

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

In this issue

President's message	1
Chaplain's corner.....	1
New work hours chieftain.....	2
Operational report.....	2
Fly-ins.....	3
It happened to me.....	4
"Caution: Cape does not enable user to fly"	5
Aircraft rates	6
Work hours	6
Don't cross that runway!.....	6
Leaving town? BAD idea!.....	7
Work hours monitor.....	7
New student.....	7
Your flying account	8
Crew chiefs	8
Address for checks.....	8
Funny stuff.....	8

President's message

In my years of instructing, I have taught many students — no idea how many, but it's a lot. I recently got one of the best thank-you notes ever from **Eric Frahm**, a young man whom I taught years ago and who is now in Iraq.

I don't know if you remember me, but my name is Eric Frahm. I was in the CAP with you from 1994-98. We flew quite a bit together, and you were my first real flight instructor. My dad happened across your email address and forwarded it to me, so I thought I'd write to say hello and let you know how I turned out.

When I graduated from High School, I went to the Air Force Academy and then to pilot training in the T-6 and T-1 (BE400). From there I flew the RC-135 for about 5 years out in Omaha and then got hired to fly the U-2.

I've since been transferred to fly a reconnaissance variant of the King Air 350 and 350ER, which is what I'm flying these days. As it happens, I'm deployed to Iraq right now and won't be home until late November so I can get married in late December.

Anyway, I'm glad I had the opportunity to write you and hopefully get back in touch. I heard you've fallen ill and had to stop flying. I hope your imprisonment on earth is both temporary and short, but if not please know that your time and talents so many years ago left a deep impression on me and taught me about much more than flying.

I distinctly remember being impressed by your knowledge, experience and — most of all — your decency and inherent sense of fair-

ness. To a young man trying to figure out who to be, you were a giant among men.

I also remember the dirty jokes and the threats of bodily injury for mistakes while flying!

I'm sorry time and circumstances prevented us from staying in touch. I actually tried to track you down a couple years ago when I saw you in the AOPA magazine but I was unsuccessful. If you have the time and energy, I'd love to hear back from you.

Take Care
Eric

In other news, installation of the Garmin 430 in 44N is under way; should be a really nice long-trip airplane when that's done.

The National Flight Academy was once again a great success, and we are probably going to pick up one or two new members as a result.

We're considering opening our "cadet program" (for want of a better term) to a couple of nearby CAP squadrons. The limiting factor will be availability of flight instructors.

Get out there and fly!

❖ **BOB HAWKINS**

Chaplain's corner

INDEPENDENCE DAY! INTERDEPENDENCE DAY?

The growth pattern of a person, an organization, and a people follows the path from dependence, to independence, to interdependence on the journey toward maturity. Each juncture in the journey has its peculiar characteristics. We know them right well — the suckling infant, the self-centered child, the exploring youth, the self-sufficient adult, the philanthropic donor who fosters much good and goodwill in clubs and charities.

The story of Rotary International tracks a similar pathway from a single tottering club in Chicago in 1905, strongly resisting the call to growth and expansion, to currently, an organization that is spearheading and close to eradicating the scourge of poliomyelitis from the earth.

And then there was a colony, and a warring people, and independence, and productive sustaining industriousness. And from the resourcefulness of the wealth and wisdom acquired flows a

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

caring concern for others, for nations, and for the whole earth.

How we change and grow, and serve so well, when we refuse to short-circuit ourselves into ill-conceived and discriminatory pathways!

May God help us not only to rejoice in our independence, but to explore ways in which we can continue to manifest confidence that as we engage one another inter-dependently we participate in the divine kingdom, whose purpose the Apostle Paul conceives of as "to bring all creation together, everything in heaven and on earth, with Christ as head!" (Ephesians 2:10). May we seek ways to enlarge our concept of what it means to love as God would love our neighbor in the Flying Club and Civil Air Patrol Squadron, our neighbor in the family, the community, the nation, and even the whole world! Shall it ever be possible for us to celebrate an interdependence day personally, professionally, organizationally, nationally, and internationally? I still have hope. So let it be!

