

# The Congressional Record

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

Vol. 33, No. 5

Gaithersburg, MD (KGAI)

May 2015

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## President's message

May is bringing some personnel changes to the Club.

First, let me extend a very big "thank you!" to **Stephen Nash** for his involved membership and very tangible contributions to both the club and MSS. The Internet connectivity at the aircraft tie-downs and MSS CAP radio capability at the trailer are just one example (but what an example!) of a project that would not have happened without Stephen. His persistence and diligence are exemplary.

Recently, Stephen has been serving on the CFC Board of Directors. He also was the Cardinal crew chief. As you may know, Stephen is moving to Virginia, and this makes continuing his CFC membership not practical — he has submitted his resignation and, sadly, we accepted. While his immediate plan is to concentrate on the family life raising his newborn, I have high hopes that he'll continue to be bitten by the flying bug. The proximity of Virginia airports is definitely a plus. We hope to see Stephen showing up at some of the club functions. Who knows, we might even pick him up on the way to Lake Anna.

The Board of Directors nominated **Gary Jacobs** to replace Stephen on the Board of Directors. Gary has accepted and will serve the remainder of Stephen's term.

We need a crew chief for N20300.

Please welcome **Johannes van Dam**, who joined the Club just a week ago. Johannes is an instrument rated commercial pilot who is getting back to flying after a relatively short break. He is not wasting time on the ground and is already checked out in and flying N23GV.

**Alan Schroeder's** overseas engagement took less time than he had anticipated, and he is back in the club after roughly one and a half year absence. Please welcome Alan back!

Just a reminder that we need some manpower to bring things into shape. There is no shortage of jobs if you need work hours. Also, please log your work hours so that we can keep our records current. Contact **Sonia Ortega** if you need a job.

❖ **PIOTR KULCZAKOWICZ**

## Chaplain's corner

### FLIGHT TIME REFLECTIONS

The merry month of May is upon us. Chaplain Corps staff from around CAP Middle East Region attends a Staff College in Blackstone, Virginia, this month. Search and Rescue staff from around the Region meets there also. Solo School for cadets takes place in Hagerstown. We are off and running to address issues from the quadrennial Compliance Inspection at Wing. We are boning up on our flight proficiency. It's a promising time with all expectant hope that the flying will be good this season. While we enjoy our fellowship in CAP, we also ensure that we are ready to respond superbly to emergent events in our Region and Wing. "Be ye also ready" might well be our exhortation to ourselves in CAP. We emphasize the same message in the Congressional Flying Club. Be ready to fly safely. Be ready to enjoy flying. Be ready to assist where ever possible with our flying.

A few words of prayerful reflection: You made the air, Oh God; and gave us flight aspiration. You made humankind who walks upon the earth but dreams of our eternal heritage. Flight is our destiny despite the fact that most of us do not remember that we are winged creatures. We ever soar in our hearts, minds, dreams, visions, and poor efforts to remember that we did so perfectly well in the world from which we came when we were but spirit! Most of us cannot remember, and did not believe that we would ever fly again. As we discover the true nature of our mobility we are amazed, Oh God. Thank you for wings! And thanks for the stability and safety constantly being developed as we reconnect with flight — our first skill, character and estate! In your very own word to us centuries ago, you reminded us that we would fly again.

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"They that wait upon the Lord shall renew their strength. They shall mount up with wings as eagles. They shall run and not be weary and they shall walk and not faint." (Isaiah 40:31)

Now that is quite some promise to a people who had barely discovered the wheel! And what some faith it took for them — including Leonardo da Vinci and Orville and Wilbur Wright — to aspire to it. Make us proficient in aerospace education and practice. Amen.

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

## *Fly-ins*

Dover AFB was a great experience for five of us (see the article on p. 3).

Start pairing up with someone for Oshkosh in late July. There are basically 3 "camps" there. You can try to stay in a room in a house with the locals — great option, I think, if it doesn't get too hot, as the house is not air-conditioned. Option two is to stay with the TSS crew camp and folks from Annapolis and all over the country. This is wall-to-wall beer and food for about \$200 per year. Option three is to hang with the crew camped near the new showers. A little more laid back and eating out for about all meals. All have their merits.

