

The Congressional Record

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

Vol. 28, No. 2

Gaithersburg, MD (KGAI)

February 2010

In this issue

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

President's message

The 182 is now on-line and folks are starting to do their checkouts. And, with spring just around the corner the flying itch is starting to get us all. This, of course, brings to mind the need to get a quick check ride to freshen our skills. Lately there has been some grouching about our annual check ride policy. I appreciate that some folks think it may be intrusive and totally unnecessary. However, in accomplishing these rides we found three members with expired BFRs, two medicals about to expire, and one that had not flown in over 100 days. This was not the purpose of the annual check ride but rather a result of the requirement. The point is that we are all human and we forget things — so just remember that the annual check ride requirement was put in place to help us all, not to be intrusive.

I'd like to welcome **Billy Barber** to our ranks of new members. He is an engineering type, a student pilot, and works for Proxy Aviation.

As of today (3 Feb) the 152 is in the hangar finishing up its annual. The really good news is that the compression tests on the engine were satisfactory and the rest of the plane is coming back together nicely. The backs of the seats are be redone and new carpet will be installed shortly. **Linda Knowles** has taken over as the crew chief on the 152, with **Ruth Hornseth**, **Todd O'Brien**, and **Dev Kavathekar** as assistants.

The Cardinal has a new windshield — sure is nice to see where you are going.

The Board of Directors is working on the revisions to the By-laws, so watch for a notice of a special meeting where you get to vote on the changes. The same thing is happening to the rules and reg-

ulations. These are a long overdue cleanup of both.

The Board of Directors has also reviewed our rates based on some excellent data that **Dick Stroock** has been collecting for the last couple of years. Dick has done an excellent job in this regard., All of the numbers and spreadsheets will be presented to the general membership in the near future so that you can see how the costs have been derived. (See new rates elsewhere in this issue.)

❖ **BOB HAWKINS**

Fly-ins

Let me know if you want to go for a buffalo burger or something at Georgetown, DE (GED) on Saturday 27 February. They have good food over there. It is 89 NM if you hang a toe under BWI airspace.

Current possible lineup is:

Bill Hughes in 182, maybe Joe and Ruth too

Dan and Dan in 9BA room for 1 more

Bryan and family in 35R

Cardinal available, but someone is thinking about taking load in it

Alex with possible room in Mooney

Dave Lawlor with probable room in the Baron

Charley possibly in Tiger with room

Let me know, room for 6 or 10 more or so,

❖ **JOE STUBBLEFIELD**

Rate adjustments

It's been about seven months since the rates have been adjusted for our fleet. The Club has made every effort to minimize costs while providing safe and reliable aircraft for use by the membership. However, as you have probably have already guessed, the rates are going up, but not by too much.

The Congressional Record

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

Vol. 28, No. 2

Gaithersburg, MD (KGAI)

February 2010

Two factors have been identified as the primary contributors to the rate increase: the cost of fuel and the total number of hours flown.

First, the fuel cost. For the 2009 calendar year, the average price per gallon of fuel purchased was \$4.47. During the last three months of the year this average climbed to \$4.62 per gallon. With fuel at GAI now hovering around \$5.00 per gallon, the Club must anticipate even higher fuel costs as we move into 2010.

It cannot be overemphasized: Take advantage of less expensive fuel whenever and wherever possible.

For the past two years, our costing model has projected a total of 1,000 flight hours per year on the fleet. Unfortunately, the fleet flew less than 800 hours each year. By overestimating the total number of hours flown, it kept the hourly rates artificially low.

For 2010, we are forecasting a more realistic total of 800 flight hours. This reduced forecast means we must charge more per hour to cover operating costs and calendar-based reserves.

The result is the new hourly rates, which went into effect on 8 February 2010 (see table below).

If by mid-year it appears our total flight hours will exceed the forecast by a significant amount, the rates will be adjusted accordingly. Similarly, any dramatic increase or decrease in fuel costs will also be reflected in the rates.

Fly safely.

❖ **DICK STROCK**

Aircraft rates

Following are our aircraft hourly rates as of 8 February 2010.

