

The Congressional Record

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

Vol. 28, No. 3

Gaithersburg, MD (KGAI)

March 2010

In this issue

President's message	1
George Sloan	1
Fly-ins	1
Weight and balance.....	2
You think it's expensive here?.....	2
Aircraft rates	2
Revised by-laws.....	3
Chaplain's corner.....	3
Work hours	3
Work hours monitor.....	3
Your flying account	3
Account statement changes.....	4
Crew chiefs	4
Address for checks.....	4
GAI-2-OSH	4
CAP news	4
Funny stuff.....	4

President's message

Finally, spring is almost here. The new 182 is up and running and folks are starting to get checked out in the aircraft. So far, everyone likes the way the plane flies. It is big and comfortable. For those of you who are familiar with a Cessna 182, it is just a big ole' comfortable airplane that moves right along. If you've never flown one or it's been a long time, you should consider getting checked out in it and it will become comfortable soon.

The 152 is almost finished with its annual; we've got a couple of Airworthiness Directives that need to be complied with. One of them involves installing new rudder stops in the tail. This involves considerable work, so, we may delay doing this and simply placard the plane with "Spins NOT approved" until we get the rudder stops installed. Meanwhile, **Phil Carls** has repainted the upper cowling and the upper nose bowl, and it looks great! The wingtips have been reworked and are in process of being reinstalled. New strut (wing strut and landing gear) fairings have also been installed. The interior has been reworked — new carpeting and the backs of the seats have been rebuilt. All in all, the plane is looking really good.

Our finances are in reasonable shape. We should have enough money to overhaul or replace the engine in 35R later this year. Among other things we are considering is an upgrade from 150 HP to 160HP and the installation of a power flow exhaust. If you have an opinion on these possible upgrades (or other upgrades), please let me or

Dick Strock know so that we can be sure your opinion/ideas are considered.

By now, you have received your upgraded account statement showing your account balance (whenever you use an airplane). **Dick Strock** has done a fantastic job of getting our finances in order as well as improving our communications to the membership.

❖ **BOB HAWKINS**

George Sloan

I am sad to announce the passing of George Sloan, who died on 10 February.

George was a long time member of CFC (1981–2008) and the crew chief for N5135R for many years. He worked very hard on all of the planes. George was my first student in CFC, and he got his private in 1983 at the age of 57. George absolutely loved to fly and never stopped thanking me for helping him. We also worked together at the Naval Surface Warfare Center before his retirement. George was a nationally known parachute specialist and a WWII combat veteran.

❖ **JOHN PEAKE**

Fly-ins

(Ed Note: this is outdated but contact Joe if you still want to go some other time!)

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**

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Weight and balance

A new Weight & Balance spreadsheet has been posted in the Files section of *AircraftClubs.com*. Thanks to **Adam Donaldson**, this new version includes N5244N and contains a feature that allows one to fine tune their aircraft loading.

❖ **DICK STROCK**

You think it's expensive here?

So I went to see if I could rent an aircraft and fly on my own in Kenya...

Validation of the FAA certification seems to be straightforward in Kenya (at least theoretically, as I did not visit the Kenyan Aviation Authority and I am told government here is highly corrupt at all levels).

Certification, logbook, medical, one hour in the type with a Kenyan Commercial rated pilot, 150 PIC hours and 10 hrs in the type in the past 12 months — not bad at all... And you are good for the next 12 months.

Now let's look at the costs. I'll start with what we AOPA all fight against.

- Landing fee at a big airport: \$10 (most air-strips are privately owned and charge varying landing fees, typically around \$5).
- Navigational charges per flight: \$17.
- Departure tax: \$5 per pax (I think in big airports only).

OK, this is very painful (to go for a sightseeing flight over nearby National Parks from Wilson Airport in Nairobi with four souls on board would cost \$47 just in taxes) but manageable (?).

Then the rental charges:

- Cessna 182: \$330 per hour
- Cessna 172: \$230 per hour

The lady who printed the information for me was not sure if the rates were Hobbs or tach.

