

# The Congressional Record

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

Vol. 28, No. 12

Gaithersburg, MD (KGAI)

December 2010

## In this issue

President's message .....	1
Chaplain's corner.....	1
Fly-ins.....	1
Our Club's financial systems.....	2
Aircraft rates.....	3
Work hours.....	3
A little sprinkle of ladybug luck! .....	3
Work hours monitor.....	5
Your flying account .....	5
Crew chiefs.....	5
Address for checks.....	5
Funny stuff.....	5

## President's message

Congressional Flying Club held its annual election of officers on Tuesday, 7 December. Three positions on the Board of Directors were open, as was the position of President. None of the three incumbent Board members whose terms were expiring stood for re-election, either because they were term-limited or chose not to run. The incumbent President, Bob Hawkins, did run for re-election.

Newly elected Board members include **Bill Barber**, **Greg Castello**, and **Doug Holly**. **Bob Hawkins** was re-elected to the position of President. Incumbent Board members include **Steve Bushby**, **Piotr Kulczakowicz**, and **John Strong**. Outgoing Board members include **Bob Gawler**, **Bernie Seward**, and **Dick Strock**.



Left to Right: Bernie Seward, Doug Holly, Dick Strock, Piotr Kulczakowicz, Steve Bushby, Bob Gawler, Greg Castello, Bill Barber. Not shown: Bob Hawkins, John Strong.

❖ **DICK STROCK (FOR BOB HAWKINS)**

## Chaplain's corner

### MISSION PURITY OUR BEST SECURITY!

Our words and deeds, thoughts and feelings, will and intentions can lead to the preservation of life, or the destruction of it. As we think at the core of our being, so are we. If there, at life's most interior, unseen center, we wish and desire life and good, good there will be. If there, we wish ill and evil, so shall it be. It is critical that we be pure in heart. That is the only way to experience goodness. Such pureness will eventuate in good intentions, feelings, thoughts, words and actions. If at the center of our being is the will to live and to let live, then life in all of its fullness will be ours. It we desire to manipulate, control and victimize others, we turn ourselves into victims. It is too easy to lose perspective because of our role, position, or resources, and to become arrogant. Thinking that we have the disposition to be disrespectful of others, we fail to live up to the high calling to live as offspring of the love of God. It takes humility and openness to really serve, to really promote life and health. All of the virtues are required. Patience, gracefulness, gentleness, management of our own heart, peace at our own core, sincere and genuine goodwill, love and compassion, and so much more is required to promote life in healthy wholesome relationships. If we want life, we begin to facilitate that life in the recesses of our heart. Our will to live and to promote life can sustain and enhance life. Our core values, in expression can preserve life; the lack thereof can destroy it, ours and the life of others. Let us be pure at heart and eager to do well, and thus, prevail in the good we intend. "Blessed are the pure in heart, for they shall see God." (Matthew 5:8) Happy holidays! Amen.

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

## Fly-ins

The Holly Run was best ever this year, with almost 50 planes in attendance. **Helen Woods** over at Bay Bridge did great job organizing. **Keith Jones'** son **Aiden** got to ride in the Caravan with Santa, and **Craig Fuller** at the tiller.

For January we are thinking of the annual attempt on Sky Bryce on Sunday 16 January. Alternates always in mind here if conditions not favorable for Bryce.

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Let me know if you want to try Bryce for brunch and skier watching, or whatever else we may need to do.

❖ **JOE STUBBLEFIELD**

## *Our Club's financial systems*

[*Editor's note: This is one of the things that goes on "behind the scenes" — we don't see it happening, but it's essential to the day-to-day functioning of our Club. Many thanks to Dick Strock, the author, for his efforts in setting up the QuickBooks application, straightening out all the records, and creating a well-oiled accounting machine.*]

During the first half of 2008, the Club began migration of our financials to the QuickBooks accounting application from one that was custom-designed. While the custom application served the Club well for many years, it suffered from two major deficiencies. First, it didn't track expenses, only income. Second, the designer of the application was no longer a Club member, so changes to the application were difficult to obtain and implement.