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

New work hours chieftain

Hear ye, hear ye! **Arjan Plomp** is taking over work hour reporting position from **Michael Regen**, so for all hours for the 2010–11 work hours year, please report hours to Arjan.

arjan@plompvanbergen.com

Many thanks to Mike for his yeoman service.

❖ **ANDY SMITH**

Operational report

FUEL COSTS

As most of you are aware, fuel prices have been rising over the past 2-3 months. Through May, our average fuel cost for the year was \$4.69 per gallon, but in June it spiked to \$4.91 per gallon.

It could have been worse. Over the last two months, 33% of the fuel purchased was at DMW at an average cost of \$4.45 per gallon. The downside is that 32% of our fuel was purchased at GAI at an average cost \$5.41 per gallon — a \$.96 per gallon premium. FDK ran a distant third, with 8% of the purchases at an average cost of \$4.58 per gallon.

Even though the price has eased somewhat at GAI in recent days (down to \$5.30 from \$5.52), an across-the-board rate increase is unavoidable. Below is a table showing the average fuel consumption for each aircraft, and the increase in rates based on fuel cost and consumption.

Aircraft	Tach GPH	Rate increase	Note
N20300	10.0	\$ 3.00	
N25883	6.0	\$ 2.00	
N5135R	8.1	\$ 3.00	
N5244N	13.0	\$ 4.00	1
N739BA	8.6	\$ 2.00	2

Note 1 — Fuel consumption on N5244N is about 13GPH, about 1 GPH more than originally projected. This, along with the increase in fuel costs, warrants a \$4.00 per hour increase.

Note 2 — Fuel consumption on N739BA would normally warrant a \$3.00 increase, but this aircraft has a significantly lower maintenance cost per hour than other aircraft in the fleet, and

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. 7

Gaithersburg, MD (KGAI)

July 2010

has been running a modest surplus.

NEXTGEN/ADS-B OUT

If you've been keeping up with the news regarding the ADS-B mandate for GA aircraft, then you are aware that the club will be required to install additional avionics equipment in each of our aircraft to comply with this mandate. If you are not familiar with the ADS-B requirement, please take about 10 minutes and view the AOPA video referenced by this link:

<http://www.aopa.org/advocacy/articles/2010/100527adsb.html>

As stated in the video, if we were required to equip our aircraft today, the cost of \$8,000 EACH would be prohibitive. We would most certainly have to sell one or two aircraft in order to cover this expense. The low-end cost of about \$900 quoted in the video is, IMHO, extremely unlikely. Something on the order of \$2,000–\$3,000 is probably more realistic.

In view of these additional costs, the Board of Directors has elected to collect a \$1.00 per hour reserve for each aircraft in order to amass funds to help cover these future additional costs. Even if our aircraft are flown at the recent historical rate — 800 hours per year for the fleet — we will only accrue \$7,200 by July 1, 2019. As the mandate draws closer and equipment costs become more definitive, we may have to adjust the reserve rate accordingly.

To view this additional charge from another perspective, consider this. During 2009, our most active pilot flew (or to put it more accurately, paid for) a total of 73 flight hours. Had this charge been in effect during 2009, it would have cost that pilot an additional \$73 for the year. That's less than the cost of one additional flight hour in ANY of our aircraft. The majority of our members paid for 20-40 hours of flight time, so the additional cost shouldn't be prohibitive for any of our members.

N5244N

One more item regarding N5244N. In addition to the added fuel expense covered above, the Club has already spent in excess of \$2,900 to get the autopilot servo and manifold pressure gauge repaired, and will likely incur an additional \$500 or so for autopilot adjustments. After the installation of the GNS430W, the database subscription will run an additional \$300 per year. For these rea-

sons, another \$5.00 per hour has been added to the rate for this aircraft.

NEW RATES

Following are the Club's new aircraft rates, effective 1 July 2010.

