



When their oldest son George graduated from the US Naval Academy in late 1966 and began training to become a Navy pilot, Jack and Kappy decided that they too would become pilots. This spreadsheet recreates Jack and Kappy's flight log books.

In February 1967, they began attending Ground School, which comprised classroom training where they learned the principles of flight, terminology, rules and other basics. They were 49 years old.

On April 04, 1967, they both began their actual flight training, each taking their first flight, lasting less than an hour. Flying mainly from the Montgomery County Air Park in Gaithersburg, a then-easy 20 mile drive from their home in Silver Spring, they spent the next several months under instruction. During that time, they flew frequently, typically once every 3 or 4 days, logging 40 to 50 flights each by the middle of August. Both progressed through the training, with Jack moving along somewhat more quickly than Kappy.

By mid June, Jack was cleared to fly alone - Solo - within the boundaries of the airport. On July 27, 1967, he was cleared to fly Solo "Cross-Country" to other nearby airports. He passed his Private Pilot flight test and received his Private Pilot's license (#1788968) on September 04, 1967.

Kappy followed at her own pace, Solo-ing on July 22, completing her Cross-Country check on October 31, and finally obtaining her Private Pilot's license (#1799554) on 10/31/67

Their flight training was conducted in Cessna 150 aircraft. Subsequently, they transitioned to the slightly larger and more powerful Cessna 172, but also occasionally flew Piper 140s.

Renting planes for their flights, they immediately began taking their children for rides both locally and to airports nearby. George, who by then had received his Navy wings, likewise obtained his own Private Pilot's license. During at least one visit home, George rented a separate plane and they flew together, taking pictures of one-another. They flew over their home in Silver Spring, and to interesting places nearby for lunch,

including Ocean City New Jersey, Ocean City Maryland, and Bryce Mountain Resort in West Virginia.

Subsequently, they transitioned to the fairly new and more convenient Dulles airport and planned more extensive holidays for themselves, flying to Myrtle Beach in South Carolina for a weekend getaway and to visit Anne, now married and living in Northampton, Massachusetts.

As time passed, they flew less and less frequently, not least because Jack was still working as he reached the peak of his career with the Navy Department, but also because education costs for their children were reaching their peak and airplane rental costs were rather steep. But Jack spent many hours planning more extensive trips south to Miami and west even as far as the Rocky Mountains. They never actually completed any of those longer trips, but for Jack planning was at least half of the fun, and he enjoyed the trips vicariously.

Jack's last flight was on March 22, 1971 - an FAA-monitored check-ride during which he successfully demonstrated his continued proficiency as a pilot. But his health finally caught up with him only a month later, when the FAA Surgeon General refused to renew his Pilot's license citing cardiac issues, thus ending his flying career. Kappy, almost certainly grateful for the excuse, joined him in retirement from aviation. Their last flight together had taken place some months earlier, on October 9, 1970 - a two-hour flight spent practicing approach and landing procedures at Dulles airport.

I hope you find it interesting to peruse this data.

