

The Congressional Record

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

Vol. 29, No. 12

Gaithersburg, MD (KGAI)

December 2011

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Election results

The election for club president and three of the six members of the Board of Directors was held on 6 December. Results are as follows:

President:
Piotr Kulczakowicz

Board of Directors:
Steven Bushby
Ruth Hornseth
David Lahire



CFC Board & President, L-R: Doug Holly, Bill Barber, Greg Castello, President Piotr Kulczakowicz, David Lahire, Ruth Hornseth. Not pictured: Steve Bushby

Election: Can You Say Florida?

For election night, we had 17 members who were eligible to participate. 16 voted. In true American fashion the vote for president was tied. A short discussion was held. An offer of a coin flip was made. Neither candidate gave so a re-vote took place with one member who was not eligible becoming eligible to vote. Ballots were handed out again and a re-vote again took place. Sorry -- no hanging chads.

I know some of the members contemplate their decisions a long time. Do you see where this is going? You got it! The person that did not vote in the first round voted in the second round. Again we ended up in a tie. At this point I was hoping for a good old donnybrook but alas it was not to be. Greg Castello conceded to Piotr Kulczakowicz, but Greg only beat Piotr by a millisecond as Piotr mouth was in motion to concede to Greg.

❖ JOHN STRONG

The Hawk Looks Back

Bob Hawkins, who chose not to run for re-election this year, served as CFC president since 2005. The Record interviewed Bob to get a retrospective.



Former CFC President Bob Hawkins

Since the mid-2000's and up until a medical affliction began keeping him pretty much at home, Bob Hawkins was a CFC presidential omnipresence at

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GAI, checking on Congressional Flying Club members and planes with a sharp "Hawk" eye. If you left a master switch on, somehow he would know it and soon his car or van would pull up with the window rolled down. And if you were out of town with a mechanical or personal problem affecting a club plane, Bob would be right there on his cell phone helping you with his full attention.

In a phone conversation recalling club activities during his terms in office and now that he has turned the yoke of club "PIC" over to Piotr, Bob cited the new office trailer as a major club accomplishment: "It was paid for with TRAMS funds and we even got someone to take the old trailer and thus avoid a hefty disposal fee at the dump. And it has up-to-date audio visual equipment – just a very nice meeting facility." Other accomplishments he cites for the club include obtaining new airplanes like the 182, the Cardinal and the 150 and 152 as well as all the activities available for CFC members.

He has high praise for all the hard-working volunteers who keep the planes flying and the books in order, who work on getting new members coming in, who organize fly-ins and fly-outs and new programs like the stall-spin practice, and most of all, for the "great camaraderie and spirit in which members are always willing to join in and help each other out. Members will change their plans to help other members."

To say Bob misses flying is an understatement; but what he says he misses most of all is instructing. With something over 4,400 hours, and on his eighth logbook, he notes the best thing he ever did was get his CFI ticket. "I've had more fun than anything as an instructor and I love watching somebody fly well or do something cool and be able to say, hey, I taught him or her to do that!" He added, "I can see why teachers love doing what they do."

Bob said getting young people into the club and flying "has been a blast." However, he expressed some disappointment there have not been even more coming into the flying academy. "The ones we have, have been great. Can you imagine being in high school and being asked, what did you do over the weekend? And being able to say, 'I flew a plane.'"

Bob joined the CFC in the 1960's, a membership he values for all the places he's been and people he's met. There have been the across-the-country trips, Oshkosh, and pricey burger ones.

Bob said, "We are doing better than other clubs," adding the CFC gets compliments for the quality of its maintenance, flight activities, and sense of community. He said the opportunities for work hours assisting in maintenance are a great opportunity to learn how airplanes work and what is required to keep them flying. Bob estimated that perhaps people don't have quite as much time as previously to contribute to grabbing a wrench and said the club is fortunate "to have members like Dick Strock who pick up the slack." For instance, he noted, 35R has a huge number of hours on the airframe and "is in great shape. Other clubs cannot make that same boast."

Bob says getting around these days can be a hassle. He discussed needing blood transfusions twice a week on each Tuesday and Friday, but invited members to give him a call or maybe come to his house to go over a flight planning lesson or just to "shoot the (expletive deleted)." His cell phone is 301-787-0776. He lives in the Colesville, Maryland area with wife Anne.

