

The Congressional Record

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

Vol. 29, No. 8

Gaithersburg, MD (KGAI)

August 2011

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President's message

[Editor's note: No message from "The Hawk" this month; we are sure he is saving his energy so as to continue the outstanding leadership he has long provided the Club. Everyone wishes him the best!]

❖ BOB HAWKINS

Chaplain's corner

ON ASKING, SEEKING, KNOCKING
FOR GOODNESS SAKE

Serendipity — a surprise, welcomed, positive, discovery unintentionally and unexpectedly encountered. AOPA reported on Matt Quy, who stopped at Oshkosh on route to take "the Spirit of Tuskegee," a trainer Stearman for the Tuskegee Airmen in the early 1940's and WWII, to its final resting place in the Air and Space Museum. It served longer after the war era as a crop duster before it was eventually laid to rest. But someone saw something in it: the possibility of a challenging aircraft restoration project. He, Captain Matthew Quy (USAF), traced the old bird down and in searching its history discovered that it had a history indeed! Mr. Quy restored the aircraft but turned it over to the Air and Space Museum.

What makes for the serendipitous? What accounts for it? Is it luck; is it written in the stars; is it a holy and spiritual thing; is it a human zeal and willful thing? Perhaps it is none, some or all of these together. The power of positive thinking ever carries us far! But the spirit of the times readies the experience of unexpected encounter, too. How many wonderful discoveries have come about because it was just time for them.

May we continue to "ask so that we might receive; seek that we might find; knock that the door might be opened to us" (Matthew 7:7) to the good and wonderful graces that we desire such as faith, health, wealth, wisdom, friendship, and so much more! Amen.

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

Breaking news: PR-BUG!

Here in the newsroom, we just heard from **Paulo Ferreira**, whose epic account of the flight down to Rio in N25883 you read (doubtless with bated breath) in last month's issue.

Paulo promises a follow-up article soon on 883's transformation into PR-BUG; in the meantime, here's a picture of the plane with its Brazilian registration mark:



Figure 1: Aeronave em Brasil

Fly-ins

For Nemaocolin on 27 August, we have room for one to three more depending on weights and how many Abshers we end up with.

Right now we have Absher(s) in 44N, Castellos probably in the Cardinal, and Joe S and Bill Hughes in 9BA unless we fit in one of other rides.

Figure on lunch, leaving about 10. Check out <http://www.nemaocolin.com/dining>.

This is what Nemaocolin says about arrangements to fly in:

Please have each pilot call us with a tail number, number of people on each plane, pilot's name, and a contact phone number. We ask our

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pilots to call us on the Unicom 123.0 when they are about 10 miles away so that we have time to get a shuttle to the airstrip to pick you and your passengers up. We have plenty of parking in the parking area for aircraft.

Contact Nemaclin by phone at **724 329 6121** or by fax at **724 329 6748**.

Let me know if you're interested, but don't expect to hear back from me till 23 August. Gone to SA 6 thru 23.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 August 2011.

Aircraft	Rate
N5244N	\$138
N20300	\$121
N5135R	\$103
N739BA	\$106

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.

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

Work hours monitor

August is the second month of the "work hours year," so by 31 July you should have 3.3 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

Send your hours to workhours@bradt.com.

Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

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

Your flying account

Dick Strock and **Bryan Absher** are 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 ac-

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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

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tivity. 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	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Ron Newton	Vacant

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
7940 Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings and given to **Bob Hawkins, Dick Stroock, or Bryan Absher.**

Funny stuff

[Thanks again to **Dan Hayes.**]

Nova 851: Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15.

Halifax Terminal (female): Nova 851, Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06.

❖ **ANDY SMITH**

A friendly reminder

It's the "dog days of summer," the temperature and humidity are on the rise, families are on vacation, and the newsletter just crept over the 2-page mark.

Remember, you can prevent emaciated newsletters all by yourself; no special training required! (Hey, if I can do it, you can do it!) Also remember that writing for the newsletter is worth work hours — so get out there and write!

❖ **ANDY SMITH**