Charlie

		155 } Flights		Jack		Total Hours		6.5	54.9	216	137.6	4.2	56.1	81.2					
144		} Kappy		Kappy				5.9	49.8	184	134.4	3.3	61.8	72.6					
		Equipment		X-Country		Breakdown													
Pilot	Date	Year	From	To	AC	Make	Side Nbr.	Engine	H.P.	Dual	PIC	Ldgs	Duration	Inst.	Dual	PIC	Remarks		
Kappy	04/04/67	####	MCAP	Local	Cessna	150	3468J	Cont.	100				0.6				Familiarization. R. P. Baker CFI 1544630		
Kappy	04/04/67	####	MCAP	Local	Cessna	150	4748X	Cont.	100				0.8				Out + Preflight, Straight + level. Climbs. R. Barnhart CFI 1679443		
Kappy	04/11/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				0.7				Climbs, glides, turns, level flight, trim. R. P. Baker CFI 1544630		
Jack	04/11/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				Pre-flight, Straig + level, med. Turns, climbs + dives, climb + dive turns. M. E. Greenstein 161719 CFI		
Kappy	04/14/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				Climbs, glides, turns to heading, level flight. R. P. Baker CFI 1544630		
Jack	04/14/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				Coordination work. Slo flight. R. Barnhart CFI 1679443		
Kappy	04/18/67	####	MCAP	Local	Cessna	150	4748X	Cont.	100				1.0				Climbs, glides, turns, 360° & 180°, headings, level flight. R. P. Baker CFI 1544630		
Jack	04/18/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				Turns to heading, slo flight. R. Barnhart CFI 1679443		
Kappy	04/21/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				720° steep turns, power off settle. R. P. Baker CFI 1544630		
Jack	04/21/67	####	MCAP	Local	Cessna	150	3711S	Cont.	100				1.0				Coordination, climbs + glides, stalls power on and off. R. Barnhart CFI 1679443		
Kappy	04/25/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				720° steep turns, power off & on stalls. R. P. Baker CFI 1544630		
Jack	04/25/67	####	MCAP	Local	Cessna	150	4701X	Cont.	100				1.0				Climbing turns to heading + descending turns, coordination. R. Barnhart CFI 1679443		
Kappy	04/28/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				0.9				720° steep turns, power off & on stalls. R. P. Baker CFI 1544630		
Jack	04/28/67	####	MCAP	Local	Cessna	150	4701X	Cont.	100				1.0				App + dep, stalls. R. Barnhart CFI 1679443		
Kappy	05/02/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				0.9				Power off & on stalls, slow flight. R. P. Baker CFI 1544630		
Jack	05/02/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				1.1				720s at 45° bank, app + dep, stalls. R. Barnhart CFI 1679443		
Kappy	05/05/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				0.8				Power off & on stalls, approach stalls. R. P. Baker CFI 1544630		
Jack	05/05/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				0.9				Coordination work, climbs and descents, pattern entry. R. Barnhart CFI 1679443		
Jack	05/08/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				1.0	0.6			1st. Basic instrument, gliding turns. R. Barnhart CFI 1679443		
Kappy	05/09/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				1.0				720° steep turns, approach & departure stalls, slow flight. R. P. Baker CFI 1544630		
Kappy	05/12/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				Slow flight, coordination exercise. R. P. Baker CFI 1544630		
Jack	05/12/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				1.0				720s, T/O + landings. R. Barnhart CFI 1679443		
Kappy	05/14/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				720° steep turns, app. & dep. stalls, eng. Out. R. P. Baker CFI 1544630		
Jack	05/19/67	####	MCAP	Local	Cessna	150	3603J	Cont.	100				1.0				T/O + ldgs, X-wind, 13 R. Barnhart CFI 1679443		
Jack	05/22/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				Takeoff + Landings. R. Barnhart CFI 1679443		
Kappy	05/23/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				0.8				All emergency procedures. R. P. Baker CFI 1544630		
Jack	05/23/67	####	MCAP	Local	Cessna	150	4701X	Cont.	100				1.0				Pattern work, T/O + ldgs. R. Barnhart CFI 1679443		
Kappy	05/26/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				Pattern procedures, T/O + Ldgs. R. P. Baker CFI 1544630		
Jack	05/26/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				X-wind T/O + ldgs. R. Barnhart CFI 1679443		
Jack	05/30/67	####	LEE	WIN	Cessna	150	2920S	Cont.	100	0.6	0.6		0.6			0.6	PIC - pilotage, 1 FS Ldg, 54 mi. JHW		
Kappy	05/30/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				1.0				T/O + Ldgs. R. P. Baker CFI 1544630		
Jack	05/30/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				1.0				T/O + ldgs, 0-40° flaps OK. R. Barnhart CFI 1679443		
Kappy	05/30/67	####	Suburban	Local	Piper	140	6511W	Lyc.	150				0.3				0.3	Piper introductory - Radar appr & ldg @ Friendship - Bal - Pat Stoh	
