section of the *AircraftClubs.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](mailto:go62onair@hotmail.com)

Also contact Piotr if you find discrepancies in your account.

## *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 and given to **Bob Hawkins**.

## *Funny stuff*

[*This one is so old I don't even remember where I heard it.*]

A CFI had been meticulous about teaching his student to always call "Clear!" before starting the engine. One overcast day it dawned on him that his student probably didn't really understand the "why" of the exercise: before startup he opened the pilot's window and yelled, "Cloudy!"

❖ **ANDY SMITH**