

# The Congressional Record

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

Vol. 32, No. 3

Gaithersburg, MD (KGAI)

March 2014

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## President's message

Last month, we were recently approached by AOPA — they wanted to [publish a piece](#) on our flying club. In the process of gathering the information, I was struck yet another time by how unique and great our flying club is. Big thank you to **John Strong**, our club historian, for digging out some facts. Thank you to all members for keeping the spirit and fabric of the club. Overall I think it is a great story if you discount some dramatization by the author that is apparently so needed in today's news world.

Do not hesitate to spread the word about our great flying club. With a few more members we'll be going really strong.

Fleet news: The 300 is still "being finished," but the saga should be over soon and we will have a really nice looking Cardinal. There were some weather-related delays on 44N maintenance. Finally, the rear window on 23GV was damaged by some flying debris. All those things should be fixed soon, and the fleet will be at 100% readiness once we thaw.

❖ **PIOTR KULCZAKOWICZ**

## Chaplain's corner

WHAT WILL YOU DO WITH YOUR STUFF?

Thirty-six years ago, a spry 53 year old man was docketed on the alert list of the Montgomery Squadron Civil Air Patrol. He had been a turret gunner and flak spotter over Europe in WWII. He was a skier, golfer, aspiring pilot, world traveler, and still unmarried. None of his siblings ever married. Years later, he would write to his mom about his expectations of marrying a good woman someday. He never did. Eventually, his mom died at age 90. He collected her things and especially

treasured her engraved cosmetic set pieces. They were kept in a transparent bag above the box of other mementos of her and could easily be seen whenever he went to his closet.

As blue bonnet babies turn into boys and boys turn into men and men grow up, age, and turn in their thoughts and feelings about things, each one wonders at some point not just about the change of seasons and how winters turn into springtimes, but also how our own value systems change as the years advance.

I was puzzled a few days ago when our former Squadron fellow and friend, **Henry Cox**, put a question to me. Approaching 89 years of age now, he looked at the jaded heirloom pieces he has been holding from his mom. "What am I going to do with these?" he asked. For a man born in 1925 to indicate that he had not settled this important question set me to thinking. What do I have to which I am too attached; how do I put some distance between me and things; what do I really need in order to live well; what will I be able to carry through the gossamer veil that separates time and eternity? Of Henry's question, I pondered. Later, I thought, "she did not need those items when she left him; he does not need them now as he prepares to go where she is."

Time and eternity provide us with vastly varying interests and options. A major question is whether we shall attempt to enter eternity looking backwards as unto our ancestry, or, looking attentively to the new Presence with his unimaginable occasion for everlasting communion and concourse in the realm of absolute love, divinity, and spirituality! What will I do with my stuff and the stuff of my parents and my grandparents? Faith is probably the only factor with which I can surely cross through! "Lord, I believe; help thou my unbelief!" Mark 9:24.

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

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## *Fly-ins*

Williamsport: Cloud 9 Cafe — Montoursville, PA, 12 April planned fly-in:

[*Following taken from the Cloud 9 Cafe Website*]

The Williamsport Regional Airport's restaurant was revived by the Daniele family in May, 2012. The restaurant has preserved a retro nostalgia while bringing to the table fresh American Continental cuisine, holding true to our reputation for culinary excellence in the region. Come take in the view of our beautiful mountain range. Enjoy a spirited cocktail while watching planes arrive and depart on the runway right outside the windows.

Relax with friends after work at our unique live-edge black walnut bar with a glass of wine or a cold beer. Cloud 9 lunch and dinner menus feature family favorites from Franco's Lounge including our world-famous Garlic Bread, Pittsburgh-style Salads, Cheese Lasagna, Chicken Parmesan, Tips and Torts, and Bread and Peppers. Customer favorites include Coquille St. Jacques, Seafood Cioppino, Pork Scaloppini, Broiled Salmon, Bacon Wrapped Prime Rib featured Saturday nights and homestyle dishes. On weekends join us for breakfast and brunch features both Saturday and Sunday from 9AM-12PM.

Sign up for the run!

❖ **JOE STUBBLEFIELD**

## *Volunteer flying*

Looking for something to do with your license to fly? A great way to build hours, stay motivated, and serve a good cause is to fly as a pilot for one or more volunteer organizations. No commercial rating is needed, because you're volunteering your time and money. But then again, you'd be spending that time and money up in the air anyway!

There are many groups that coordinate flights between volunteer pilots and those in need, for both people and animals. They can be medical transport flights for those in need, flights for families to be with injured loved ones, or animal transport flights for veterinary needs or to save them from kill shelters and deliver them for adoption.

Pilots N Paws is one such animal flight coordinating organization. Their website is a bulletin board where pilots register the distance they're willing to

fly and volunteer organizations post requests for furry passengers in need of transport. You can be VFR or IFR rated and there are no minimum PIC time requirements. Flights are conducted like a game of tag, where the participating pilots break long trips into shorter legs and the furry passengers are handed off between planes to their destination.

Let me say up front that it can be intimidating at first, because nobody wants to be "that guy" who doesn't know what's going on and might screw things up. But the thing to realize is *everybody* starts out as "that guy". Once you get a few flights under your belt, you'll then be "the pro" that seems to know what's going on.

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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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### **Newsletter**

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Mailing/Distribution	Dan Golas

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It took me 6 months to work up the courage to even respond to a post on the Pilots N Paws website. The flight was for a dog named Misty, who was found as a stray in SC and had become deaf due to untreated ear infections. A Cirrus pilot, Nick, flew the first leg from SC to Louisa County Airport (LKU) in VA. Upon landing at LKU, the FBO greeted me with "there is an excited and cute passenger waiting here for you." I bet you can melt the hearts of the coldest people by sharing in the journey of transporting these sweet creatures.

**Gary Jacobs'** son, **Scott**, flew as my copilot as we traveled from LKU up to AVP in Scranton, PA. Night was setting as we taxied in and were greeted by the Matthews family, Misty's new "parents." The smiles and even tears of joy made the 5-hour round trip all worthwhile. I've just received a second thank you card from the Matthews family and it continues to warm my heart seeing Misty in such a loving home.

My second flight was with **Tom Wilk** down to Pulaski, VA to pick up Bernie Brown. This time we were the first leg and we handed off Bernie at FDK to Eva, a pilot from New York, who would take Bernie to his final destination in VT. And she was flying a club plane (hint hint)!



So if you ever feel as if you've lost your motivation to fly, please consider some worthy causes that would benefit from a unique skill that you possess! The gift of air travel can certainly enable things to happen that otherwise might not. If you're still a little hesitant, you can always test the waters by riding along with another pilot as they fly a mission and see what it's all about.

❖ **STEPHEN NASH**

## 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, you're in!

Now: go to Work Hours on the cfcms.org website.

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**.

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## Aircraft rates

Following are our aircraft hourly rates as of 1 March 2014.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$100 (Hobbs)

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

## Work hours monitor

March is the ninth month of the "work hours year," so by 31 March you should have 15 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	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
N739BA	Gary Jacobs	Dick Strock
N23GV	Thomas Wilk	Philip Wilk

## 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 Strock** or **Bryan Absher**.

## Funny stuff

There are certain aircraft sounds that can only be heard at night. [Editor's note: I think one of these is referred to as "engine auto-rough."]