

The Congressional Record

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

Vol. 30, No. 5

Gaithersburg, MD (KGAI)

May 2012

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President's message

The memorial service for **Bob Hawkins** is on Saturday, 12 May, at the Kensington Masonic Lodge, 4315 Howard Ave, Kensington, MD 20895. Per Anne's suggestion, I encourage club members attending the service to wear CFC Red Dragon hats and/or CFC golf shirts. Donation may be made to the "Eberhard G. Trams Memorial Fund," with the notation "Bob Hawkins Flight Scholarship Award" in lieu of flowers. The Memorial Newsletter for Bob has been updated and is at www.cfcms.org – Newsletters.

May brings back two long time club members to the club. **Adam Donaldson** and **Alan Barnett** are back in active status. Welcome back!

Genghis Khan strikes again! During the recent wash party we discovered some damage to an otherwise pristine 9BA. The wing has two small punctures. They are in a hard to see location, and we only noticed the damage during the plane wash. This damage made the mechanics scratch their heads in search for a possible reason. They suspect it may have happened while a club member attempted to deice the wings using hard objects. We give the benefit of doubt to whoever caused the damage, as it is possible that this person did not actually notice the damage.

While the damage has been repaired and the aircraft is airworthy, we ultimately face re-skinning of that part of the wing at the cost of two to three thousand dollars. This kind of damage should have not taken place and is completely unacceptable. It costs the Club a lot of money to fix and takes the plane out of service, causing even greater financial strain. Pilots, please use your brains while in the vicinity of and when operating

the aircraft. Think. Do not rush. Follow the approved methods. If in doubt, ask — call someone. Don't be stupid.

FDK tower and class D around the airport are now active. Here is a link to the AOPA reference card that captures most of the information pertinent to FDK operations

http://www.aopa.org/asf/seminars/FDK_Tower_Class_D.pdf

A number of club members attended the FAA seminar in Frederick. **Bryan Absher** and **Bob Gawler** are winners of the 0.5 TACH drawing.

❖ **PIOTR KULCZAKOWICZ**

Fly-ins

Greg's retreat on 11-13 May. This is mostly post-empted by Bob's funeral. Greg still has to make the trip, and some are planning to come down later on Saturday after the funeral for an over-nighter to Spencer, WV. We need to be prepared to have enough food and ammunition on hand.

There is a fly-in set for Saturday, 2 June, for the WWII air show at Reading. This is one of the better things you could do. Something for everyone. The radio shows, food, reenactments, veteran speakers.....oh yeah, and the planes and show are SUPER.

Go to http://www.maam.org/wwii/ww2_sched.htm for details.

There is a nice little activity at Gettysburg that same weekend, so try to at least make one of them.

The Pancake cooker at Gettysburg is not to be believed. The giant wheel of carbohydrates.

❖ **JOE STUBBLEFIELD**

Chaplain's corner

May the season of increased flying bring to us many awesome moments when we feel like singing. I submit an old but nice song to sing. A prayerful praise song it is!

For the Beauty of the Earth
by Folliott S. Pierpoint (1835–1917)

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*For the beauty of the earth
For the glory of the skies,
For the love which from our birth
Over and around us lies:*

Refrain:

*Lord of all, to Thee we raise
this our joyful hymn of praise.*

*For the beauty of each hour
Of the day and of the night,
Hill and vale and tree and flow'r
Sun and Moon and stars of light
Refrain*

*For the joy of human love,
Brother, sister, parent, child.
Friends on earth and friends above
For all gentle thoughts and mild.
Refrain*

*For each perfect gift of Thine
To our race so freely given.
Graces human and divine
Flow'rs of earth and buds of heav'n.
Refrain*

*For thy church that evermore
Lifteth holy hands above,
Offering up on every shore
Her pure sacrifice of love.
Refrain*

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

Aircraft rates

Following are our aircraft hourly rates as of 1 May 2012.

Aircraft	Rate
N5244N	\$138
N20300	\$121
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. There is a new way to log work hours.

For full details and pictures, see the December 2011 *Congressional Record*; otherwise, here's a condensed version.

First, you need to set up your user ID and password, if you haven't already done so.