I also realized that I did not ask a very important question: Wet or dry? Why is this important? I just learned that car rental here is based on a dry rate.

Ouch. Our \$100 hamburger becomes more of a \$300–400 hamburger in Kenya.

❖ **PIOTR KULCZAKOWICZ**

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**

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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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Revised by-laws

The revised By-Laws are available in the files section of *AircraftClubs.com*. Please take a moment to review the revisions, and if you see anything amiss, tell a member of the Board of Directors or send an e-mail to CFCMSS@verizon.net.

We will hold a formal vote on these changes and revisions at the meeting on 23 March.

❖ BOB HAWKINS

Chaplain's corner

"Be not overcome by evil, overcome evil with good." (Romans 12:21)

Despite distasteful news that arouses and disturbs us and vies incessantly for our attention, life is still wonderful! It's a wonderful world. We can watch a sunset and know that life is good; we can take a flight and know that so much beauty is ours; we survey the little or the much that we have and conclude that with peace in our hearts we have more than enough.

The ever-present task before us is the call to choose whether we will maintain our heart, or let factors beyond us control our actions. Viktor Frankl wrote that between the act and the reaction, there is ever a moment when we may decide how we will respond. We can go all to pieces when pressured, or we can go deep within to the center of peace, draw from it, and express it.

The fruit of the Spirit is self-control, says sacred scripture. (Galatians 5:22) May we be temperate in all things and especially with the way we attend to and manage our emotional life! Stand firm despite whatever chaos might be circling about. Stand, knowing that the One who stands within us reigns supreme. 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

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 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

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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.

Account statement changes

A couple of minor changes have been made to the Flight Invoice and Account Statement formats:

Flight Invoice: The member's account balance is now shown in the upper right quadrant of the form, thus allowing the member to better monitor their account balance as flight activity occurs. This amount is calculated AFTER any credits for fuel purchases are applied.

Account Statement: The title of the "Amount Due" field has been changed to "Account Balance." A note explaining the implications of negative and positive account balances has been added.

❖ **DICK STROCK**

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
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**.

GAI-2-OSH

The GAI-2-OSH gang will be communicating via Google Groups this year. The address is as follows:

<http://groups.google.com/group/gai2osh>

You can view what is going on there without sign-

ing up. However, if you want to participate in the conversation, you will have to sign up.

Only 136 days to go!

❖ **ADAM DONALDSON**

CAP news

Montgomery Senior Squadron participated in the Group 1 SAREX on 20 February, flying a total of three training missions. **Bryce Downey** completed qualification as a Mission Scanner, and **Linda Knowles** continued her scanner training. Thanks to **Dan Golas**, **Gashaw Mengistu**, **Mike Regen**, and **Joe Stubblefield** for participating in this important exercise. Also **Dan Larson** began training as an Air Operations Branch Director at the Hagerstown Base.

Our next MSS meeting will be on 23 March. Maj. Kate Lowe, USAF, will visit the squadron and, we hope, regale us with stories of flying the F-16.

On 20 March, Group 3 will hold a SAREX at St. Mary's. If you want to participate, notify **Scott Jones** or **Bryce Downey**.

The Wing Professional Development Academy will take place on 26 and 27 March. If you need SLS, or CLC, get a Form 17 in to **Maj. Regen**.

Finally, mark your calendars for the Wing Change of Command Ceremony on 24 March. We'd like to have a good turnout to support the new Wing Commander, John Knowles.

❖ **DAN LARSON**

Funny stuff

[This is a repeat, but it's from a while ago. Write it off to an H1N1-induced fog.]

TWA boarding announcement, heard aboard a flight from LGA to STL many years ago:

Ladies and gentlemen, welcome aboard TWA Flight 123 to St. Louis. If St. Louis is not your destination today, please notify a flight attendant immediately so we can deplane you.

[This announcement was made a few times during the boarding process.]

Then, during pushback: Ladies and gentlemen, welcome aboard TWA Flight 123 to St. Louis. If St. Louis wasn't your destination today ... it is now!

❖ **ANDY SMITH**