

# The Congressional Record

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

Vol. 29, No. 5

Gaithersburg, MD (KGAI)

May 2011

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## President's message

All reports indicate that **Mike Regen** did a FABULOUS job on the floor of the trailer. I understand that one should wear sunglasses when entering the freshly polished office trailer. Well done Mike — and all those who helped move stuff.

By now you know that a slight increase in aircraft rates has been necessary because of the increasing cost of fuel. With luck, the reports of the decline in oil will see a reduction in fuel costs, which in turn will lower our operating costs.

During the first meeting in May we interviewed four cadets who will be attending the National Flight Academy this summer. We were able to give each of them multiple scholarships (one covering the fee for the NFA and another \$200 scholarship for miscellaneous expenses), as well as some books, an E6B, a sectional chart, and a lap-pad. All of the youngsters were surprised, and the membership congratulated them. On top of that, we were able to give **Todd O'Brien** a \$500 scholarship to help him with his (CAP) International Air Cadet Exchange trip to Hong Kong. So, all in all, the youngsters got some financial help and we may have (eventually) four new pilots.

❖ **BOB HAWKINS**

## Chaplain's corner

"In all thy ways, guard thine heart for out of it are the issues of life." Proverbs 4:23

"Reach Within to Embrace Humanity!" This will be the theme of Rotary International for the year July 1, 2011, through June 30, 2012. I reflected

on this theme briefly with the incoming President for Rotary International, **Kalyan Banergee**. We both shared the view that to do any good and sustaining deed that enhances the quality of friendship and life one must begin within. There at the central core of our being we find our motive, our purpose, our sense of integrity, our connection with spirit and source of life.

Soon we will be re-filing our applications for membership in the flying club. Some will be renewing membership in CAP. We will sign up for many reasons. For the fun, fellowship and camaraderie of group life, the pleasure and joy of flying, the challenge of the skill of piloting, the call to service that comes with membership, etc. We will wash airplanes, clean trailer and or hangar, party on 5th Tuesdays, and fly bay patrol. There may come a time for search and rescue. We will hone our skills and build our proficiencies. We will honor one another in all of this and assist one other as possible.

In every way we will reach within, perhaps say a prayer, make an affirmation, resolve to be the best and to do well, and come forth from the moment of core reflection to befriend one another. This is a constant cycle. From the power of each intention comes the fruition and deed of kindness. Let us dwell with our heart, take counsel there always with our intentions and source of every good, and determine to rejoice in our life together in CFC/MSS. Amen.

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

## Fly-ins

14 May: Easton Safety day. Rollout of the new Maryland MAMA program....FREE FLIGHT JACKETS !!!

Breakfast at 08:00 – 16:00. There will be rollout of the new Maryland program. How 'bout a free flight jacket?

<http://www.marylandairportmanagers.org/explore-maryland-air>.

How quick can you visit all 36 MD public use airports, 4 museums and 4 FAAST safety briefings? Maybe we could offer a prize to the first to accomplish this from the club — maybe one hour flight time??? (Come on board, step up):

<http://www.mdrff.org>

4 June: Reading Air show.

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❖ JOE STUBBLEFIELD

## Aircraft rates

Following are our aircraft hourly rates as of 1 May 2011.

Aircraft	Rate
N5244N	\$138
N20300	\$121
N5135R	\$103
N739BA	\$106

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

❖ BOB HAWKINS

## P-51 in Canada

[From Dan Hayes: *Old Aviators and Old Airplanes...*]

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967. You may know others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up. Just to be safe."

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use — "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked — I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his preflight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for sev-

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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*

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eral seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose — something mighty this way was coming. "Listen to that thing!" said the controller. In seconds the Mustang burst into our line of sight.

Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing, I felt

like crying. She glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.

❖ DAN HAYES

## Plane wash!

By all reports, the plane wash in April was a great success. Amy McMaster reports:

Thanks to a fun, yet hard-working crew, we got all four CFC planes plus one CAP plane scrubbed, dried, waxed, buffed and back in their spots by 12:30!

We were even treated to a visit by our fearless leader, Bob Hawkins, which was second only to the pizza and sodas that arrived around noon.

Thanks to everyone who showed up today!! Now let's hope for some sunny, calm wind weather so we can all go fly our super spiffy-looking planes!!

And the Editor is happy to report that we have pictures:

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77 Polished spinner adds 3 knots to air speed!



Thought we said *work* hours, not *sleep* hours!



Hey, you missed a spot!

## Work hours

**Amy McMaster** ([AJMcMaster@venable.com](mailto: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. You can e-mail your work hours to [workhours@bradt.com](mailto:workhours@bradt.com). When sending e-mails, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help Judy organize the e-mails for future reference if there are any discrepancies.

## 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

Send your hours to [workhours@bradt.com](mailto:workhours@bradt.com).

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**; if you're looking for jobs to do, contact **Amy McMaster**.

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## Your flying account

**Dick Strook** 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.

## Membership Renewal Due NOW!

As you should know, the CFC membership year ends at the end of this month and it's time to fill out a new membership renewal form. This applies to everyone — members, members on special status, and designated CFIs, even if you just joined within the last month or two.