To ensure a smooth transition, parallel operations on both applications were run for a few months before QuickBooks went "live" in May 2008. With few exceptions, the response from the membership was overwhelmingly positive. Members began receiving copies of flight invoices and fuel-purchase credit memos via e-mail on a regular basis, usually within 7–10 days of their flights. They also received monthly account statements, usually within 10 days after the end of the month. This allowed members to closely monitor their Flying Accounts and quickly resolve any errors that might have occurred.

While the membership was generally pleased with the results of the transition, the biggest benefit to the Club was the ability to track our expenses — something that was not available in the previous application. The Club could now accurately determine the cost of maintaining each aircraft, along with hangar operating expenses and Club overhead.

In order to provide this level of detail to the membership and to the Club officers, a considerable amount of effort goes on behind the scenes to make this happen:

- Flight logs are processed, usually weekly, to generate the flight invoices and fuel-purchase

credit memos, which are then e-mailed to the members.

- Member payments are recorded and deposited as they are received.
- Bills received from vendors are recorded and paid as they are received.

Depending on the level of flight and maintenance activity, the items above require just a couple hours per month to complete. The big effort takes place at the end of the month, when the accounts are reconciled and the books are closed on the previous month's operations. Following is a partial list of these activities:

- Ensure all flights and fuel purchases for the previous month have been properly recorded.
- Enter the transactions to debit member accounts for monthly dues.

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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*

### **Flying Club Board of Directors**

President	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	TBD
Members at Large	Steve Bushby, Bob Gawler, Piotr Kulczakowicz, Bernard Seward, John Strong

### **Flying Club Administration**

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock
Work Hours Program	Arjan Plomp
Mtncce Advisor	Bill Pechnik
Mtncce 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

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- Process all unfunded CAP flights, debit the members' accounts, and submit payment to Maryland Wing CAP.
- Generate and e-mail monthly statements to the membership.
- Ensure that all bills have been recorded and payments processed.
- Reconcile all bank and credit card accounts.
- Process and record all maintenance-related flights. (These flights, along with maintenance taxi and run-up operations, are charged back as a maintenance expense.)
- Export flight, fuel purchase, oil consumption, and expense data from QuickBooks for subsequent import into our Cost Analysis spreadsheets.
- Generate the accounting entries to transfer revenue from the income accounts to the Aircraft Reserve accounts.
- Generate various reports and ensure that all accounts have been properly reconciled.

After completing these activities, which usually take 6–8 hours, it's time to sit back, take a deep breath, and get ready to do it all again.

Things are not quite finished, however. Now that all this information is in our Cost Analysis spreadsheets, they still must be analyzed to ensure our aircraft rates are viable. Any decision to modify aircraft rates is based primarily on the number of hours each aircraft is flown, the cost of fuel, and the cost of maintenance. In addition, our dues structure is reviewed to ensure it is adequate to cover the Club's fixed expenses and overhead, such as tiedown fees, insurance costs, hangar rent, utilities, etc.

Currently, the majority of the activities outlined in this article are being performed by one individual. This is not a healthy situation for the Club. One or more individuals are needed to assist in this effort. Ideally, these individuals should have a somewhat flexible schedule so that those items that are of a time-critical nature can be quickly addressed. If you think you would be interested in assisting, please contact one of the Board members.

Before ending this article, a few individuals who have been instrumental in making this transition successful need to be recognized. First, thanks go to **John Rabner** for planting the seed that led to the implementation of QuickBooks, and for tak-

ing the time to provide initial exposure to the application.

Thanks also go **Brian Absher**, his sister, **Lynne Absher**, and **Bruce Drury** for providing their expertise in helping set up the QuickBooks account structure and for sharing some of their accounting knowledge.

❖ **DICK STROCK**

## *Aircraft rates*

Following are our aircraft hourly rates as of 1 December 2010.

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](mailto: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](mailto: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.

## *A little sprinkle of ladybug luck!*



In many cultures around the world, ladybugs, also called ladybird beetles, are considered to be a sign of good luck. Since the middle ages, English farmers believed that "the beetles of Our Lady" were lucky because once they were introduced to their fields, they ate the pests and saved their crops! The French believed

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that spotting a ladybug in their vineyard meant that there was good weather on the way, which meant good wine! In Sweden and in central Europe, it is believed that if a ladybug is found crawling on the hand of a young woman, it means that it is taking a measurement for wedding gloves, thus indicating that the girl will be married soon.

