

The Congressional Record

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

Vol. 26, No. 6

Gaithersburg, MD (KGAI)

June 2008

In this issue

President's message	1
Editor's note	1
Membership renewals	1
Chaplain's corner.....	1
There and up and back again: The return of CFC's C2C.....	2
Aircraft rates.....	3
Crew chiefs.....	3
Work hours.....	3
From the DE.....	4
Work hours monitor.....	4
Your flying account.....	4
Address for checks.....	4
Funny stuff.....	4

President's message

Everyone is required to submit a new CFC application form. We do this for insurance purposes – not to harass you. Dan Golas compiles a matrix of the members so that the insurance company can determine our insurance rate for the year. Regardless of the hours you have flown (or not), this needs to be done so that we and you are covered. If you don't provide the paperwork – you're NOT insured.

Also, a reminder that June brings a new work hour's year. Sometime this month we will be charging the accounts of all those who did not get their 20 hours of work credit.

Once again it is necessary to increase rates on the aircraft. While the C2C trip was able to make strategic gas purchases and keep the average cost of fuel under \$5 per gallon, the cost of fuel in our area is over \$5.50 a gallon. Take a quick look at the new rates in the Aircraft rate box. We are (for the most part) keeping our fuel costs lower than others; we based this rate change on our members buying at least 80% of our fuel somewhere other than GAI with an average cost of less than \$5.50 per gallon. GAI is currently \$6.30 per gallon – BIG difference. So, it's worth it to stop at Carroll County or some similar place and "top off." It keeps your rates down! Everyone has been doing a good job - keep it up!

Next, I want to point out that on the C2C trip there were minimal maintenance problems. We flew about 180 hours (total) and had to replace one battery, a starter, and a door handle. This speaks volumes to the quality of maintenance we enjoy. I doubt if there is an airplane in any rental fleet (club or otherwise) that could have

done the same thing. When you step back and look at this, it makes me proud. I sometimes hear complaints about the planes being down for some minor problem, and how it inconvenienced someone, – then I look at this 6,000-mile trip and realize that keeping after the small stuff keeps the big stuff from biting us in the buns. There are two reasons for pointing this out. First, as members of CFC you can take pride in our fleet and the quality of maintenance your planes receive. Second, it reinforces the opportunity each of you has to learn more about the airplanes you fly. There is an opportunity to learn by doing. As we fix various little problems you can learn a lot about the big things as well.

❖ **BOB HAWKINS**

Editor's note

This month's issue was delayed a little. Yer Faithful Editor was unavoidably detained (by being on vacation in Greece), and Assistant Editor **Sandy Gilmour** bravely stepped up to the plate but went down swinging under the relentless onslaught of Word Weirdnesses begat by Microsoft. Many thanks to **Sandy** for giving it his best shot. Maybe one day we'll have software to produce newsletter that doesn't give us all fits.

❖ **ANDY SMITH**

Membership renewals

Remember, every year you need to submit a membership renewal form by 31 May. A revised CFC application form is now in the files section of the AircraftClubs web site. Please use the new form when renewing your membership.

The new form includes a statement regarding following the club rules and regs.

Please DO NOT use the old form.

The new form is in MS Word format and is the 6th form from the bottom of the list in the files section.

❖ **BOB HAWKINS**

Chaplain's corner

"They that wait upon the Lord shall renew their strength, they shall mount up with wings as eagles, they shall run and not grow weary; they

The Congressional Record

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

Vol. 26, No. 6

Gaithersburg, MD (KGAI)

June 2008

shall walk and not faint...." The key to the action is to "wait upon the Lord." Attentiveness to, and focus upon, the spiritual will stand us well for the things that we do in the physical. Prayer to God is critical. Fly, run, walk, --all of this can be done if at first we wait upon the Lord. The young and the young at heart can fly. The mellowing, middle-aged can run. The slower, elderly can walk. Each can still function without weariness or faint-heartedness when the spirit of the Lord is the acknowledged and welcomed energizing source of faith, hope, courage and confidence. Let us wait upon the Lord in our own ways. And let us come forth to do wonders in the power of the Lord. And when we see it so among us that indeed we accomplish much by our faith and vision and daring, may we with grateful hearts rejoice in the Lord and in the fellowship we have with one another! Amen.

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

There and up and back again: The return of CFC's C2C

The Club's first Coast-to-Coast trip —the ultimate cross-country — departed 4 May, returned 1 June, about ten days longer en route than originally planned. For the record, five travelers did the whole distance: **Bob Hawkins, Bill Hughes, Dick Strock, Ruth Hornseth, and Janice Templeman**. Westbound were **Donna An, Dan Larson, Scott Jones, Larry Falls, and Geoff Hornseth**; eastbound, **Judy Bradt**. Airplanes were C-172 **N739BA**, Cardinal **N20300**, and Cherokee **N15624**.

Got a short attention span, or a long one? Get the whole story (or as much of it as we're willing to admit to in public) and over 200 pictures on the trip blog at www.mytb.org/CFC-C2C.

More than the story of eleven people and five airplanes fueled by dreams, it's really story of the people who helped us along the way.