Bob expressed many thanks and much appreciation for the help given him by members during his illness and remains optimistic about the future.

Many of us certainly have benefited from his sage advice, aviation wisdom and friendly manner on many occasions over the years, and all of us, I'm sure, would like to thank him for the many hours and years of dedication to the club.

❖ SANDY GILMOUR

Chaplain's corner

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I Will Trust in the Lord!

Recently I affirmed the scripture found in Proverbs 22:4. That verse states that "The reward of humility and fear of the Lord is riches, honor and life." The season of Christmas recalls for us a host of thought and feeling stretching from today back to our earliest memories. Gift giving and gift receiving, and even memories of thoughts about Santa Claus enter the picture.

I have a story of receiving. It occurred at the Atlanta Airport, winter of '68. I was traveling to Fort Sam Houston, Texas, for training as a Combat Medic, en route to Vietnam, eventually. The plane departed Atlanta one night, flew for about three and a half hours. Then the Captain announced that we would be landing shortly in Atlanta! He explained that he had gone west but found no place to land. It seems that every place west of Atlanta was fogged in too heavily to land. In the black midnight we landed safely in Atlanta.

And in short order the prohibitive weather pattern locked us in there, too. The long hours turn into a long day of waiting for the weather to break. Eventually I ran out of money. Hunger set in. I went to the Traveler's Aide office and explained my situation. I received a dollar and a Hershey candy bar. How greatly disappointing!

As I wandered about in the crowd of the airport lobbies, suddenly a man burst out in front of me and said, "Hey, you can have this; my plane is leaving!" He gave me a meal voucher. I went quickly and had a full warm meal!

As I thought of this event, I soon began to experience remorse over my begging episode. A scripture verse dominated my mind. The psalmist David, affirmed, "I have never seen the righteous forsaken nor his seed begging bread." It occurred to me that I had received more without begging than I had received by begging. Perhaps, the Great Spirit was trying to tell me something.

Forty-some years later I remember and still believe that full trust in the Lord is the best course! May God remind us over and over that the Love of God for us is sure and dependable! Amen.

❖ **Chaplain (Lt Col) Edco Bailey,
D.Min, b.c.c.**

Cold Weather Operations

As we start into winter season, we need to be thinking about practices for cold weather operation. The generator and heater are ready in the sheds near our tie-downs. If you are not familiar with their proper use, have a member who is familiar properly acquaint you with their proper use before attempting to use them.

Meanwhile, pay attention to the forecasts. After flight, if the forecast for the period that is likely to precede the next flight includes the likelihood of freezing temperatures, leave the prop vertical when tying-down the plane. This will allow any water entering or condensation occurring inside the spinner assembly to drain out and not collect to form a lump of ice that can severely unbalance the prop.

Also, check diligently for water in the fuel during preflight. With the considerable, daily changes in temperature and humidity, this is a season that readily produces condensation of water vapor in the fuel tanks. Also, there is no guaranty that fuel received during fueling is completely water-free whether it is done here at GAI or elsewhere. Most FBO's, sump their supply tanks and trucks daily and remove any water and other contaminants found, but conditions change by the minute.

On the initial, cold start attempt, be careful to avoid under priming. It is likely that more priming will be needed in colder weather than in warm. For the 172's that's typically 5 - 6 strokes. If the plane does not start on the first try, use extreme caution on repeated starting attempts not to over-prime, which could lead to an engine compartment fire. Starting procedures for the Cardinal are the same as for the 172's. Preheating may not be needed at temperatures above 20° F, but may be used at any temperature below 40° F as a matter of personal preference. The Club has owned one plane that would start readily at temperatures as low as -5F.

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Our preheating equipment is being re-evaluated and may or may not be available at this time. Watch for announcements regarding the preheating equipment. In the meantime, if it is not, anyone needing preheating may have to secure it from the FBO at his or her own expense.

