

The Congressional Record

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

Vol. 26, No. 10

Gaithersburg, MD (KGAI)

October 2008

In this issue

President's message	1
Correction	2
Chaplain's corner	2
Fly-ins	3
The Best-laid plans	3
Aircraft rates	4
Crew chiefs	4
Work hours	4
Work hours monitor	4
Your flying account	4
Address for checks	5
Funny stuff	5
Automatic assigned work hours	5

President's message

Fall is a great time to go flying. The air is crisp and not too cold, and the colors are just fantastic. But before you go, remember to take the new ADIZ course, which the FAA has mandated for everyone who flies in our area. It can be found at <http://www.faasafety.gov/>. Log on and then select "My courses" on the left-hand menu. If you don't have a login ID, it is easy to get. The course is easy and you get a nice certificate at the end, including a wallet-size card that you can put in the back of your logbook. I bring this to your attention because you need to complete the course by February 2009. That's five months from now, and you have a bunch of holidays between now and then, not to mention other projects to get done. When your flight review comes due, your friendly CFI should ask you for documentation that you've completed the course. So given that the new course is mandatory, why not just get it out of the way?

I know that we all like to stay toasty warm, so now is the time to order a nice warm jacket. (You know this is leading somewhere.) You can order a really nice, warm and washable jacket, fully tested by other members of CFC, through the Trams Fund. You get to support both the club and the Trams fund, and at the same time get yourself a comfy jacket. They come with or without a hood, and you can have a zipper front or pullover. Not only that, you can get the squadron logo (with or without "Montgomery Squadron") and your name embroidered. The jackets come in your basic black. A number of members ordered these last year, and they have proven to be sturdy as well as comfortable and quite warm. They are washable (and don't

shrink). So if you'd like one, send me an e-mail soon and I'll get them ordered (\$42 each regardless of options) and we should have them by Thanksgiving.

As this goes to press we are finishing the annual on the Cardinal. In addition to some minor improvements such as an oil/air separator, the plane is in pretty good shape, especially with the new Garmin 430 (with WAAS). The plane also was cleaned and waxed. Take some time to familiarize yourself with the 430 before you go blasting off. The air/oil separator helps keep the belly clean and allows us to run the plane with a bit more oil in the crankcase, giving us better lubrication. It also eliminates blowing oil overboard and helps keep the engine a little cooler.

We are in the process of changing over to Phillips 100W AD oil for all our planes. This oil meets the additive requirements for the H engine in 739BA and appears to mitigate oil usage in both the Cardinal and the 152. During this changeover we will be using both types of oil. So, please make note of the oil being used in the plane you are flying and make sure you have a spare quart of that type with you. Within a month or so we should be fully converted, and all the aircraft will be using the same oil. During the cold months we may go to Phillips 80W AD, depending on how well the 100W performs. The decision to change to Phillips 100 is based on the fact that the new oil meets the AD requirements of the engine in N739BA and costs about \$20 less per case (\$1.66 per quart). This represents a savings of about \$13 per oil change. Keeping our costs in line while maintaining a safe operation is our primary objective.

The board of directors interviewed two BCC cadets who have applied to the club under our cadet membership program. So if you see a young man who looks just old enough to drive a car, introduce yourself. They just might be intimidated by all the "older" folks that are out flying airplanes. Just remember how strange it felt when you were learning to fly. I'm sure you will be impressed with these youngsters.

About once a month — through the generosity of **Lou Krupnick** — we get a dozen or two fresh eggs to raffle off. It is \$1 per chance and all the money goes to the Trams Fund. Also, the chickens have gone on strike and are no longer producing egg cartons, so if you have an extra carton or two, please bring it to the meeting.

The Congressional Record

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

Vol. 26, No. 10

Gaithersburg, MD (KGAI)

October 2008

Go fly, it's good for you.

❖ **BOB HAWKINS**

Notice of election

The Club's by-laws provide for annual elections, to be held on the first Tuesday of December for the coming year.

Accordingly, we will hold elections for 2009 on 2 December. No proxies; you must be physically present to vote.

If you are interested in running, please see **Bob Hawkins**. Also see Bob if you would like to be Election Honcho (aka chairman of the nominating committee).

Correction

It has recently come to our attention, thanks to an eagle-eyed reader, that **Bob Gawler** was left off the BoD listing on the masthead. Bob serves as an at-large member of the Board, replacing **Arjan Plomp**, who is now in the Treasurer spot. Please accept the Editor's most profuse and abject apologies.