Jack	05/30/67	####	Suburban	Local	Piper	140	6511W	Lyc.	150				0.3				0.3	Intro Piper flight, Radar vector Appr + Ldg @ Friendship-BAL - Pat Stoh	
Kappy	06/02/67	####	MCAP	Local	Cessna	150	3468J	Cont.	100				1.0				1.0	T/O + Ldgs. R. P. Baker CFI 1544630	
Jack	06/02/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				1.0	Normal T/O + ldgs OK. R. Barnhart CFI 1679443	
Kappy	06/05/67	####	MCAP	Local	Cessna	150	3980J	Cont.	100				1.0				1.0	T/O + Ldgs. R. P. Baker CFI 1544630	
Jack	06/05/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				1.0	T/O + ldgs, 0-40° flaps, Emerg. Go around. R. Barnhart CFI 1679443	
Kappy	06/06/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				0.9				0.9	T/O + Ldgs. R. P. Baker CFI 1544630	
Jack	06/07/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				0.7				0.7	Progress #1. (signature unreadable) EA-21-11	
Kappy	06/09/67	####	MCAP	Local	Cessna	150	3468J	Cont.	100				1.0				1.0	T/O + Ldgs, X-wind. R. P. Baker CFI 1544630	
Jack	06/10/67	####	MCAP	Local	Cessna	150	2899S	Cont.	100				1.1		0.4		0.7	1st Solo OK. R. Barnhart CFI 1679443	
Jack	06/11/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				1.0		0.5	0.5	2nd Solo OK. R. Barnhart CFI 1679443		
Kappy	06/16/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				0.9				0.9	T/O + Ldgs, Flaps 0°, 20°, 40°. R. P. Baker CFI 1544630	
Jack	06/16/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.2			0.3	0.3	3rd Solo OK. R. Barnhart CFI 1679443	
Kappy	06/17/67	####	MCAP	Local	Cessna	150	3184X	Cont.	100				0.8				0.8	T/O + Ldgs, Flaps 0°, 20°, 40°, missed approach. R. P. Baker CFI 1544630	
Jack	06/17/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.1				0.7	0.4	Soloed Okay. R. Barnhart CFI 1679443
Jack	06/18/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				0.4	0.6	Soloed Okay. R. Barnhart CFI 1679443
Kappy	06/20/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				0.8				0.8	T/O + Ldgs, Flaps 0°, 20°, 40°, -wind, eng. Out on T/O, missed approach. R. P. Baker CFI 1544630	
Jack	06/20/67	####	MCAP	Easton	Cessna	150	4701X	Cont.	100	0.9			0.9				0.9	Eastern Frederick X-Country Pilotage	
Jack	06/20/67	####	Easton	Frederick	Cessna	150	4701X	Cont.	100	1.0			1.0				1.0	Dead reckoning, X-wind landing @ FDK	
Jack	06/20/67	####	Frederick	MCAP	Cessna	150	4701X	Cont.	100	0.5			0.5				0.5	Pitotage Okay. R. Barnhart CFI 1679443	
Jack	06/23/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0	0.5			1.0	VOR work + inst work. R. Barnhart CFI 1679443	
Jack	06/23/67	####	MCAP	Local	SBY	Cessna	150	2984J	Cont.	1.6			1.6				1.6	Radio VOR X-country. R. Barnhart CFI 1679443	
Jack	06/23/67	####	MCAP	Local	SBY	Cessna	150	2984J	Cont.	1.4			1.4				1.4	Radio VOR X-country. R. Barnhart CFI 1679443	
Jack	06/24/67	####	MCAP	Local	Cessna	150	2914S	Cont.	100				1.1	0.6	1.1		0.6	VOR tracking + following, inst turns, climbs + descents. (illegible) 1665618 CFI	
Jack	06/25/67	####	MCAP	Local	Cessna	150	2914S	Cont.	100				0.6				0.6	3 X-wind ldgs. 10 mph sw	
Kappy	06/27/67	####	MCAP	Local	Cessna	150	2920S	Cont.	100				1.0				1.0	T/O + Ldgs. R. Barnhart CFI 1679443	
Jack	06/27/67	####	MCAP	Local	Cessna	150	3711J	Cont.	100				1.0				1.0	Emergency Landing Procedure. F. S. Phillips CFI 1572249	
Jack	07/01/67	####	GAI	Local	Cessna	150	2899S	Cont.	100				1.1	0.2	1.1		1.1	VOR tracking, Basic instruments. R. Barnhart CFI 1679443	
Jack	07/02/67	####	GAI	Local	Cessna	150	4701X	Cont.	100				1.0				1.0	VOR tracking + intercept Proc, Emer dgs. R. Barnhart CFI 1679443	
Kappy	07/03/67	####	MCAP	Local	Cessna	150	2984J	Cont.	100				1.0				1.0	Gusty X-Wind T/O + Ldgs, 720°s. R. Barnhart CFI 1679443	
Jack	07/03/67	####	GAI	Local	Cessna	150	3134X	Cont.	100				0.6	0.2	0.6		0.6	Progress #2. (signature unreadable) EA-21-11	
Jack	07/04/67	####	GAI	EAS	Cessna	150	3711J	Cont.	100				1.1				1.1	Easton (signature unreadable)	
Jack	07/04/67	####	EAS	Frederick	Cessna	150	3711J	Cont.	100	1.1			1.1				1.1	Arrived Frederick OK solo. DAR	
Jack	07/04/67	####	FDK	GAI	Cessna	150	3711J	Cont.	100	0.6			0.6				0.6	Completed X-country #1. JHW	
Jack	07/06/67	####	GAI	BAL-GAI	Cessna	150	3184X	Cont.	100				1.0				0.7	0.6	Aborted SBY X-Country at BAL VOR when radio went out. JHW
Kappy	07/07/67	####	MCAP	Local	Cessna	150	2914S	Cont.	100				1.0				1.0	X-Wind T/O + Ldgs, 0°-40° flaps. R. Barnhart CFI 1679443	
Kappy	07/09/67	####	MCAP	Local	Cessna	150	4701X	Cont.	100				1.1				1.1	T/O + Ldgs, Flaps 0°-40°, eng. out on T/O. R. Barnhart CFI 1679443	
Jack	07/10/67	####	MCAP	Local	SBY	Cessna	150	2914S	Cont.	1.9			1.9				1.9	J. C. Kerison SBY	
Jack	07/10/67	####	SBY	GAI															