If, when attempting unsuccessfully to start the engine, you smell fuel and there is no evidence of fire, stop and wait at least 15 minutes before additional attempts. If you see or smell evidence of fire, continue to crank the engine for 10-15 seconds without priming and with the throttle approximately half open. This will normally suck the fire into the engine whether or not the engine starts. If the fire persists, shutdown, exit the plane and use the on-board fire extinguisher. The Halon extinguishers that we have will extinguish any engine compartment fire by venting the extinguisher into the upper air intakes near the propeller. It is not necessary to un-cowl the engine. If the engine starts and there is no further evidence of the fire, allow it to run for about a minute and shut it down. After any fire, thoroughly inspect or have the plane, especially the area of the air filter and the engine compartment wiring, inspected by a competent party and determine that it is truly airworthy before attempting to fly. In this or any situation, it is far better to err on the side of safety, than to take a possibly fatal chance in the hope of completing a flight.

For snow removal, the best tool is the yellow "Lovett Snow Chaser" that is kept in our maintenance hangar or in the storage shed. When used carefully, its soft rubber edge will not harm the painted and other surfaces of the plane and will very efficiently remove several inches of snow.

Do not use rigid plastic or metal scrapers on any part of the airplane! If the surface of the plane is ice-free after removal of the snow, the plane should be ready to fly by the time a good preflight has been completed.

Our shed near the tie-downs contains the pressure sprayer and extra fluid for deicing. This should not be used to remove snow. It should be used to melt ice that remains after the snow has been swept-off or to remove frost and/or ice on the plane in the absence of snow.

Simply spray a light application of the fluid on the ice or frost covered areas and by the time preflight is completed, the plane should be ready to fly. In extreme cases, a second application may be needed for "stubborn" areas.

❖ **BILL HUGHES**

Fly-ins

Sky Bryce, figure 9 to 4 on Sunday Jan 15 for the wonderful brunch and watching the skiers come down the slope towards us. This is one of the coolest (in several senses of the word) places we go to. Bring your skis if you must but don't forget your girlfriend if the wife can't come. The airport is not nearly as scary in wintertime with the leaves off the trees. Seems like much more room to get in there. Let me know about Bryce to get you on a plane.

Also the Holly run was super this year, 45 planes went to Tangier.

Dick Strock asks if anyone is interested in attending the Light Sport Expo in Sebring, FL in January. He is considering reserving a Club plane, departing GAI on Jan. 18 and returning Jan. 21 or 22. If there are just 2 going down, he notes it could be flown in the Cardinal; 3 or 4 would be in the Skylane.

This would be an opportunity for Club members to assess the viability of adding a light sport aircraft to the Club fleet - plus "it would get us out of the Maryland winter for a few days."

Let Dick know by email if you are interested.

❖ **JOE STUBBLEFIELD**

Aircraft rates

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

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

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Aircraft	Rate
N739BA	\$106

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

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 Reporting: 'Tis The Season! -

*Oh... you'd better watch out, you'd better log in
It's really so easy, once you begin!
Club Work Hours reporting's online.*



*There's lots of aircraft maintenance
And picnics at the grill
And cleaning up the trailer
Amy's got more jobs to fill!*

*Sooo....
Just enter your hours, describe 'em
with spice
Bucky Claws Knows Who's Naughty
And Nice
Club Work Hours reporting's online.*

Seriously...as the Club's year reaches the mid-point, 40 of our 63 member have logged no work hours at all yet. Are you among them? Have you not gotten around to logging your hours? Find out today – by scrolling down for the how-to instructions).

❖ JUDY BRADT

(Editor's note: Judy has prepared an easy-to-follow instruction guide for getting online (cfcms.org – NOT aircraftclubs.com) and logging your work hours. For formatting reasons, her guide has been attached to the bottom of the regular newsletter. Please read it through, follow instructions, and get online!)

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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	Piotr Kulczakowicz
Vice-President	TBA
Secretary	Billy Barber
Treasurer	Steve Bushby
Ass't Treasurer	Dick Strock
Members at Large:	Bill Barber, Greg Castello, Doug Holly, Steve Bushby, Ruth Hornseth, David Lahire

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Flight Proficiency	
Board Chairman	Andy Mullen
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	TBD

Newsletter

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

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Work hours monitor

December is the sixth month of the "work hours year," so by 31 December you should have 10 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

To log your work hours, see the instructions below from Judy Bradt..

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** after you have gone online to check; if you're looking for jobs to do, contact **Amy McMaster**.