Aircraft	Rate
N5244N	\$120
N20300	\$110
N25883	\$80
N5135R	\$94
N739BA	\$98

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

❖ **BOB HAWKINS**

Chaplain's corner

THE MAKINGS OF A GOOD AIR RIDE

Imagine that you have options, one to be healthy, wealthy, strong and wise. What would you choose? This option, or something to the contrary and less appealing? Most of us would choose the best, that which is supportive and congruent with life and joy, comfort and peace. And some of us would even exert the effort and discipline necessary to realize the best option and choice. It is quite easy! Diet right, sleep right, exercise right, play well, laugh, eliminate substance abuse — this will get us started on health. Learn a saleable skill, trade, or profession and ply it diligently. This will get us started on wealth — and a good inheritance would be helpful!

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

Contents copyright © 2010 Congressional Flying Club, Inc.; Montgomery Senior Squadron #18073, CAP; and individual authors.

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	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	TBD
Members at Large	Steve Bushby, Bob Gawler, Dan Larson, Mike Regen, John Strong

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock
Work Hours Program	Michael Regen
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Safety Board President	John Peake
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	Dick Strock

Newsletter

Editors	Andy Smith, Sandy Gilmour
Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Chip Fleming, Dan Golas

The Congressional Record

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

Vol. 28, No. 2

Gaithersburg, MD (KGAI)

February 2010

What gives us strength? Strength of character is rooted in spirituality. Faith in God, communion with God, and deep appreciation for the privilege of the fellowship we have with all of God's creation-- these are some of the basics factoring into the development of strength of character. What about physical strength? That is rooted in those things that make for good physical health. And it is enhanced by a strong dose of the Vitamins B. A 50 mg Vitamin B Complex tablet daily gets me through the roughest day, and leaves a little "tiger in the tank" even as night draws on. But it must be taken before noon or I find myself fighting dragons through the night!

Now how do we make ourselves wise? It is done by a constant effort to learn all that we can from every source and by every means and using or applying our learning to the tasks that come before us. About every flight, we are required to be wise, that is to learn everything there is to know about that flight and to apply it as appropriate. A healthy, wealthy, strong and wise pilot has a wonderful chance at being a safe fellow who can ever enjoy the air ride! May God bless us always in our endeavors to enjoy the creation He has made! Have a good flight! Amen.

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

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

February is the ninth month of the "work hours year," so by 28 February you should have 15 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 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.

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

❖ **DICK STROCK**

Your flying account

Dick Strock is now in charge of our flying account tracking. We have converted to QuickBooks, and every effort is being made to reconcile accounts in real time.

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	Dan Hayes	Dan Boyle
N20300	Richard Strock	John Peake
N5135R	Vic McGonegal	Phil Carls
N739BA	Gashaw Mengistu	Vacant

The Congressional Record

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

Vol. 28, No. 2

Gaithersburg, MD (KGAI)

February 2010

A/C	Chief	Ass't Chief
N25883	Linda Knowles	Ruth Hornseth, Todd O'Brien, Dev Kavathekar

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**.

CAP news

On 23 January, five members of Montgomery Senior Squadron traveled to Easton for Aircrew training sponsored by Maryland Wing Group 2. **Scott Jones**, **Lou Krupnick**, and **Dan Larson** attended Mission Pilot training; **Doug Holly** attended Mission Observer training; and **Linda Knowles** attended Mission Scanner training.

We will bid a fond farewell to 6429T as soon as we can get her freed up from winter's icy grip. **John Peake** will ferry 29T to Tri-Cities airport in Tennessee, and **Gashaw** and **Adam Donaldson** will take our 'new' airplane, 83N, down to bring John back. Once the weather breaks, 83N will be available for Form 5 checks and will be less expensive to fly than 29T.

Group 1 will conduct a SAREX on February 20th at HGR. There will be some opportunities to get aircrew training; we may even have some missions from GAL.

❖ **DAN LARSON**

Funny stuff

One day long ago, in a universe far, far away, a pilot asked Center for a time check without identifying himself.

Center's response?

"If you're American Airlines, it's one five zero zero local, one nine zero zero Zulu. If you're Piedmont, it's three o'clock. If you're Ozark, Mickey's big hand is on the twelve and his little hand is on the three!"

❖ **ANDY SMITH**

Maybe one of these days it will stop snowing!

Until then, think about flying, and maybe even write something for the Congressional Record.

What a concept!