- 1) Go to <http://www.cfcms.org>.
- 2) Your user name is your first initial followed by your last name (example: Russ Stoner --> rstoner).
- 3) To get your password, click the Login link at the top right of the screen.
- 4) Next, click on "Retrieve Password."
- 5) Enter your user name and click the "Send Password" button. Your password will be sent to your e-mail address on file.

Return to the login screen, and congratulations,

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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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you're in!

Now: go to Work Hours on the cfcms.org web-site.

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.

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

A form will come up. Just enter the date, number of hours you worked, and 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.

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.

If you have questions, please contact Judy.

Work hours monitor

May is the eleventh month of the "work hours year," so by 31 May you should have 18.3 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

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 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 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
N739BA	Dale Thompson	Ron Newton

Membership renewals!

It's that time again! Time to fill out a new membership renewal form. This applies to everyone — members, members on special status, and designated CFIs, even if you just joined within the last month or two.

Only the 2011 edition of the forms will be accepted. These are available in the documents section of the cfcms.org web site in two versions.

"CFC App - 2011.doc" can be filled in on your PC before you print it out and sign it.

"CFC App - 2011.pdf" can be printed out and then filled in by hand before you sign it. There are also some copies available in the trailer for you to pick up and fill out.

Since I would like to receive the forms with your original signature you can either leave them in the Air Operations mail box in the trailer, or mail them to me at our CFC address or to my house:

Dan Golas
24925 Dunnivant Dr.
Gaithersburg MD 20882

As always, try to be reasonably accurate with your hours and other information. Since this information is used for our insurance renewal, any false statements could have unfortunate consequences if you have the misfortune to have an accident, or if we have to file a claim with the insurance carrier, *i.e.*, you could be on the hook for more than the deductible if your information was incorrect.

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And as always, a few tips on filling out the form:

1. Most people will check at least one box for Ratings ASEL (Airplane Single Engine Land), unless you are a student pilot.

2. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, not C-152 or C-172 time.

3. I can usually tell if you are guessing at your hours if the hours listed are less than the year before. If you want to at least be consistent you can call me or send me an email and I can tell you what you entered on your application last year. Also, an entry like "500+" or ">150" doesn't help.

4. Don't forget to check all the questions either yes or no. If you have a conviction for a traffic violation also include your driver's license number. You don't have to say what the conviction is for — if the insurance company really wants to know they can access your driving record themselves.

Complete and submit the forms as soon as you can. After a reasonable time, anyone who hasn't submitted their renewal will be locked out of the scheduling system.

❖ DAN GOLAS

Operating with the FDK tower

Many of you have yet to fly into FDK with the tower now open. I have been in there twice so far and had issues both times. The biggest issue is that there are no taxiway signs and no movement/non-movement area markings on the taxiways. Be prepared when you go in with an airport diagram. The ground controller will be giving you taxi instructions so having the diagram is essential to taxi navigation. Do not be afraid to ask for progressives if you are unsure where you are.

I found that heading direct from GAI, the SFRA controller would not allow me a frequency change to FDK tower until I was out of the SFRA. I know, this makes no sense since sometimes I get a freq change to GAI CTAF before even entering the SFRA or just after entering and that is heading toward the FRZ. In any case, my suggestion is do what I did and let the SFRA controller know you need an immediate freq change as soon as you exit upon your initial check in when off GAI. It is 2nm or 1 minute between the SFRA border and the FDK Delta to contact the tower.

For departing back to GAI, when you call Ground for your taxi, you need to let them know your direction of flight, so also let them know you are going into the SFRA and will need an immediate freq change. Both times I got the freq change without asking when only 500' off on initial climb-out. However, both times the tower gave me the wrong SFRA freq to call, so be sure to use 132.775 or 128.7 (depending on the time).

It's still early days up there, so just be on your toes and expect a delay if it is busy.

❖ MIKE REGEN

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 Stroch** or **Bryan Absher**.

Funny stuff

Tower: November 3 Alpha Delta, advise you have X-Ray.

N123AD: Negative, Tower, but my doc can e-mail the films if you want.

Impress your friends!
See your prose immortalized in
print!
Earn work hours!
Write for the newsletter!

*Submit ideas to the editor's mailbox:
cfc_record@yahoo.com*