Kappy	07/15/69	###	GAI	Local	Cessna 172	1318F	Cont.	145	--	4	0.9	0.9	2-NFL, 1-20°FL, 1-FFL	
Kappy	07/16/69	###	IAD	GAI	Cessna 172	1318F	Cont.	145	1.5	5	1.5	1.5	2-NFL, 1-20°FL, 2-FFL (Extended Sight See, Geo+Pat)	
Jack	07/16/69	###	GAI	IAD	Cessna 172	1318F	Cont.	145	0.7	3	0.7	0.7	1-NFL, 1-Go-around (too hi), 2-FFL	
Jack	07/16/69	###	GAI	IAD	Cessna 172	1318F	Cont.	145	0.8	6	0.8	0.8	4-NFL, 2-Power off NFL	
Kappy	07/31/69	###	IAD	FRR	Cessna 172	1318F	Cont.	145	0.7	1	0.7	0.7	20° F Lds	
Kappy	07/31/69	###	FRR	SKY	Cessna 172	1318F	Cont.	145	0.9	1	0.9	0.9	20° F Lds -- 2 go arounds Sky Bryce	
Kappy	07/31/69	###	SKY	OCY	Cessna 172	1318F	Cont.	145	1.0	1	1.0	1.0	NFL -- 1 go around/traffic Orange County	
Jack	07/31/69	###	OCY	IAD	Cessna 172	1318F	Cont.	145	1.0	1	1.0	1.0	1- FFL behind 7070 T/G	
Jack	10/03/69	###	IAD	GAI	Cessna 172	46625	Cont.	145	0.8	3	0.8	0.8	3-NFL	
Jack	10/03/69	###	GAI	FDK	Cessna 172	46625	Cont.	145	0.7	4	0.7	0.7	3-NFL, 1-NF/STL (slip to ldg)	
Kappy	10/03/69	###	FDK	IAD	Cessna 172	46625	Lyc.	150	1.6	7	1.6	1.6	7-NFL (6 FDK, 1/IAD, Radar Vector Appr)	
Jack	10/04/69	###	IAD	SAC	Cessna 172	46625	Lyc.	150	3.3	1	3.3	3.3	1-NFL	
Jack	10/04/69	###	SAC	LFL	Cessna 172	46625	Lyc.	150	0.7	1	0.7	0.7	1-NFL w/ 15 mph X-Wind	
Kappy	10/05/69	###	LFL	IAD	Cessna 172	46625	Lyc.	150	3.3	1	3.3	3.3	1-NFL	
Jack	11/28/69	###	IAD	GAI	Cessna 172	46625	Lyc.	150	1.3	6	1.3	1.3	3-NFL, 1-20° FL, 2-FFL	
Kappy	11/28/69	###	GAI	IAD	Cessna 172	46625	Lyc.	150	1.1	6	1.1	1.1	5-NFL, 1-20° FL -- (1/IAD, Radar Vector Appr)	
Jack	01/15/70	###	IAD	FDK	Cessna 172	46625	Lyc.	150	0.3	1	0.3	0.3	1-NFL/FDK	
Jack	01/15/70	###	FDK	GAI	Cessna 172	46625	Lyc.	150	1.0	4	1.0	1.0	3-NFPOL, 1-STL (NF)	
Kappy	01/15/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	1.1	5	1.1	1.1	5-NFL (4/GAI, 1/IAD)	
Jack	03/06/70	###	IAD	GAI	Cessna 172	1318F	Cont.	145	0.8	5	0.8	0.8	5 NF/FSL	
Kappy	03/06/70	###	GAI	Local	Cessna 172	1318F	Cont.	145	--	--	0.4	0.4	4-NF/FSL	
Jack	03/06/70	###	GAI	FDK	Cessna 172	1318F	Cont.	145	0.6	--	0.6	0.6	1-Procedure turn/ 2 holding pats/FDK VOR	
Kappy	03/06/70	###	FDK	IAD	Cessna 172	1318F	Cont.	145	0.9	1	0.9	0.9	1-NF/FSL	
