

# The Congressional Record

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

Vol. 34, No. 1

Gaithersburg, MD (KGAI)

January 2016

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## President's message

Happy New Year to all!

Please welcome our newest member, **Marty Sacks**. He is an experienced pilot with a commercial pilot certificate and he is currently working on his initial CFI certificate. Many of you who are in the Civil Air Patrol may know Marty, as he is a very active member of the CAP where he is a Mission Check Pilot (F91 check pilot). Marty was attracted to our Club by the selection of aircraft that are available for cross-country flying. He has already checked out in all our aircraft, and I certainly hope that, not too long from now, we will have an additional Designated CFI in the club.

**Eric Langer** and **Nathan Youell** are going inactive.

**Kasper**, our most recent student pilot, made significant progress during his break from college. The weather did not help in his effort, with intermittent monsoons followed by gusty conditions. Despite fewer flying days compared to what he and I anticipated we would have at our disposal, we do have a new pilot in the club. Needless to say, all this gusty crosswind practice paid off on the day he soloed with great confidence. Congratulations to **Kasper** on his first solo flight.

I never stop wondering how the perspective of a free beer doubles the attendance at the after-meeting meeting. I have successfully added an Instrument Rating to my CFI certificate. Thank you **Gashaw Mengistu** for preparing me for my check ride with our local Designated Pilot Examiner.

With **Sonia Ortega's** departure to Belgium, **Johannes van Dam** is now the man in charge of jobs. He is keeping the track of the Club's needs

and available jobs. He will be advertising those jobs to the club members and chasing you to contribute your sweat equity to the Club.

Speaking of work hours, **Marty** got going on that front immediately after joining the Club and put his time into updating the weight and balance spreadsheets with the latest data for each of our airplanes. The spreadsheets will be posted on our Club website after the review.

Fly safe!

❖ **PIOTR KULCZAKOWICZ**

## Board notes

**In attendance: Piotr Kulczakowicz** (President), **John Strong**, **Dick Strock**, **Greg Castello**, **Gary Jacobs**, **Dan Golas**, **Bob Gawler**, **Marty Sacks**.

**Johannes van Dam** will take the jobs coordinator position.

Internet access continues to be a problem in the trailer. We intend to place a directional antenna on Hangar D to beam the signal into the trailer.

No change in status of the new member advertising mailer. Will mail soon.

The treasurer reports the Club is in the black for the annual statement. We will save the surplus for new engines.

MCAP has plans to demolish the hangar and rebuild. They advised us not to renovate since anything we do will be destroyed.

We discussed liability insurance to protect officers of the Club and others who make decisions about the Club assets.

❖ **GREG CASTELLO**

## Chaplain's corner

Sometimes an ant sneezes at the same instant that an elephant might trumpet or a lion might roar. Each event is an exceptional event. Though in no way causative, the coincidence invites the reflection that the little ant might think itself excessively consequential. The little guy might decide to lecture on John Locke and Adam Smith's reflections on the law of unintended consequence or Carl Jung's exploration of synchronicity.

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Most of us would be a bit more circumspect. We are more guarded against grandiose thinking. We track closer to the beatitudes, especially the one calling for humility and meekness. "Blessed are the meek for they shall inherit the earth." (Matthew 5:5) And that is both quite all right and quite sometimes the problem. We do not like to hype our own story. Yet, we can and do affect positively the lives of others in our Club and CAP Squadron. Perhaps we would not go so far in commitment and dedication as is called for in another context.

Jesus Christ called for full surrender of all things so that his disciples could be free to follow him most effectually. He also affirmed that those who give up all for dedication to his work ("And everyone who has left houses or brothers or sisters or father or mother or children or farms for My name's sake...." Matthew 19:29) shall receive back a hundredfold.

Sometimes I think His promise is literally truthful. When I see the cadet turnout around the state for CAP functions, as the Wing Chaplain, I think how fortunate we are to have the responsibility of caring for all of these young persons. No, we do not have 700 children; we did not birth all these young cadets. We don't have 700 adult offspring, and we did not birth all of these seniors in Maryland Wing Civil Air Patrol. Even in our Squadron or Club, when we have given up much to participate voluntarily in the larger life of the group, will our contribution be valued! Indeed, there will be a reward for every sacrifice made in preparation for and service to the growth and development of others.