Aircraft	Current Rate	Increase	New Rate
N20300	\$110	\$ 4.00	\$114
N25883	\$ 80	\$ 3.00	\$ 83
N5135R	\$ 94	\$ 4.00	\$ 98
N5244N	\$120	\$10.00	\$130
N739BA	\$ 98	\$ 3.00	\$101

Imposing these new rates is a painful and unpleasant task. The Club's dwindling pool of mechanics and other dedicated volunteers are working overtime to provide safe, reliable, and attractive aircraft for the members' use and enjoyment, while attempting to minimize our operational costs. But as the price of almost everything associated with aviation continues to rise, we must adjust our rates accordingly.

We are a not-for-profit organization; no member gets paid for his or her hard work and dedication. We attempt to operate as close to the break-even point as possible, and any funds that are retained are reinvested in the fleet.

You can do your part by taking advantage of less expensive fuel when the opportunity is there, treating our aircraft with respect, and securing them properly when your flight is over.

Fly safely!

❖ DICK STROCK

Fly-ins

LATROBE BRUNCH, 29 AUGUST

No sudden surprises, and no fair saying you didn't have time to plan on this. This is set on this date as my wedding gift to Mike and Karen so she can go. I still might get them a toaster or something ... wait a minute, he already has my microwave and coffeemaker at the hangar. Plus some beer that seems to be missing. I guess I'm done. Anyway, let me know to put you on the roster for this great buffet at the airport in Latrobe. I may just be getting back from a trip, but you all can find your way there without me.

❖ JOE STUBBLEFIELD

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

It happened to me

(A new CFC newsletter feature. Please contribute!--Ed)

IMC VIRGIN

I needed to go to court in Memphis. Memphis is in the same state as my new home, Knoxville — but Tennessee is a big state. The distance from Knoxville to Memphis is almost as long as the distance from Gaithersburg to Maine. It's a long way, and it's summer in the south, which means convective activity everywhere.

I completed my instrument rating last year, but hadn't flown in any clouds in 9 months. With a total of less than two hours of flying time in actual instrument conditions, all with the comfort of an instructor in the right seat, I was an IMC virgin.

The clouds were scattered to broken over most of the state, with a line of serious storms running southwest to northeast across the top of the state to the north of and parallel to my route — a crimson streak on the radar depictions. With luck, I could get above most of the clouds, dodge the serious stuff, and avoid any serious instrument flying. As long as the clouds remained scattered, I could also cancel IFR if I was in the clear and divert for an early landing. The ceilings were forecast to be more than 2,000 feet, and the winds light.

I took off and climbed to 8,000 feet in my Tiger. Although it was in the 90s on the ground, it was about 55 degrees up high, so I was comfortable and enjoyed the beautiful skyscape while listening to music. About a half hour into my flight, I asked ATC — for the first time — for a course deviation to go around a cumulus cloud that had shot up many thousands of feet above my altitude. I wasn't the only one; the frequencies were full of pilots asking for deviations to go around weather. I could see most of the dangerous clouds, and my Garmin 496 with XM weather confirmed a lot of what my eyes were telling me.

Both my eyes and the 496 were telling me that the storms to my right were getting closer as I neared Memphis, and there was weather dead ahead. The Stormscope in my panel confirmed what I was seeing, with a mess of little red dots to indicate lightning to my right and ahead. ATC gave me my first descent, to 6,000 feet, about 40 minutes out from Memphis. I began popping in and out of some cumulus clouds, with the attendant bumps.

Then ATC directed me to descend to 4,000 feet and I was suddenly in the thick of it. I was getting bounced around pretty well. I was in the clouds almost continuously, except for briefest flashes of dizzying sunlight when I would shoot out of one cloud and into the next. Those flashes were becoming more brief and less frequent. The turbulence was getting worse and was well into the "moderate" range. The airplane was getting tossed around and was spending a lot of time on one wing tip or the other. I cinched my seatbelt tighter and was thankful I had had the foresight to use the seatbelt to secure my flight bag on the right seat.

After being continuously "on instruments" for perhaps 15 minutes, I was sweating. I could see on my Garmin that there was moderate to heavy precipitation straight ahead. When my weather display updated, it seemed that there were more storms popping up ahead and off my right side, which my Stormscope confirmed. The turbulence was continuous.