Jack	03/24/70	###	IAD	CPK	Cessna 172	46625	Lyc.	150	0.5	1	0.5	0.5	20° FL-FS Ldg	
Jack	03/24/70	###	CPK	BAL	Cessna 172	46625	Lyc.	150	0.5	1	0.5	0.5	NF/FS Ldg/ after vectors	
Jack	03/24/70	###	BAL	CPK	Cessna 172	46625	Lyc.	150	0.4	1	0.4	0.4	30° FL-FS Ldg	
Jack	03/24/70	###	CPK	GAI	Cessna 172	46625	Lyc.	150	0.3	1	0.3	0.3	NF/FS Ldg -- 15 mph X-W	
Kappy	03/24/70	###	GAI	Local	Cessna 172	46625	Lyc.	150	--	5	1.0	1.0	5 FS Idgs, 10 mph X-W	
Jack	03/24/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	0.4	1	0.4	0.4	NF Ldg /after vectors	
Jack	05/09/70	###	IAD	PTB	Cessna 172	46625	Lyc.	150	1.3	1	1.3	1.3	20° FL-FSL	
Kappy	05/09/70	###	PTB	CRE	Cessna 172	46625	Lyc.	150	2.4	1	2.4	2.4	1-NF/FSL	
Jack	05/12/70	###	CRE	PTB	Cessna 172	46625	Lyc.	150	2.4	1	2.4	2.4	20° FL-FSL	
Kappy	05/12/70	###	PTB	IAD	Cessna 172	46625	Lyc.	150	1.3	1	1.3	1.3	1-NF-FSL / Vector Appr	
Jack	06/01/70	###	IAD	GAI	Cessna 172	46625	Lyc.	150	0.8	5	0.8	0.8	1-FFL, 1-STL, 3-NFL, all / 10 mph X-W	
Kappy	06/01/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	0.9	5	0.9	0.9	1-FFL, 1-PFL, 3-NFL, all but 1-NFL/10 mph X-W	
Jack	08/04/70	###	IAD	GAI	Cessna 172	46625	Lyc.	150	0.7	5	0.7	0.7	2-NFL, 2-20° FL, 1-FFL	
Kappy	08/04/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	1.0	5	1.0	1.0	3-NFL -- 20° FL -- 1 go around	
Jack	10/02/70	###	IAD	GAI	Cessna 172	46625	Lyc.	150	0.7	3	0.7	0.7	2-XWNFL + 1-XWSlip to Ldg/GAI (12 mph XW)	
Jack	10/02/70	###	GAI	FDK	Cessna 172	46625	Lyc.	150	0.5	2	0.5	0.5	1-NFL, 1-20° flap L/FDK	
Kappy	10/02/70	###	FDK	GAI	Cessna 172	46625	Lyc.	150	0.7	4	0.7	0.7	1 NFXWL (12 mph)/GAI, 3 NFL/FDK	
Kappy	10/02/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	0.5	1	0.5	0.5	1-NFL/IAD after Vector appr	
Jack	10/09/70	###	IAD	GAI	Cessna 172	46625	Lyc.	150	1.2	5	1.2	1.2	1-NFL, 2-STL, 2-FFL/GAI 0-wind	
Kappy	10/09/70	###	GAI	IAD	Cessna 172	46625	Lyc.	150	1.0	3	1.0	1.0	2-NFL, 1-20° FL, w/ vector radar appr IAD	
Jack	03/22/71	###	FME	Local	Cessna 172	79493	Lyc.	150	1.1	--	1.1	1.1	1.1	Currency Ride (light experience) Review Basics, Flite techniques, Careful 1231210 Exp 31 Jan 73