Chaplain's corner

The names **Chuck Brady, Don Black, Doc Trams, Jerry Yeager, John Dengler, Dave Weiss**, and **Bill Beals** ring a bell with some of us. So do other names, such as **Diane Dompka, Stuart and Margaret Natof, Amy Smith, Lyn Leet, Mike Allen, Jimmie and Nancy Blackwell, Hal and Carol Wells**. These names say to us that time and change are constantly calling us and leading us on the never-ending task of dealing with leave-taking. As we say our good-byes, we think, feel deeply, and ponder. And we move on. We say hello — to new relationships and changes and times of living. There was a time when our club/squadron roster carried over 95 names. That number is reduced by a third now, and yet we continue. We will continue. Flying is not just for the birds. We love to fly and to associate with those who love to fly. The years come, and the years continue, and the years go. And the years begin again. Each one brings much. Each one demands much. Someday the years will end for each of us and yield up their give-and-take to eternity. Then we will say hello to those beyond time. This will be good, too. But until that day, let us keep on keeping on with the good things

we enjoy in our club and squadron life together. Persistence, patience and faithfulness. Every good deed will yield its own reward. Patience, faith, and persistence are required. Dr. Rachel Naomi Remen tells a story of a lesson she learned from her grandfather. He gave her a cup of dirt and asked her to water it. She did this faithfully though it made no sense to her until, wonder of wonder, to her surprise, a plant spring up in it. Faithfulness, patience and persistence yielded the gift of new life! So long as we honor the commitments that make for excellent flying, we will continue to fly. What a blessing and reward! Thanks be to God. Amen.

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

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, Bob Gawler , Ruth Hornseth, John Peake, 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. 10

Gaithersburg, MD (KGAI)

October 2008

Fly-ins

On 25 October there is a car and plane show event at Georgetown in Delaware. May be a couple of planes (assuming **Charlie** goes) going for that; there may still be a seat if you want to tag along. We'll probably leave about 0800 or so and come back mid-afternoon. Sounds fun. Next item to plan for is the Holly Run, currently set for the first Saturday in December. Maybe you'll get to haul Santa — just don't put him in the front seat of the Cardinal, because the W&B won't work.

Let me know if you want to go on one of these trips.

❖ **JOE STUBBLEFIELD**

The best-laid plans...

Flying home from the Oshkosh Air Show in August of 2007 inspired me to ponder, "Wouldn't it be cool to take a plane and fly around the USA with my best buddy and wife **Claire**!!" Thus began our planning to spend September 2008 flying N20300, our trusty Club Cardinal, around the Lower 48 of our great country. As Labor Day approached things got dicey for the Drurys. Between the hurricanes (Claire works for FEMA), nagging health issues and impossible work schedules our flight shrank from 3 plus weeks to a mere 2 days! But those two days were spectacular, and here's why.

September 23 and 24 promised clear skies in northern New York, so we headed for the Finger Lakes. Northwestern New York is an easy three-hour flight from Gaithersburg. Our flight planning took us to Lancaster, PA, and then straight north to the Lakes. If you have never been there the area is spectacularly beautiful. The lakes are at about 1000 feet MSL and are surrounded by rolling hills. The area is largely farmland, and the lake shores abound with vacation homes. We toured the three major lakes (Cayuga, Seneca, and Keuka) by air, and Claire decided that we should spend our evening in the town of Penn Yan (local abbreviation for Pennsylvania Yankee) at the north end of Keuka.

The Penn Yan Airport, owned by Seneca Brand Foods and located right at the edge of town, is first class! There were many private hangars, hinting at an active local flying community. The airport staff was most helpful in arranging a

great B&B (The Robertson House) for the evening and the car rental to complete our land tour.

There is no better way to tour the country than to scope out the area by small plane and then complete the tour by car. The access roads surrounding each lake allow you to truly enjoy the awesome beauty of this region. We are talking wine country here, folks, and there are loads of wine-tasting opportunities. The local wines are known for their quality and uniqueness because of the cool climate. We encountered few tourists, although the locals warned that would change as the fall foliage reached its peak.

Another highlight of the trip was a visit to the Glenn Curtiss Museum in the Town of Hammondsport. Glenn Curtiss is well known to aviation history buffs, and his inventions garnered 87 U.S. patents. The museum is not just for propeller-heads. Your crew will be delighted with the many exhibits depicting history of the Finger Lakes region.

We were never too far away from the latest weather report and enjoyed a leisurely flight home before an evil low-pressure system pushed in from the east. We lingered over a beautiful sunset at Gaithersburg, tied down faithful 9BA, and headed home with many fond memories.

❖ **BRUCE AND CLAIRE DRURY**

Other well-laid plans...

While editing this month's newsletter --so splendidly organized by Andy Smith -- the above story inspired me to write up a flight my wife Karen and I took up to Lebanon, New Hampshire over the Columbus Day long weekend, to spend time in Woodstock, Vermont.

Thanks to the club's great maintenance, the Cherokee Charger, N15624, flew flawlessly, humming along with its new prop over foliage that grew increasingly red the further north we flew.

ATC seemed very busy from Harrisburg to New York Center, and called out a fair amount of potentially conflicting VFR traffic as we were on an IFR plan in severe clear WX.

The Congressional Record

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

Vol. 26, No. 10

Gaithersburg, MD (KGAI)

October 2008

We landed for lunch at Sky Acres near Poughkeepsie. Have you been there? Beautiful surroundings and upon landing you taxi up a steep hill and park right by the Daily Planet restaurant and flight shop. Belgian waffles with blueberries.