Even though I am a new kid in this business, I know just as well as the most experienced pilot that there is no such thing as luck or superstition in aviation — just sound judgment and decision making. But I couldn't help but to hope for a little luck in my training when it came to my landings!



*Alyscia after one of her early lessons*

After a few months of flying 883, our Cessna 152, I decided that it would be best if we were on a first-name basis. My thinking was that maybe this would help our relationship and coordination in those last few moments of flight. At first, I couldn't come up with a fitting name, other than the Little Red Dragon of course, but I thought we really needed something of our own. Then, one day at DMW I had my first of two "landing epiphanies." After a few rough touchdowns and a few more go-arounds, Meredith Tcherniavsky, my instructor, helped me put her safely on the ground to fuel up so we could head back to GAI. All around the fueling station and outlining the taxiway I noticed again, time in as many lessons and airports, that there were clusters of ladybugs all of the way

down the runway. I decided to take that as a sign of good luck, and I asked Meredith if I could do one more landing before heading back home.

Whether it was good luck or good old-fashioned repetition, my first epiphany happened on that landing, when the relationship between pitch and airspeed, and altitude and power, became clear to me. For the first time, I had a level of comfort and confidence on my final approach that energized me for weeks to come — and the landing wasn't too bad either. From that lesson on I called our little 883 the Ladybug, representing the sprinkle of luck that I felt brought me that smooth landing.

My second epiphany came on the morning of December 4, 2010. My last daylight lesson before that day had been on November 19, right before I broke for some time away with family for Thanksgiving. I had a few pretty tough lessons where not even Ladybug luck was getting me through the last ten seconds of my landings. On my way home from that lesson, a little beaten up, I got stuck in what seemed like three hours of traffic back to Virginia. It gave me the opportunity to do some reflecting on my landings and to do some closed-eye visualizations just like my gymnastics coaches used to have me do. I tried to remember what it felt like the day of my first epiphany when it started to all make sense back at DMW. And then it HIT ME! The exact same pitch/airspeed and power/altitude relationships that applied on final, still applied over the pavement. I said this to myself ten times a day until I could make it back to the airpark for a day lesson.

My opportunity had presented itself! By the morning of December 4, I must have gone over those last ten seconds of flight a thousand times. I knew that I was going to come over the numbers and pull my power all of the way out. I was going to keep the nose down for at least 5 more Mississippi seconds than any human should feel comfortable doing and then I was just going to hold my breath, poke Ladybug's little nose up ever so slightly — and then just keep it there. And then the revelation came again: with my power all of the way out she was going to lose those last few feet of altitude very naturally, and then she will settle to the ground, I told myself, just like on final, same thing happens over the pavement!

Sure enough, those first few landings on December 4 were smooth ten point "0" material, and that is when Meredith turned to me and asked me if I

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was ready to take the Ladybug around the pattern a few times by myself. I can't imagine what my face must have looked like, but I do recall the dialogue in my head.

My first thought involved fear — as others have talked about. But that was immediately followed by a feeling of absolute comfort and confidence. There was no question in my mind that I was prepared to go off with the Ladybug on my own. In the end, I knew that soloing wasn't a question of being lucky in the air or on the way down; it was all about consistency and being ready. I took a deep breath, exchanged a few "you can do it" cheers with 883, and announced my intention to depart.



Alyscia and the "Ladybug" after her solo

I wonder if the ladybugs were watching from the trees as I and the Ladybug soloed successfully. If they were, I think they understood how thrilling it was!

❖ **ALYSCIA EISEN**

## Work hours monitor

November is the fifth month of the "work hours year," so by 30 November you should have 8.3 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	30 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**

## Your flying account

**Dick Strock** is in charge of our flying account tracking. 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
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

From the Airman's Lexicon:

*VMC* (*n.*, acronym for *Visual Meteorological Conditions*): Weather conditions that exist only when 1) you don't have any free time or 2) no airplane is available. See also: *IMC* (to be explored in next month's issue).

❖ **ANDY SMITH**