Flight hours by year

Hours	Pilot					Total Result
Year	1967	1968	1969	1970	1971	
Jack	72.3	30.0	21.8	12.4	1.1	137.6
Kappy	72.5	26.5	24.2	11.2		134.4
Total Result	144.8	56.5	46.0	23.6	1.1	272.0

Flight hours by AC type

Hours	Pilot	
A/C Make	Jack	Kappy
Beech Custom		0.3
Beech M St	4.2	
Cessna 150	85.4	88.4
Cessna 172	31.8	30.5
Cessna 177		0.3
Piper 140	0.3	0.3
Piper PA28	15.9	14.6
Total Result	137.6	134.4

--- First T/O or Landing ---

Jack 25		Kappy 20	
Date	Airport	Date	
07/04/69	26N	07/22/68	Ocean City Municipal Airport, Ocean City, NJ
10/04/69	44N		Sky Acres Airport, Millbrook, NY
10/04/69	7B2	10/05/69	Northampton Airport, Northampton, MA
06/01/68	KANP	06/01/68	Lee Airport, Annapolis, MD
06/02/68	KBWI	05/30/67	VORTAC on-site at KBWI: Baltimore/Washington International Thurgood Marshall Airport, Baltimore, MD
06/12/69	KCGS		College Park Airport, College Park, MD
05/12/70	KCRE		Grand Strand Airport, North Myrtle Beach, SC
03/26/68	KCXY	03/26/68	Capital City Airport, Harrisburg, PA
09/02/67	KDCA		Ronald Reagan Washington NTL Airport, Washington, DC
06/20/67	KESN	08/07/67	Easton Airport/Newnam Field, Easton, MD
06/20/67	KFDK	08/07/67	VOR on-site at KFDK: Frederick Municipal Airport, Frederick, MD
03/22/71	KFME		Tipton Airport, Fort Meade (Odenton), MD
04/04/67	KGAI	04/04/67	Montgomery County Airpark, Gaithersburg, MD
03/26/68	KHGR	03/26/68	VOR on-site at KHGR: Hagerstown Regional Airport-Richard A Henson Field, Hagerstown, MD
05/30/69	KIAD	10/22/67	Washington Dulles International Airport, Dulles, VA
05/30/67	KJYO	12/20/67	Leesburg Executive Airport, Leesburg, VA
12/20/67	KMRB	12/20/67	VORTAC on-site at KMRB: Eastern WV Regional Airport/Shepherd Field, Martinsburg, WV
12/24/67	KOBI	12/24/67	Woodbine Municipal Airport, Woodbine, NJ
05/30/67	KOKV	12/20/67	Winchester Regional Airport, Winchester, VA
07/31/69	KOMH	07/31/69	Orange County Airport, Orange, VA
09/03/68	KOXB	09/03/68	Ocean City Municipal Airport, Ocean City, MD
05/09/70	KPTB	05/09/70	Dinwiddie County Airport, Petersburg, VA
06/23/67	KSBY	08/09/67	VORTAC on-site at KSBY: Salisbury-Ocean City Wicomico Regional Airport, Salisbury, MD
11/21/68	VG18	11/21/68	Sky Bryce Airport, Basye, VA
05/31/68	W00	05/31/68	Freeway Airport, Bowie, MD
05/30/67	W18	05/30/67	Suburban Airpark, Laurel, MD (Adjacent B/W Parkway, Closed in 2017)
12/27/67	W35	12/27/67	Potomac Airpark, Berkeley Springs, WV
03/26/68	W42	03/26/68	Fallston Airport, Fallston, MD (near Towson, MD)