I felt like I was in over my head, and I wanted OUT of those clouds. I knew that the ceilings around Memphis were around 2,000 feet, which was above the minimum safe altitude, so I called ATC and with a squeaky voice asked for lower. They denied my request and instructed me to fly direct to the Memphis VOR.

Denied?

Memphis VOR? I had been navigating by GPS and had entered the clouds when I was too far from the Memphis VOR to dial it in. Although I often dial in VORs to provide navigational backup when navigating by GPS, I had been too busy flying the airplane on instruments, in turbulence, to read charts. The loose charts had been tossed by turbulence onto the floor on the other side of the plane and were no longer properly folded to show my location. I'd have to take my eyes off the instruments, lean over, reach down, get the chart, and then try to find the little symbols and letters on it that would tell me the right frequency for the VOR. All while keeping my plane (relatively) straight and level in moderate turbulence and IMC. I had no working autopilot to share the piloting.

Then, with a sigh of relief, I remembered the "NRST" button on my 496. Nearest — VOR — there's MEM — Enter — Enter — Go To — Enter.

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

That got me on course, and I then dialed in my the IFR-approved Apollo GX60 in my panel and both VORs.

Something about accomplishing that act — following ATC instructions, navigating, flying the airplane in bumpy, rainy weather — something about doing all of that at the same time gave me a jolt of adrenaline and confidence. I thought, "Hell, I can do this!" And I thought of **John Peake**, my instrument instructor, and **Bob Gawler**, my DE, and the good bunch of guys that had flown with me as safety pilots during my training, and I thought, "Of course I can do this."

I burst out of a cloud into the open. I had been ignoring the music coming through my headset, but in the moment of calm before entering the next cloud, I reached over and grabbed my iPod out of the pocket of my flight bag. With a few clicks, the first beats of Aerosmith's "Just Push Play" pounded through my headset, the first in the playlist titled "Greg's Workout." I looked up at the wall of cloud coming at me at 120 knots, cinched my seatbelt tighter, and I grinned.

I loved every minute of the next ten minutes. It got dark — dark enough that I turned up the cabin lights. (I didn't need them, but I didn't know how much darker it was going to get.) The rain sporadically pounded on the windscreen, and the turbulence took all my attention. Updrafts and downdrafts rocked the plane from one wing to the other, and it was all I could do to keep the plane within 200 feet of my assigned altitude. But I was doing it — I was riding the beast, in dark, rainy, IMC. My ticket was dripping wet.

Flying in "stormy" weather was one thing, but the red blotches, lightning bolts, and storm cells that my Garmin said were straight ahead was another. About ten minutes out from Memphis I broke out of the clouds and could see an airport ahead and to my left. I looked quickly to see what it was and called ATC. "Memphis Approach, Grumman 28244, I'm in the clear and am going to cancel IFR and divert to Olive Branch."

There was a new, younger voice on the frequency now. "Grumman 244, you can do that if you want, but I've got a hole in the weather off the approach end of the airport here and I was going to put you right through it. I'm showing clear over Dewitt-Spain [the airport where I was heading]." The phrase that immediately came to mind was "sucker hole." But my GPS had just refreshed the

weather display and showed the same thing — a gap in the serious weather where I could turn northwest and go to my destination. "Okay, I'll take it," I said to ATC.

A few seconds later, I re-entered the clouds and a few minutes later, ATC turned me to the northwest and told me to descend to 2,000 feet. The cloud bases were wispy — solid enough so I couldn't see the ground most of the time, but I could sometimes see horizontally. That's how I saw the lightning. I don't know what caused me to look to my left — maybe my fascination with the flexing of the wings — but off to my left a jagged arc of lightning shot across the sky between clouds. It looked like it couldn't have been even one mile away. I gulped and returned my eyes to the instruments. ATC told me to descend to 1,500 feet and I broke out of the clouds at around 1,800. Then I saw my destination airport in the haze.

I landed, pulled off the runway, and opened the canopy to feel the hot, gusty air. I had cinched my seatbelt tighter so many times, it was embedded in my shoulder.

