

The Congressional Record

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

Vol. 34, No. 2

Gaithersburg, MD (KGAI)

February 2016

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President's message

Not much to report this month. I'd like to thank all members who dug out the airplanes after the epic winter storm that had delayed my return home from Houston by three days.

Fly safe,

❖ **PIOTR KULCZAKOWICZ**

Board notes

Because of Board Member personal travel, there was not a quorum for this meeting. Therefore, no business was conducted.

❖ **GREG CASTELLO**

Chaplain's corner

Random Personal Reflections:

In 1994, when I inquired at Congressional Flying Club about membership, I was informed that a pre-requisite to becoming a member of CFC was that I join MSS CAP for at least six months. I joined.

I learned to fly and also learned that I really did not need to fly as much as I had thought I had wanted to fly. I completed ground school, passed the FAA written, did my solo cross country (GAI, LNS, ESN, GAI), and night cross country from Ocean City, but never went much further.

I found CAP chaplaincy exciting, and 21 years later, this month, as the Maryland Wing Chaplain, I preached for the Memorial Service of Col. Bill Parris, the late MD Wing Commander. He was my age, a likeable person, a very intelligent man with an airline transport certificate, B737 rating, a significant career in radio broadcasting, and a passion for Civil Air Patrol.

This month, I also worked to recruit Chaplain Corps staff for Squadrons in Cumberland, Mt. Airy, Ft. McHenry, and Esperanza in St Mary's County. I recently got Corps staff appointed for Squadrons in Wicomico, Harford, Bowie, and initiated paperwork for a new Chaplain applicant for Carroll County Squadron. I am seeking new staff for Towson, Martin State, Eastern, and Apollo. All the while, I attend to the general upkeep of a 91 year old former MSS CAP member.

This month I saw Hal and Carroll Wells at Costco in Gaithersburg. Hal who is approaching his 93rd birthday, said that he needed to renew his CAP membership. He asked that his regards be conveyed to CFC/MSS. He and Carroll with Cecilia and I once flew to Colonial Heights, Virginia. It was a joyful Cessna fellowship experience.

Sometimes, I dream that I am flying again. Perhaps flying is something that I could catch up with again and have a dozen more years enjoying. I appreciate the usefulness of this skill for fun and good service.

Best wishes for good flying, love, and happy Valentine's Day to all!

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

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Fly-ins

Sky Bryce is in the books for this year, one planeload on 31 January, and we had a great flight and food. Made 171 kts on the way back, no turbulence (surprisingly), and winds were 4 kts down the runway at Bryce. Neither landing was all that great, but the plane is still being used, nothing was bent. Thanks to all who dug planes out!

I have three planes laid on for Saturday, 20 February, for some sort of meal run. Thinking Georgetown, DE, Chester County, PA or maybe even Reading. All are great places to eat. Let me know so we can get organized.

❖ **JOE STUBBLEFIELD**

Destination KTTS

About a year ago, **Tom Doyle**, a former member of CFC and former Assistant to the Director of the National Transportation Safety Board (NTSB), started putting together a memorable trip.

On 29 January, five intrepid aviators departed Hagerstown in a King Air 90 for the NASA Shuttle Landing Facility (KTTS) Florida. They told us that we and the other 22 planes in our group were the first non-military or non-NASA planes that ever landed there. KTTS is a 15,001 x 300 foot runway, and we used every foot of it. Not that it was a bad landing, but there's only one taxiway leading off the runway.



The sons of two in our group (to make up our party of 7) joined us at KTTS; total attendance was 100. The organizers had arranged an informal dinner at the hotel that evening. Our

group sat around a table for 9 very nicely. Two gentlemen approached our table and asked if they could join us. They were dressed in blue jumpsuits with lots of badges on them. So sure, why not? Introductions all around, and we asked what their position was at the facility. One said that he was the Director of the NASA Center (Bob Cabana), and the other was the Commander of Apollo 15 (Al Worden). Wow, did our jaws drop!

At 1045 Saturday morning, two NASA tour buses picked us up, and we did not return until 2200 that night.

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 © 2016 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

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Hangar Chief	TBD
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CAP Squadron Administration

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Deputy Commander	John Strong

Newsletter

Editors and Production Andy Smith, Sandy Gilmour

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Breakfast with astronauts, personal tours of the facilities, lunch with the astronauts and more personal tours, and then dinner with the astronauts. There were four or five astronauts with us all day, and they were open for any question we could come up with. I had been there many, many years ago and had taken the bus tour. Things sure have changed! This one was not the typical commercial NASA tour. We left Sunday late morning and arrived home tired from such a delightful time.

❖ **BOB GAWLER**

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**.

Aircraft rates

Following are our aircraft hourly rates as of 1 February 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

February is the eighth month of the "work hours year," so by 29 February you should have 13.3 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

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Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

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	Larry Baker	Phil Carls
N20300	Tom Wilk	TBD
N739BA	Gary Jacobs	Phil Carls
N236V	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 Strock** or **Bryan Absher**.

Funny stuff

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

— *Captain Rex Kramer, in the movie "Airplane."*