

The Congressional Record

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

Vol. 30, No. 1

Gaithersburg, MD (KGAI)

January 2012

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More reminiscences of the Hawk

[Author's note: I spoke with Bob Hawkins today, 1/7/2012, for about an hour and half. Intended to use a digital recorder but his voice was very soft. I was not sure the recorder would pick up his voice. Also, some people are uncomfortable with a recording going, so I scribbled my notes. As he was answering my questions, he became a lot more alert, willing to talk, and became animated, like the Bob of yore. Actually "unload" would be better description and I wish now that I had the recorder on because I don't remember everything said and my notes are hard to read. I must be getting old.]

We started out by confirming he is Robert J. Hawkins, born May 9, 1939, and raised primarily in Bethesda, MD. He graduated from John Carroll High School, attended American University, lots of studies in the USAF and the "school of hard knocks."

Bob enlisted in the USAF for four years and was a RADAR operator and "other duties as assigned" (no specifics). Basic training was at Lackland AFB, Texas. Eventually assigned to North of Ontario, Canada, at NIPPIGON. (He said "almost to the North Pole and COLD as").

He started flying in the early 1960s in Florida but got his Private Certificate in 1963 flying out of W50 and GAI. The examiner he had was at Easton. Part of the test was his cross-country from GAI to ESN. If he got there, he passed that part of the test. But he was unsuccessful on the first attempt, as he did not know the frequency to use in case of an emergency. On his return test, the examiner asked as he walked in the office

what was the answer, and Bob said "121.5." He walked out with his ticket.

Bob joined Civil Air Patrol in 1962 when the Montgomery Senior Squadron was at W50 and was part of the National Capital Wing. MSS moved from Congressional Airport (Congressional Plaza) in Rockville to W50 and then to GAI and became part of the Maryland Wing — to the relief of Nat Cap and chagrin of Maryland Wing. Supposedly two other Squadrons have had the pleasure of this type of move. (Usually if a Squadron is on a border of a state and does more work in the adjoining one, they move.) Anyway, transfer of CAP equipment was cause for great heartburn to MD Wing. CFC was able to acquire all of the equipment, including an 18-wheeler truck loaded with enough aircraft parts to put two airplanes back together. They had a Super Cub, an L19, a couple of CE172's, 7AC, and eventually two T34's. The T34's were fun and inexpensive to fly, as the Hobbs meter only worked when the wheels were up. Used a lot of gas but did not have to pay much for the plane.

Bob's duties in CAP ran from Mission Pilot, Observer to Squadron Commander. One mission he remembers well was (more heartburn for the Wing) supplying a Cadet Squadron on a mission with supplies. There were no roads leading to their location, so they dropped the supplies out of the plane. West Virginia had massive flooding, so they landed on a washed-out road and delivered Styrofoam cups, since there was no way for the cadets to sterilize glassware. Additionally I-70S (now I-270) was under construction, so they landed on part of the paved road and transferred blood from the Bethesda-Chevy Chase Rescue Squad to the plane and flew it out to WV. Good old days.

With Anne's encouragement, Bob received his CFIA in 1986. He also has his CFIAI. To date he has accumulated 4,400 hours, with 3,000 of them giving instruction. Those of you who have flown with Bob have at one time or another been subjected to his "bird" in the engine. I have to take credit for that, as I did it to him one time and he never forgot it. Always tried to "get even" with me. We have enjoyed many happy hours flying together.

Bob has had many jobs in CFC: crew chief, cook, painter, mechanic, board member, and president. He said that all of these positions awarded him

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hours of pleasure, and he is looking for the retirement benefits to kick in. He mentioned the comrade attitude of the Club in the past, when the members seemed to be extroverts, helpful and became part of "the gang" helping in many ways such as helping the "kids" in aviation activities through the Trams Fund and other community services effort. He feels now that there are not enough parties. Participation has changed lately, and new members don't seem as committed to the old values of the Club. Oh well, times change. In five years he would like to see the Club have the waiting list like it did before; more members, more involvement and KEEP THE MONEY IN THE BANK.

❖ **BOB GAWLER**

Chaplain's corner

RESOLUTION FOR THE NEW YEAR

I will look to God, myself, and my neighbor for wisdom, strength, and inspiration to be and to do the best with all that I am, all that I have, and all that I receive in the year with us now. I will sustain focus in my life on the positive, the valuable, the precious, the good, and whatever makes for peace, harmony, cooperation, and progress in my life and relationships.

I will rest much and playfully but not waste time, money, energy, or other valued resources. Even my daydreaming time shall open me up to the reception of feeling and thinking about new possibilities for mindful living. I will remain open to the voice and inspiring presence of the Holy Spirit. I will watch for His ways, words, and will in my life. This will be a good, full year of life for me on earth.

If I should be fortunate enough to be permitted to return to my eternal home with God, I will count myself blessed. There, I will continue to wish the best, pray the best, and expect the best for my loved ones and all for whom I accept interest and responsibility on earth.

I shall sharpen my ability to serve with excellence if called to Civil Air Patrol service. I shall maintain maximum proficiency at flying so that I and others may safely enjoy travel in the airways. I will count myself fortunate to dwell in a club of fellows interested in the skill, art, and craft of flying! We shall rejoice in our times together! We shall venture over the airways as often as possible and enjoy

fellowship around fun, food, learning, play, and service whenever possible.

I will regard my family, my worship group, my community, my nation, and the whole world as awesome gifts commanding my care and reverence for these received graces from God. I will not break faith with God who gives so much for me to treasure, value, maintain, and enhance with passionate zeal. May I extend goodness and kindness, grace and mercy, and skilled resourcefulness to everyone, everywhere possible. In giving to the full, I receive fully. I am and shall be grateful this new year. Thanks be to God! Amen.

❖ **Chaplain (Lt Col) Edco Bailey,
D.Min, b.c.c.**

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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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Fly-ins

Sky Bryce 15 Jan: Really good food here. Right on the bottom of the slope. As of press time the following have said they are coming (some in non-Club planes by my math):

Bryan Absher total 4(Cardinal or 9BA)

Greg Castello and **Dan Hayes** (Cardinal or 9BA)

Bill Hughes plus 6-7 (non-Club planes)

Bob Gawler plus about 3 (non-Club plane)

Who else? Let me know. 44N still to be filled.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 January 2012.

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

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

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.

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!

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**.

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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	Dan Hayes	Dan Boyle
N20300	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Dale Thompson	Ron Newton

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**.

Frederick Tower, this is

[Editor's note: This is a partial repeat from last month's issue. The tower is coming — make sure you check your NOTAMs!]

Bill Hughes reminds us there will be a seminar on the looming tower at KFDK to be held on 25 January, 1900–2100 at the Frederick Holiday Inn Hotel and Conference Center at FSK Mall, 5400 Holiday Drive, Frederick 21701. This is being put on by the AOPA Air Safety Institute.

Funny stuff

Tower: November 3 Alpha Delta, advise you have November.

N123AD: Negative, the club won't let us book a whole month.

Pop quiz

If you wanted to wish one of our Club members a Happy New Year and you said, "Szczęśliwego Nowego Roku," which member are you talking to? E-mail your answer to cfc_record@yahoo.com. First correct answer wins a valuable prize: you will be immortalized in print in the "Congressional Record"!

Happy New Year!

Memo to Self: Make 2012 the year you become a published author!

Make a resolution to write for the newsletter in 2012!

It's worth work hours!

Check your story ideas with the Editors first; send them to cfc_record@yahoo.com.

Happy writing!