May we journey well together through this New Year in effectual service that contributes much to the life, growth, and development of those around us in Club and Squadron! Amen.

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

## *Air Force update*

Hey there CFCers! I thought I would give everyone an update, since it has been a while since my last. I left off having finished the T-6 phase of Undergraduate Pilot Training. Shortly after that I began training in the T-1 Jayhawk, which is essentially a Beechjet 400 with some different avionics and not-so-nice seats. Training in this jet consisted of basic aircraft familiarization, a lot of instrument/cross-country training, low-level flying,

formation, and simulated air refueling. The most difficult checkride was the navigation check, and is essentially the make it or break it point for UPT. This flight was effectively a commercial multi-engine instrument checkride all in one!

After the navigation check I spent a few weeks doing some formation training and flying the T-1 just 10 feet below another one for air refueling familiarization! That completed pilot training, and I received my wings in February of 2015. I also found out that I received my dream assignment of flying the C-17 Globemaster III out of Travis AFB in California! Afterwards I spent a month or so going through survival training and then another five months of waiting for C-17 school. I finally started in September and spent three and a half months learning about the aircraft, flying in the full-motion flight simulator, and finishing with five

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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, Gary Jacobs, Gashaw Mengistu

### **Flying Club Administration**

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Sonia Ortega
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	TBD
Hangar Chief	TBD
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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flights in the aircraft.

The C-17 is really a beast of an airplane, with a max gross weight of 585,000 lbs but still the ability to snap to a 60° bank like a fighter. The coolest thing we got to do was low-level flying. 340 knots at 300' AGL and a 60° bank angle is quite the experience in an aircraft that size. I finished up this past December, and my wife and I just arrived here at Travis AFB a week ago. In the next month or so I will start flying missions all over the world and gaining experience as a co-pilot — AKA living the dream!

I want to again say thanks to everyone at the Club who helped me get to where I am today. I definitely attribute my success at pilot training to the prior experience I had at the Club, and every time I walk out to the jet I think about walking out to N25883 with **Bob Hawkins** when it all started. I saw the article on AOPA and I was surprised and excited to see my story mentioned! I definitely do remember the day **Piotr** came out to the plane to tell me about the \$1,000 gift, as well as all of the other great things everyone did for me.

I probably will not be back in the area for a while, but when I do make it back I will make sure to stop by a Tuesday meeting and share some stories from my missions. Thanks again to everyone and happy flying in the New Year!

❖ **TODD O'BRIEN**

## *Fly-ins*

Get your appetite going for good food and fun flying. Mark your calendar and let me know you will go to Sky Bryce for brunch on 31 January. Practice a couple crosswind landings at Davis or Clearview to get ready, and maybe you will get a break and not have to use all your skills. HA!

If you make it, expect to watch skiers come down the hill right up to where you are dining. If you want to ski let me know and you can set your own schedule for the plane. We will brief extensively to make sure you know the parameters. It's not as bad as it looks, except for the first time in there. Maybe fly with **Gashaw** and get stopped within 1000 feet over his imaginary trees at threshold so you will have plenty of slack to get in here. We will talk about the takeoff later.

If time works out we can stop on the way back at Luray or Front Royal for gas if it is priced favora-

bly. We should make reservations for the brunch, so start getting it sorted out and let me know.

❖ **JOE STUBBLEFIELD**

## *Work hours*

**Johannes van Dam** is the 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, 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 January 2016.

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

January is the seventh month of the "work hours year," so by 31 January you should have 11.7 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	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!

## Your flying account

**Dick Stroock** 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	Larry Baker	Phil Carls
N20300	Tom Wilk	TBD
N739BA	Gary Jacobs	Phil Carls
N23GV	Philip Wilk	TBD

## 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 Stroock** or **Bryan Absher**.

## Funny stuff

[*Editor's note: Dan Hayes, a well-loved member of the Club who passed away a while ago, left me with a trove of funny aviation sayings and jokes, but I've drawn it down to just about nothing. Therefore, "Funny stuff" will transition to being an occasional feature; it will depend on something aviation-related and funny catching my eye. So if any of our dedicated Club members happen to see anything of this nature, please forward it to the editor's mailbox at [cfc\\_record@yahoo.com](mailto:cfc_record@yahoo.com), and I'll either publish it or put it in the hopper.*]