This was a trip I couldn't have made without my instrument rating, and it was a huge confidence booster. In fact, although I was dodging thunderstorms and spent a half hour in IMC on my trip home the next day, it was a relative non-event given my new-found confidence in my skills. I wish I had had more actual IMC during my instrument training, but I was well prepared. In fact, once I realized that I had all the necessary skills to aviate, navigate, and communicate in weather, it was actually fun. Lots of thanks to everyone who helped me with that rating!

❖ GREG BROWN

“Caution: Cape does not enable user to fly”

Like most six-year-old boys, my little brother **Jay** was into action figures like GI Joe, and super heroes and epic alien-versus-army figurine revolutionary battles that took over our playroom floor for weeks at a time. Above all else, though, Jay had an impressionable phase during which he wanted to fly.

For Halloween, in the year of this phase, he declared that he wanted to be Batman. Respectable superhero, I thought, but no real flying powers that

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

I could think of. Batman was a “human” superhero. He was a human with a lot of money and a lot of gadgets, who dedicated himself with discipline to the service of others. Batman had a cape, and he knew how to use it to soar, but he could not fly like Superman — that I knew.

Our mother gave Jay what he wanted for Halloween. After shopping, I vividly remember Jay excitedly pulling apart the packaging containing his new costume as we walked to the car from the store. He had the mask on before he buckled his seat belt. Following along behind him, as my mother picked up the ravaged wrapping in the parking lot, I spotted a warning label that said:

“Caution: Cape does not enable user to fly.”

Not wanting to spoil my brother’s superhero excitement, I tucked the warning label into the shopping bag that held my outfit — a bride costume (I was ten) — and decided to just keep an eye on him until the Batman phase ran its course. Thankfully, he never tried to actually jump off buildings and fly, though like his big sister, he later soared in gymnastics.

That was more than 13 years ago. Now, as a student pilot with roughly five hours in the air and my kid brother still on the ground, I know just enough about flying to see a parallel with the warning about the costume. As with the cape, I can see that aluminum wings don’t -- by themselves -- enable users to fly. It takes a lot more.

I have learned two very important things during this humbling process they call being a student pilot. First, that my little brother was right: flying would be “totally awesome!” The second is that like superhero Batman, pilots aren’t born, they are made -- after hours of practice (67 hours on average for pilots; not sure about Bruce Wayne). It takes patience, fortitude, repetition, and intentional dedication. As I continue on my journey toward the “ticket,” I find a certain level of comfort in knowing that eventually, with the same level of dedication, I too will be able to fly — even without a cape!

❖ **ALYSCIA EISEN**

Aircraft rates

Following are our aircraft hourly rates as of 1 July 2010. (See **Dick Strock**’s Operational report on p. 2.)

Aircraft	Rate
N5244N	\$130
N20300	\$114
N25883	\$83
N5135R	\$98
N739BA	\$101

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

❖ **BOB HAWKINS**

Work hours

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

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

Don’t cross that runway!

Thanks to **Bill Hughes** for passing this along:

Beginning 30 June 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.

“Taxi to” will no longer be used when issuing taxi instructions to an assigned take-off runway.

Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.

This applies to any runway, including inactive or closed runways.

Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures.

Never cross a hold line without explicit ATC instructions. If in doubt, ASK!

Reminder: You may not enter a runway unless you have been:

- instructed to cross that specific runway;
- cleared to take off from that runway; or

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

- instructed to position and hold on that specific runway.

The Runway Safety Notice is at:

https://www.faa.gov/files/notices/2010/Jun/Runway_Crossing_Procedural_Change_FAAST_Blast.pdf

For a video of the change, go to:

http://www.faa.gov/airports/runway_safety/news/rent_events/taxi_to/media/TaxiTo_V3_3wPreloader.swf

(You may have to copy and paste the links into your browser.)

For additional information, go to

<http://www.faa.gov/go/runwaysafety>.

Federal Aviation Administration
Air Traffic Organization
Office of Runway Safety
490 L'Enfant Plaza, SW, Suite 7225
Washington, DC 20024

Leaving town? *BAD idea!*

[Editor's note: The following is from **Dan Larson**, who recently moved to upstate New York to begin retirement in earnest.]

