

# The Congressional Record

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

Vol. 30, No. 4

Gaithersburg, MD (KGAI)

April 2012

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## *President's message*

We have a new aircraft!

Well, not quite. Thanks to Dick Strock and all club members who were helping him, 9BA is now an even finer airplane and almost like new. Please take good care of this fine new interior and keep 9BA beautiful. Repairs and upgrades cost not only money, but also a great amount of "sweat equity." It is always nice to take your friends and family up into the air in a nice looking airplane. Big thanks to Dick Strock!

The whole fleet "appears to be in the excellent shape" to quote Dan Hayes. The hours appear to be picking up. All that is great. Putting more hours on the existing fleet is the only way that would lead to adding a new real airplane to the fleet. Go fly those airplanes. Joe is setting up some nice fly-ins in April and May which can be a great opportunity to do just that.

The D-day is approaching. On May 1, the FDK tower will open and Class D airspace around the airport will take effect. The 24 April FAA Seminar at the Holiday Inn & Conference Center in Frederick will be a great opportunity to learn about best practices and procedures. The regular club meeting on Apr 24th is canceled but I encourage all members to come to the seminar instead. Those who show up and sign up the attendance list will earn a chance to participate in the drawing of two free 0.5 TACH credits in any of the club airplanes. Dan Hayes is working up some intriguing happy hour options for a pre-seminar-meeting meeting. The details will follow via e-mail.

I have heard countless times from both current and former members that the club is a very unique place which promotes strong social bonds going well beyond a shared passion for aviation. John Peake, one of our emeritus members, has visited us recently and brought back some good memories and stories from the past. It is always great to see people staying in touch with the club even after they have moved away!

Bob Hawkins is doing very well. So well he is doing that he took a flight in a helicopter the other day. I am told he loved it and would love to learn to fly one. Ann and Bob set up a great web site where you can see the latest about Bob's shenanigans and learn about the occasional opportunities to help. The web site is [www.lotsahelpinghands.com](http://www.lotsahelpinghands.com). You will need to register to have access, but it's easy. This is a fantastic way to keep good karma flowing from the club to Bob and his family, and keep up with our traditions.

It is also a long-time club tradition to put 20 hours of "sweat equity" into the club every year. Just a reminder that less than three months are left to perform your duty to the club and reach this goal..

❖ PIOTR KULCZAKOWICZ

## *Chaplain's corner*

Some 16 years ago, **Bob Hawkins** suggested that I might become a Civil Air Patrol Chaplain. He outlined some of the things I might do for Cadets as a Chaplain. I thought about that for a while. I was actively involved in Hospital Chaplaincy. I had not intended, thought of, or desired to become a member of the Civil Air Patrol. I had been led to believe a requirement for becoming a member of the Congressional Flying Club was that one must become a member of the CAP for a minimum of six months. I joined CAP and hoped to be done with that requirement in short order. A few years later, Bob recruited me to assist with the Bethesda-Chevy Chase Squadron in what was then called Moral Leadership training (currently Character Development Instruction). For 18 months, I served there while still serving as Chaplain for the Montgomery Squadron. It amazes me now to see the positions in which some of those Cadets are now serving as Seniors in CAP. Occasionally, I would drive over to the Frederick

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Squadron to serve the Cadets there for an absentee Moral Leadership Officer.

As Bob's Chaplain, I coordinated funerals, did weddings, Cadet education counseling sessions for youth and adults, and wrote more "Chaplain's Corners" than I can count. I participated in the Search and Recovery for downed CAP pilot **David Weiss** under Incident Commander **Bob Ayres** and reported to the Wing Chaplain **William Gray**. Eventually, the Wing Chaplain suggested that I be considered as a replacement for that role. This is something that Bob had suggested when he first talked to me about service. Eventually, I was seeing Bob Hawkins as a patient in the hospital where I worked for more than 18 years as a certified Professional Chaplain. I watched Bob from a distance on his decline toward eternity. I have seen him on the regular patient units. I have also seen him in the emergency room. He has suffered much. He has kept a positive attitude toward his decline. By now, he has fully made arrangements for his departure. He recently required that I not depart earth before him, but rather assure that I attend his funeral.