Reading WWII weekend on Sunday 7 June. OK, so maybe you saw a few warbirds at the flyover downtown. Now let's go see 'em close up and personal, with mock bomb runs and static displays you can crawl in and all kinds of good food and reenactments etc. This is the only place I have seen Nazis getting money from the ATM. You really gotta go to this one. Maybe you too can take off just in front of a Torpedo bomber and mustang or perhaps a B-29 and B-17 at your departure. Oh, and don't forget the radio shows from the 40s, including Laurel and Hardy — in person. If you don't know who they are, then you really must go and find out. Also is the shadow and other neat shows worth the admission alone.

Let me know to put you in a seat.

❖ **JOE STUBBLEFIELD**

## *Work hours*

**Sonia Ortega** is our new work hours coordinator!

Here are the instructions for recording your work hours on-line.

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*

### **Flying Club Board of Directors**

President	Piotr Kulczakowicz
Vice-President	John Strong
Secretary	Greg Castello
Treasurer	Dick Strock
Ass't Treasurer	Steve Bushby
Members at Large:	Dan Golas, Gashaw Mengistu, Stephen Nash

### **Flying Club Administration**

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	TBD
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Steve Bushby
Public Relations	TBD

### **CAP Squadron Administration**

Commander	Eric Haertel
Deputy Commander	John Strong

### **Newsletter**

Editors and Production Andy Smith, Sandy Gilmour

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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**.

## Board notes

**Piotr, Greg, John, Steve, Dan, Dick, Joe, and Johannes** were in attendance.

The board accepted the membership application (and check) of **Johannes van Dam** to be a full member — Welcome!

Dick reported on Club finances. Although plane usage was low last quarter due to weather, overall the planes are paying for themselves (but could use more hours, so go fly!). The Trams Fund Committee interviewed two applicants for National Flight Academy scholarships. Decision forthcoming. We are planning a Fifth Tuesday event in June and reaching out to Club members and Squadron Airmen (and women). Lastly, due to the sad departure of our good friend (and new dad) **Steve Nash**, the board elected **Gary Jacobs** to serve the remainder of Steve's term.

❖ **GREG CASTELLO**

## Visit to Dover AFB

Five Club members (**Gary, Richard, Rado, Owen**, and I) attended a really neat Wings briefing

that was run by the Air Force guys at Dover. We had to take a backup plane, as 44N was still in annual. Even though I notified them that was the case, there was a tense moment as I turned for final and the controller asked if I had registered that plane. To which I replied, well ... sorta. He said clear to land ... land long and expedite. I thought he was just wanting me to get out of the way from the two planes behind me. Turns out they had an inbound C-5 flying whale coming in on the other end of the runway.



**On the flight line at Dover**

And what a runway! Only time I have ever done 140 mph over the threshold and cruised for a bit before pulling the throttle and eventually putting in some flaps, and then still taxied furiously for a half mile. So then we were met by vans and ushered into a briefing delivered by a couple of C-5 and C-17 jockeys.

If you are ever flying near Dover, you might want to tune in to Approach, consider flight following, and maybe even tune the tower to help stay out of the way of those big birds coming and going. We got to commandeer a C-17 with several pilots and loadmasters giving us lots of details. In these planes you hangar fly in the airplane. We got to tour the tower and the visit the Dover Approach guys too. Pretty neat stuff. They get a few visits from Air Force One practicing landings, as well as varied other operations from everything from a C-152 to the C-5.

If you can grab a retired military buddy and do a little paperwork, you could fly in and go visit the museum about anytime. They have a great crew of museum volunteers, most of whom have flown what is sitting there for you to climb in.

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Our own 23GV en route to Dover



Inside a big bird

We heard one war story from a pilot who was about to take off from a forward firebase in Vietnam when they started taking mortar fire. As the dirt splashed over the wings he looked back to see if the loadmaster had secured the cargo — which he had not had time to do. Never mind, he gunned the engines and 700 feet later they were airborne and unloading what was in the back out the rollers as they clawed skyward.

A little lunch, pretty decent sandwiches, and we were vanned back to our planes to head back to our own humble little field.

❖ JOE STUBBLEFIELD

## Aircraft rates

Following are our aircraft hourly rates as of 1 May 2015.

Aircraft	Rate
N5244N	\$138
N20300	\$119
N739BA	\$106
N23GV	\$110*

Rates are per tach hour, wet.

\* Reflects installation of analog tach in November 2014

## 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!

As of right now the work hours jobs are open, so if you have any questions about your work hours, please contact **Piotr Kulczakowicz** or any other Board member.

## 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	TBD	TBD
N739BA	Gary Jacobs	Phil Carls
N23GV	Thomas Wilk	Philip Wilk

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## *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*

Flying is a great way of life for men who want to feel like boys, but not for those who still are.