The Dreamweavers were **Ruth** and **Geoff Hornseth**, who had always wanted to see America by air, up close. They and the other dreamers wanted to do more things than seemed possible to include on one trip! See the Grand Canyon. Find out if Li'l Abner's Steakhouse is still there. Overfly the desert. Tour the Boneyard (oops, sorry, the in-place storage facility) at

Davis-Monthan Air Force Base. Get that famous view of the Golden Gate Bridge. Visit the Spruce Goose. Breeze past Mount St Helens. Traverse the Rockies. Circle Devil's Tower. See Mount Rushmore. Teach primary students. Use all the modern flight planning tools available. Remember what it's like to fly VFR again. Learn — or renew — cross-country techniques. Take a heli-luvalot of pictures. And challenge ourselves as pilots — our stamina, our decision-making — to make use of our superior judgment so as to avoid the need to use our superior skills.

And because we wanted to make the whole trip VFR, just add weather and stir.

We learned a lot, and are grateful for our group members' extraordinary skills, including Dick's as flight planner and cheap-fuel-finder, Bill's and Bob's as mechanics, Bob's as instructor, and Ruth's as accommodation director and supplier of sanity in a few tense moments.

Except for Mount St Helens (a casualty of the clouds), we did it all — with a LOT of help from our friends. Thank you to club members who released the three club airplanes for over a month. Then there were friends whose help we asked in advance, who treated, drove and/or housed us like family: **Bruce** in Mountain Home, **Nancy Blackwell** in Tucson, **Donna An's** family in Flagstaff.

The Congressional Record

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

Vol. 26, No. 6

Gaithersburg, MD (KGAI)

June 2008

But beyond that, the biggest hats-off went to the people who leaped to offer us help in our hours of need. We'd still be stranded without people like:

- Valerie the Mechanic in Covington, Tennessee, who helped us with a new starter for 624.
- Jackie and Michelle, managers of the Comfort Inn in Walla Walla, who continually re-housed us when we were weathered in for five days.
- The FBO Staff at Aurora Airport in Oregon, who helped us find a new battery for 624.
- The FBO fellow at Spearfish South Dakota, who tugged our planes safely into a hangar just before pouring rain turned to a damaging hail storm.
- Chiropractors in Walla Walla and Spearfish who put ol' Bob back together again

Footnote: The great emerging question by the end of the trip was: is there any part of America where Ruth does NOT have a cousin? Whether in a stop we planned months in advance, or one where we dropped in on 30 minutes' notice, Ruth nearly always had a cousin she got to visit. And though some might grumble about five days in Walla Walla that meant that Ruth had the unexpected pleasure of attending her Aunt Marty's 90th birthday party!

❖ JUDY BRADT

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 June 2008.

N25883 (C-152)	\$70.00
N5135R (C-172)	\$85.00
N739BA (C-172)	\$87.00
N15624 (PA-28-235)	\$121.00
N20300 (C-177)	\$98.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

[*Editor's note: "Elsewhere" is shorthand for Elsewhere Regional Airport, or KELS; you can find it on the Hellandgone sectional.*]

Crew chiefs

A/C	Chief (Assistant chief)
N15624	Dan Hayes (Dan Larson)
N20300	John Peake (Dan Boyle)
N5135R	Vic McGonegal
N739BA	Dick Strock
N25883	Ruth Hornseth (Bruce Drury)
N6429T	Gashaw Mengistu

Work hours

Amy McMaster (AJMcMaster@venable.com) has taken over work hour coordination; contact Amy to find out what jobs are available. Thanks, Amy, for taking this on!

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 © 2008 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	Arjan Plomp
Chaplain	Edco Bailey
Members at Large	Bryan Absher, Ruth Hornseth, John Peake, Arjan Plomp, Michael Regen

Flying Club Administration

Scheduling	Dan Golas
Flying Accounts	Piotr Kulczakowicz, Raj Uppoor
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	Bob Hawkins
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. 26, No. 6

Gaithersburg, MD (KGAI)

June 2008

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

From the DE

Did you see the change for Terminal Aerodrome Forecasts (TAFs) from 24-hour format to 30-hour format, effective 5 November 2008.

<http://aviationweather.gov/notice/taf30.php>

is the link to all the good information you will need to know.

❖ **BOB GAWLER**

Work hours monitor

June is the first month of the "work hours year," so by 30 June you should have 1.7 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 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0
Qtr 4	31 May	20.0
*29 February in a leap year		

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Ray Fields**.

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 30 April 2008 are now posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

go62onair@hotmail.com

Also contact Piotr if you find discrepancies in your account.

This just in:

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, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

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

"You've never been lost until you've been lost at Mach 3." — Paul F. Crickmore (test pilot)

Just think —

If you had written something for the newsletter, it could have been in this space, instead of this insipid text box inflicted on our unsuspecting, innocent readers by a dangerously de-ranked Editor.

Not only that, you could have earned work hours.

All that's required is that the subject be aviation-related; if it's GA-related, so much the better, but if you have any interesting aviation tales to tell, you can tell them here and see your name in Glorious Print.

Well, maybe not that glorious. But in print nonetheless. We'll probably even spell your name correctly.

Have a go, as they say in Oz. All it takes is an e-mail to cfc_record@yahoo.com. Just give us your text, and we'll do the rest.