Your flying account

Dick Stroock 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 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	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Dale Thompson	Ron Newton

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 **Dick Stroock** or **Bryan Absher**.

Frederick Tower, this is

Air Traffic Control Comes to Frederick, Maryland! Bill Hughes reminds us there will be a seminar on the looming tower at KFDK to be held on January 25, 7:00-9:00pm.at the Frederick Holiday Inn Hotel and Conference Center at FSK Mall, 5400 Holiday Drive, Frederick 21701. This is being put on by the AOPA Air Safety Institute.

Here is the latest on the tower, which I gleaned from a friendly FDK official. As of today (13 December): Workers are installing FAA equipment in the cab; AWOS soon to be switched to the tower; a "shout line" about to be installed so tower operators can communicate with ATC. This and other work proceeding apace, to be completed by end of January. Contracts for the contract controllers to be issued and signed, a manager assigned, other work, agreements, permits, etc all have to dovetail. My contact emphasized the FAA has not set a firm opening date, but estimated a possible tower opening in March or April of next year.



The new tower at FDK, opening in 2012, seen here against an azure backdrop of soon-to-be Class D air-space.

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At the City of Frederick's website, I found this history of FDK:

Quote: The Frederick Municipal Airport has long been a vital and necessary asset to the community. Aviation began in Frederick on August 21, 1911, when a flight to Frederick occurred. This historical cross-country flight was made in a Wright "B" Airplane piloted by Lieutenant Hap Arnold, which took off at 6:34 am from College Park and landed in Frederick, Maryland, at 7:23 am. Lieutenant Hap Arnold continued his career in military aviation and eventually became General of the United States Air Force. The copilot on the flight was Captain Chandler.

Construction at the present site of Frederick Municipal Airport began March 26, 1946, under the administration of Mayor Lloyd C. Culler. The first airplane to land in the grass at the new airport was a Stinson piloted by A.B. Sutherland on April 17, 1946. To build the airport, the city received a number of federal and state grants to construct runways, taxiways, and other facilities to support the airport. The airport was dedicated on April 27, 1949.

❖ SANDY GILMOUR

Funny stuff

[Thanks to **Dan Hayes** for this one]

Frankfurt Control: AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots.

Pilot: Roger, Frankfurt. We're bringing this big bird back to one-hundred and thirty knots fer ya.

Control: (a few moments later): AF33, helicopter traffic at 90 knots now 1 1/2 miles ahead of you; reduce speed further to 110 knots.

Pilot: AF thirty-three reining this here bird back further to 110 knots.

Control: AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you; reduce speed to 90 knots.

Pilot (a little miffed): Sir, do you know what the stall speed of this here C-130 is?

Control: No, but if you ask your co-pilot, he can probably tell you.

Logging in your work hours

Please read the following instructions attached to the newsletter here for logging your work hours onto cfcms.org – prepared by Judy Bradt.

Work Hours Reporting: 'Tis The Season! -- By Judy Bradt

*Oh... you'd better watch out, you'd better log in
It's really so easy, once you begin!
Club Work Hours reporting's online.*

*There's lots of aircraft maintenance
And picnics at the grill
And cleaning up the trailer
Amy's got more jobs to fill!*

Sooo....

*Just enter your hours, describe 'em with spice
Bucky Claws Knows Who's Naughty And Nice
Club Work Hours reporting's online.*



Seriously...as the Club's year reaches the midpoint, 40 of our 63 member have logged no work hours at all yet. Are you among them? Have you not gotten around to logging your hours? Find out today.

Russ Stoner has done a magnificent job of making this so easy you don't need a manual. Probably the only thing stopping you is that you have no idea how to log onto the club's web site **(HINT: it's not the same as AircraftClubs.com. To tell you the truth, that's what took ME so long to even look at the system when Russ was getting it going: I hadn't logged onto the site and didn't know my ID either.)**

To log work hours, you have to get on the CFC Web site.

Haven't ever been on the club's web site? Let's fix that first.

- 1) Log onto <http://www.cfcms.org>
- 2) The user name for each member is their first initial followed by their last name (example: Russ Stoner --> rstoner)
- 3) To get the password, members should first click the Login link at the top, right of the screen.
- 4) Next, the member should click the Retrieve Password text (see below)

User Log In

Username:

Password:

Remember Login

- 5) Enter the user name and click the the Send Password button (see below):



You can request your password by providing your User Name and the Password will be sent to the email address you provided during registration.