Only the 2011 edition of the forms will be accepted. These are available in the "Files" section of the AircraftClubs.com web site in two versions. "CFC application blank - 2011.doc" can be filled in on your PC before you print it out and sign it.

"CFCapp2011.pdf" can be printed out and then filled in by hand before you sign it. There are also some copies available in the trailer you can pick up and fill out.

Since I would like to receive the forms with your *original signature* you can either leave them in the Air Operations mail box in the trailer, or mail them to me at our CFC address or to my house:

Dan Golas 24925 Dunnivant Dr., Gaithersburg, MD 20882

As always, try to be reasonably accurate with your hours and other information. Since this information is used for our insurance renewal, any false statements could have unfortunate consequences if you have the misfortune to have an accident, or if we have to file a claim with the insurance carrier, i.e. you could be on the hook for more than the deductible if your information was incorrect.

Some comments from previous applications:

1. Most people will check at least one box for Ratings ASEL (Airplane Single Engine Land),

unless you are a student pilot.

2. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, not C-152 or C-172 time.

3. I can usually tell if you are guessing at your hours if the hours listed are less than the year before. If you want to at least be consistent you can call me or send me an email and I can tell you what you entered on your application last year. Also, an entry like "500+" or ">150" doesn't help.

4. Don't forget to check all the questions either yes or no. If you have a conviction for a traffic violation also include your driver's license number. You don't have to say what the conviction is for — if the insurance company really wants to know they can access your driving record themselves.

Complete and submit the forms as soon as you can. After a reasonable time, anyone who hasn't submitted their renewal will be locked out of the scheduling system.

❖ DAN GOLAS

## Two-way communication

Way back when, we had a problem with two-way air-ground communication. None of the aircraft used for our CAP work had radios, nor did our ground teams. An airplane could only wing-flash, nod, wag and fly in a selected direction. The ground team could use cloth panels, brush signals, or body positions to convey messages to the aircraft. A solution to the air-to-ground solution was obvious. We acquired a few old Army Air Force message drop pouches. These were small, weighted and padded cloth bags with yellow/orange streamers. A written message was inserted and the pouch thrown out the airplane's open window. Cadets competed to catch it before it hit the ground. This worked best when we could get out of the Northwest's heavy forests where the pouches frequently did not reach the ground.

At the local railway station, the nonstop trains (yes, steam engines) threw incoming mail bags to the brick walkway; outgoing mail bags were mechanically grabbed and swung into the mail car. The engineer held out his gloved hand and grabbed a cord and message pouch from the split end of Y rod held by the station master.

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We could use same approach! We already had the drop. But it was kind of hard for the pilot to grab a message pouch with his hand, so we had to fix that little problem. We made a big loop of parachute cord, and hung it from two long sticks held aloft by two cadets. The message pouch was attached to the center of the lower part of the loop. A cadet in the rear seat of the airplane lowered a long piece of parachute cord attached to a small wooden block with several bent nails, like trolling a fishing plug. A white streamer was attached to the block so it could easily be seen.

We first tried out during a practice SAR. I was on the ground team that had followed up a couple of "leads" and was now positioned midway up a narrow mountain valley. We had dismounted our jeeps and were waiting on a narrow flood plain. Our scheduled aircraft flew up the valley, spotted us, and dropped a message pouch and continued up the valley. (See question below.) Upon retrieval from the river, it was opened and the soaked message gave us the next target area to search. I had prepared a very brief report on what our ground search had accomplished thus far, put it into the message pouch, and attached it to the pickup loop. Two cadets stood widely apart and held their long sticks high as the plane came back down the valley, much lower this time. We could see the streamer from pickup block approaching. The pickup was flawless. The towing cord hit the waiting loop nearly in the center, it slid across the sagging top until the pickup block snagged the loop and the whole thing leapt into the air. I remember the white and orange streamers following the airplane down the narrow valley until it was out of sight.

Back at our base camp that evening, we all were quite proud of our solution to the two-way air-ground communication problem. Detailed messages had been delivered in both directions, read and correctly understood (something that had been rare before). We could hardly wait for the story of our success to flow up the chain of command. It flowed, ONE level! Apparently our immediate commander was not impressed. He worried about something we had not. What would happen if the pickup plug hooked a tree, or even a Cadet? We were ordered to immediately cease and desist this dangerous and irresponsible behavior. It was also strongly suggested that we never mention the incident again. A couple of months

later, our squadron was "loaned" a pair of hand held UHF transceivers by our nearby Air Force SAR unit. It must have been a coincidence.

QUESTION: What did you do in a small plane (like an Aeronca Champ) when you came to the end of the valley? The sides and end obscured by low clouds? ANSWER: A wingover of course.

❖ MYRON WAXDAL

## Crew chiefs

A/C	Chief	Ass't Chief
N5244N	Dan Hayes	Dan Boyle
N20300	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Ron Newton	Vacant

## 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 **Bob Hawkins, Dick Stroock, or Bryan Absher.**

## Funny stuff

[Thanks to **Dan Hayes** for this one.]

ATC: "Alitalia 345 continue taxi to 26L South via Tango — check for workers along taxiway."

Alitalia 345: " Roger, Taxi 26 Left via Tango. Workers checked — all are working."

❖ ANDY SMITH