I had called Bob just to check in. He told me that someone else had called him to check on arrangements for him. It seems that the other person had gotten the names mixed up when Bob Ayres died. So caller thought to check with Anne to see what the arrangements were for Bob. Anne informed that caller that he could certainly check with Bob who was on his scooter negotiating a turn in the house. It was something of a shock to the caller. Bob suggested that rumors of his demise were greatly exaggerated, in the Mark Twain tradition. He got a chuckle out of it, but helped his caller to understand that it was the other Bob (Ayres) that had gone on to glory. Only Bob can convey the humor of that mix up. He had me laughing so uncontrollably that my wife could not believe that I was talking to a fellow on "long final."

I thank Bob for his early call for me to look into service as a CAP Chaplain. There are things that I would never have done apart from that suggestion. Once a couple got married while flying overhead at GAI while I with hand held radio and family conducted the ceremony from the restaurant patio. Once, I did a wedding at Davis after the couple had made a couple of go-arounds, landed, to exchange their vows. Their dog was

the ring bearer. Not many Chaplains have done funerals for a former Luftwaffe pilot. Or been in service for a 400 plus personnel search for several days for a downed pilot. I am currently pressed with the task of recruiting Chaplain Corps staff for all 25 CAP Squadrons in the Maryland Wing. It is a challenging assignment fraught with starts and stops, delays and deliberations, joys of success and disappointments with "the ones that got away!" But I keep trying, and will continue to do so. It's something that Bob started over 16 years ago! Amen.

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

## *Plane wash*

The plane wash is scheduled for 21 April, 0900–1300. Contact **Alyscia Eisen**, the chief washer, for details or to sign up.

## *Fly-ins*

28 April Massey aerodrome for the chili cook-off and visit among some classic pilots and planes. See the little museum if you haven't. Just the other side of Ridgely on the Eastern Shore. Stinson going over too.

Alternate suggestion — you could go to Suffolk for the EAA annual show there: SFQ Suffolk Executive Airport 0800–1700: Virginia Regional Festival of Flight

Attend the East Coast's largest full featured fly-in this year. Hundreds of aircraft will attend this 15th year. Dozens of aircraft and aviation vendors, 40+ aviation-related forums and workshops. Large RV and tent camping area (reservations available), free Under-the-Wing Camping. Expanded youth activities. Young Eagles flights only on Sunday. Pancake breakfasts and other food all day. Aircraft judging and on Sunday a Rally Adventure timed flight around a triangular course. Discounted prices for 100LL and Auto Gas. See web site for much more info, especially suggested approaches for GA and Ultralights. Help flagmen by putting two-letter sign in windshield as listed on web site 'Arriving' drop down menu. Virginia Aviation Ambassador Program stamp available. If you love aviation, you'll enjoy this event. Check our web site for the full information (<http://virginiaflyin.org/>).

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12–13 May overnigher at Greg's farm — 2 hour flight down into the wild and wonderful state. We will be making a lot of noise alternating with periods of quiet and peace, good food, etc. Some safe gun handling will be part of the agenda.

Something else to consider, not official activity, but some interest in going down:

<http://www.militaryaviationmuseum.org/airshows/warbirds-over-the-beach-show-may-2012/pilots-visiting-aircraft>

Grab someone and line up plane and hotel if needed. Dick brought this to my attention. Either one of us might be starting point to organize expedition. Any interest? Need to grab planes.

❖ **JOE STUBBLEFIELD**

## Aircraft rates

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

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

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

## 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. 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](http://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

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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	TBA
Secretary	Billy Barber
Treasurer	Steve Bushby
Ass't Treasurer	Dick Strock
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Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Flight Proficiency	
Board Chairman	Andy Mullen
Public Relations	Mark Gladstone

### CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	TBD

### Newsletter

Editors and Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Dan Golas

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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

April is the tenth month of the "work hours year," so by 30 April you should have 16.7 hours.

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**.

## 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

A/C	Chief	Ass't Chief
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**.

## Funny stuff

ATC: Pan Am 1, descend to 3,000 ft on QNH, altimeter 1019.

Pan Am 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH, altimeter 1019