We thought the movers' estimate too high, so decided to do it ourselves. We thought a 24' truck might do the trick — it finally took 4 truckloads. God, we've got a lot of stuff! That was 3 round-trip, 2-vehicle convoys, and a final one-way convoy. (And the Ercoupe is still at Davis.)

As we went to pick up truck #2, having just got back from the first round trip, we noticed our van making a new, not-so-funny noise. We had a loading crew coming at 10 A.M., so we got them started and took the van into our car guy. Car guy informs us that the van needs \$3K worth of transmission work — don't think the car is worth that much, so we park it at the house and proceed with loading. Halfway through, the crew informs us we will need another truck — at least. So we rush around in the rain and find a two-way rental so our guys can finish loading. When we get back the crew informs us they are out of packing material and I have to go get more. Reason: they are busy unwrapping and repacking everything we spent the last 2 weeks packing!

Finally loaded up and long-suffering wife and I convoy both trucks up to the new house (about 8 hours each way) where we have another crew waiting. We get off-loaded and turn in truck #2, but have to keep truck #3 to get back to MD. We rushed back to pick up the 4th and final truck on Monday and clean out our odds and ends so we could close on Tuesday. Fortunately **Lou Krupnick** showed up to give us a hand with a couple of heavy pieces. (Thanks, Lou!) We sold the van to CarMax for \$500 and took off immediately after closing for the great white North Country.

Today I closed the hatchback on wife's Beetle on the corner of a small desk and completely shattered the rear window. Also realized I hadn't cancelled the cleaning service and today is the day they show up. They have a key. I can only imagine the look on the cleaning lady's face when she opens the door to find new people there.

All in all it hasn't been too bad.

❖ **DAN LARSON**

Work hours monitor

July is the first month of the "work hours year," so by 31 July you should have 1.6 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 September	5.0
Qtr 2	31 December	10.0
Qtr 3	31 March	15.0
Qtr 4	30 June	20.0

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

❖ **DICK STROCK**

New student

I just wanted to extend warm congratulations to **Scott Maroulis** for once again becoming a student pilot! He soloed at the NFA last summer and again with **John Peake** last fall, and after a few months' hiatus, began flying with me this summer. He's a very hard worker, and after showing me he could grease 35R onto the pavement, I let him loose on Runway 34 at DMW this morning [23 June], where he did two nice landings. I'm looking

The Congressional Record

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

Vol. 28, No. 7

Gaithersburg, MD (KGAI)

July 2010

forward to helping him earn his Private Pilot Certificate this summer. Way to go, Scott!

❖ MEREDITH SAINI

Your flying account

Dick Strock is in charge of our flying account tracking. Dick is posting aircraft usage on a weekly basis and 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
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**.

Funny stuff

[Those who are old enough to remember Art Linkletter will surely agree that "kids say the darndest things." This one's from Arjan Plomp.]

I'm spending a lot of time in California for work. Basically traveling back and forth between IAD and LAX (or ONT), which will, unfortunately, continue for at least the next 3 months (with most likely/hopefully a few weeks at home in between). As you may know, **Bruce** and I completed a panel upgrade in May. That was the background behind the story. So...

Bruce just called me. During the CFC picnic, my wife, Patricia, needed to take some pics of our plane's logo 'Looking Good.' This logo resides on the cowl, and she likes to use it as the logo for her photography studio. Since I was in California, Bruce helped her out and dragged the plane outside the hangar so Patricia could take the pictures. At one point Bruce puts Emma in the front seat: Emma bends down under the panel, sniffs, and tells Bruce that it 'smells just like daddy.' Bruce said "that's because your dad spends more time in the front seat than I do." The fact of the matter is that Emma has quite often said, when I came home after working on the plane, "Papa, you smell, you need a shower!"

❖ ANDY SMITH

Coming next month

- Dick Strock's report of what happened when someone decided to fly really low over a crowd
- An article by John Peake on the perils of CFIT

... and more!

(How much more depends on YOU, the members of CFC/MSS)

Remember, if you write an article for the newsletter, it's worth work hours!

If you have an idea for a GA-related article, send it in to the Newsletter Editor mailbox (cfc_record@yahoo.com).