User Name:

Send Password

Cancel

Pick up your password, return to the login screen, and congratulations, you're in!

Now: go to Work Hours

Congressional Flying Club & Montgomery Senior Squadron
Montgomery County Airpark (KGAI) - Gaithersburg, Maryland

HOME CONGRESSIONAL FLYING CLUB MONTGOMERY SENIOR SQUADRON KGAI

You are here: Congressional Flying Club > About Us Judy | Logout

Congressional Flying Club

- ◆ AircraftClub.com
- ◆ SkyVector.com
- ◆ Work Hours
- ◆ Rates & Info
- ◆ Newsletter
- ◆ Gallery
- ◆ About the Airpark

About the Congressional Flying Club

The Congressional Flying Club is a non-profit organization devoted to providing its members a safe, reliable and affordable means to fly General Aviation aircraft. The name comes from the location of the club's original founding at Congressional Airport in Rockville, Maryland (now Congressional Shopping Center).

 Congressional Airport in the late 40's

 Congressional Shopping Center today

It was a group of Civil Air Patrol members, including Eberhard Trams, who founded the Congressional Flying Club in the late 1940's. To this day, the flying club continues to be associated with the Civil Air Patrol through the Montgomery Senior Squadron at Montgomery County Airpark.

Select your own name, and you will see right away how many hours you've logged, and how many you have to serve before the end of June. See Sandy's snapshot report below.

CFC Work Hours

Club Member

Gilmour, Sandy

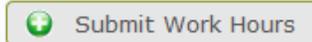
 View Reporting

December 12, 2011 8:39 PM

Work Hours - Summary

Period	Start Date	End Date	Hours Required	Target Hours	Work Hours
FY 2011	Jul 1, 2011	Jun 30, 2012	20.00	9.02	22.00

NOTE: The last column, "Work Hours", includes "Pending" records, which may be reduced if they are "Not Approved".



LEGEND

Pending Approved Not Approved

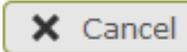
Work Hours - Detail

ID	Work Date	Work Hours	Work Description	Approved	
55	Oct 12, 2011	2.00	October Newsletter	<input checked="" type="checkbox"/>	  
54	Jul 1, 2011	20.00	Newsletter Editor	<input checked="" type="checkbox"/>	  

Submitting work hours is easy: Just click on the box for "Submit Work Hours".

This form comes up. Just enter the date, number of hours you worked, what you did. Add something like the crew chief or person who assigned you the task in the NOTES section. Then hit SAVE. Your submission will appear with a little blank check box in the "APPROVED" column. The work credit timekeeper (at the moment, Judy Bradt) reviews and approves the hours -- and when she does, a little green check mark appears in the "Approved" column. So far, everybody has submitted hours for legitimate tasks.

Submit Work Hours

 Save  Cancel

*Date (mm/dd/yyyy) *Work Hours (##.##)  Work Credit Hours
(for specific club functions)

*Work Description (provide a brief description)

Notes (provide any other pertinent information - for faster approvals, provide the name of the person(s) to approve the hours)

Are you a Board Member or do you get work credit hours for other club functions?
Click the "Work Credit Hours" box and select your responsibilities from that list, and get credit.

Top Ten Reasons To Log Your Own Work Hours Online

10. Dragons are hungry for people who haven't reported; you are crunchy and good with ketchup.
9. You never have to remember who you were supposed to send your work hours to.
8. No more lost sleep over not knowing how many work hours you owe. Log on, find out instantly.
7. You always get the credit you deserve for taking on club responsibilities.
6. Lots of room to amuse Judy with creative descriptions of what you think is worth work credit.
5. The more amusing your work hours description, the faster it gets approved.
4. Russ made it so darned easy to use, it's such a joy.
3. Enables precision begging: email Amy McMaster to beg for jobs that give you the work hours you need.
2. Keeping up on your hours eliminates gambling that Plane Wash weekend won't get rained out.

And the top reason to log your own work hours online:

1. ***Sure beats writing a check for \$40 for every un-worked hour when June rolls around.***