FSS reported an Airmet for moderate turbulence below 8,000 from Sky Acres to KLEB. This turned out to be a chuckhole somewhere over northern NY, single bounce.

The flight back on Columbus Day brought the kind of running wind the intrepid explorer himself must have wished he had, with the GPS regularly reading over 140 knots and nary a bump. High overcast and cooperative "direct-to" controllers; I think we made four course turns the whole time necessitating the exertion of moving the AP heading bug a smidge. Chock to chock 2:45 for the 300 nm journey, as opposed to the 9-hour drive, 500 sm journey we will never grow accustomed to. Remark in the logbook: "Nice flight."

❖ SANDY GILMOUR

Aircraft rates

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

N25883 (C-152)	\$76.00
N5135R (C-172)	\$93.00
N739BA (C-172)	\$95.00
N20300 (C-177)	\$106.00
N15624 (PA-28-235)	\$129.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). By controlling fuel costs we can keep our rates down.

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)

A/C	Chief (Assistant chief)
N6429T	Gashaw Mengistu

Work hours

Amy McMaster (AJMcMaster@venerable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

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.

❖ MICHAEL REGEN

Work hours monitor

October is the fifth month of the "work hours year," so by 31 October 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	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 **Amy McMaster**.

Also see the related item in the next column about jobs that carry automatic work hours.

Your flying account

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

Reports through 30 June 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

The Congressional Record

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

Vol. 26, No. 10

Gaithersburg, MD (KGAI)

October 2008

Also contact Piotr if you find discrepancies in your account.

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.

❖ **ZELICK (ALEX) WAGANHEIM**

Automatic assigned work hours

Over the last year the club Board of Directors has been debating revamping the current list of automatic assigned work hours. The list that is currently part of the club rules is outdated and does not take into account some of the actual jobs being done. There were also numerous club members sending in their hours saying that they were told that it would be for a set amount of hours, followed by a process each time needed to verify or deny the hours.

At the October BOD meeting the final proposal for the assignment of work hours was accepted (see the chart on page 6). These are the only automatically assigned work hours; if you have a club job that is not on the list, it simply means you must report your hours as you accomplish them. This new list goes into effect as of 1 December 2008.

We will be sure to post the list and keep it updated in the trailer.

Funny stuff

BFTSPLK'S FIFTH LAW:

When you make a beautiful landing, no one is paying attention.

However, when you commit an egregious bouncer, everyone you know at the airport is on the observation deck, and they were ALL paying attention to your landing.

The Congressional Record

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

Vol. 26, No. 10

Gaithersburg, MD (KGAI)

October 2008

CFC automatic work hours job list as of October 2008

Job	Hours	Description
President	20	2 Year Term
Vice President	20	2 Year Term
Board Members	10	2 Year Term
Treasurer	20	Bookkeeper, Bill Payer, Maintains & Inputs Data into Quick-Books
Assistant Treasurer	10	Assists Treasurer As Needed
Flight Proficiency Board Chairman	20	Responsible For Forming & Chairing Committee In Aircraft Incidents, Accidents, Rules, Safety, & Judgment Violations
Aircraft Maintenance Chief	20	Club A&P Overseeing Maintenance On Club Aircraft, Signs Log Books
Aircraft Crew Chiefs	20	Responsible For Maintaining Aircraft & Aircraft Records
Flying Hour Bookkeeper & Assistant	20	Tracks Flying Hours & Charges, Maintains Associated Records, Publishes Reports On Monthly Basis
Aircraft Software Update Manager	20	Updates All GPS & Any Other Aircraft Software Each Cycle
Personnel/Administrative Officer	20	Collects & Maintains Club Records, Scheduling System, Insurance Docs
Facility Chief - Hangar	15	Keeping Hangar Clean, Organized, and Inventory Maintained
Facility Chief - Trailer	15	Keeping Trailer Clean, Organized, and Libations Stocked
Work Assignment Officer	10	Advertising and Organizing Club Jobs For Work Hours
Work Hour Credit Time-keeper	20	Collects and Maintains Member Work Hours, Publishes Reports
Historian	10	Collects, Organizes, and Maintains Club and Squadron History
Flight Instruction (per unpaid hr)	1	Instruction To Club Members Only, Paid Instruction Does Not Qualify
Collections Officer	10	Collects Funds From Members to Fund Flying Accounts & Deposits Money
Fly-Out Coordinator	20	Must Schedule &/or Plan Minimum Of 8 Per Year
Tax Accountant	10	Prepares Tax Returns For The Club
Newsletter Editor	20	Edits and Publishes The Monthly Club Newsletter
Webmaster	5	Maintains The Club/Squadron Website, Updates On A Timely Basis
Chaplain	20	Also Write Articles For Newsletter
CAP Aircraft Officer	10	Reports Status, Coordinates Maintenance, & Keeps Records Updated
CAP Personnel/Admin Officer	10	CAP Personnel & Admin Officer Working With Club Counterpart
Club Attorney	5	On Call Club Attorney For All Club Legal Issues And Advice