Abbreviations and Acronyms		Log Identifier	Airport Identifier	Description
ADF	Automatic Direction Finding	ANN	KANP	Lee Airport, Annapolis, MD
ASR	Air Surveillance Radar	BAL	KBWI	VORTAC on-site at KBWI; Baltimore/Washington International Thurgood Marshall Airport, Baltimore, MD
FFL	Full-Flap Landing	CPK	KCGS	College Park Airport, College Park, MD
NFL	No-Flap Landing	CRE	KCRE	Grand Strand Airport, North Myrtle Beach, SC
NFSL	Non-Full-Stop Landing	Davis	W50	Davis Airport, Laytonsville, MD (6 miles from GAI)
S+G	Stop and Go	DCA	KDCA	Ronald Reagan Washington NTL Airport, Washington, DC
S+S	Short + Soft Field	Dulles	KIAD	Washington Dulles International Airport, Dulles, VA
STL	Short-Field Takeoff/Landing	EAS	KESN	Easton Airport/Newnam Field, Easton, MD
TWS	Terminal Weather Service	Easton	KESN	Easton Airport/Newnam Field, Easton, MD
VOR	VHF Omni-Range (Navigation aid)	Fallston	W42	Fallston Airport, Fallston, MD (near Towson, MD)
		FDK	KFDK	VOR on-site at KFDK; Frederick Municipal Airport, Frederick, MD
		Frederick	KFDK	Frederick Municipal Airport, Frederick, MD
		Freeway	W00	Freeway Airport, Bowie, MD
		FME	KFME	Tipton Airport, Fort Meade (Odenton), MD
		FRR	KFRR	Front Royal-Warren County Airport, Front Royal, VA
		FRY	W00	Freeway Airport, Bowie, MD
		GAI	KGAI	Montgomery County Airport, Gaithersburg, MD
		HAR	KCXY	Capital City Airport, Harrisburg, PA
		HGR	KHGR	VOR on-site at KHGR; Hagerstown Regional Airport-Richard A Henson Field, Hagerstown, MD
		HRN	KIAD	Herndon's historic/former Blue Ridge airport, opened in 1929. In 1967, still operating on the grounds of the current Dulles airport (which first opened in 1962). It is since been completely erased.
		IAD	KIAD	Washington Dulles International Airport, Dulles, VA
		LEE	KJYO	Leesburg Executive Airport, Leesburg, VA
		LFL	7B2	Northampton Airport, Northampton, MA
		MAN	KHEF	Manassas Regional Airport/Harry P. Davis Field, Washington, DC
		MCAP	KGAI	Montgomery County Airport, Gaithersburg, MD
		MRB	KMRB	VORTAC on-site at KMRB; Eastern WV Regional Airport/Shepherd Field, Martinsburg, WV
		OC-NJ	26N	Ocean City Municipal Airport, Ocean City, NJ
		OCJ	26N	Ocean City Municipal Airport, Ocean City, NJ
		OCM	KOXB	Ocean City Municipal Airport, Ocean City, MD
		OCY	KOMH	Orange County Airport, Orange, VA
		Potomac WV	W35	Potomac Airpark, Berkeley Springs, WV
		PTB	KPTB	Dinwiddie County Airport, Petersburg, VA
		SAC	44N	Sky Acres Airport, Millbrook, NY
		SBY	KSBY	VORTAC on-site at KSBY; Salisbury-Ocean City Wicomico Regional Airport, Salisbury, MD
		SKY	VG18	Sky Bryce Airport, Basye, VA
		SUB	W18	Suburban Airpark, Laurel, MD (Adjacent B/W Parkway, Closed in 2017)
		Suburban	W18	Suburban Airpark, Laurel, MD (Adjacent B/W Parkway, Closed in 2017)
		WDB	KOBI	Woodbine Municipal Airport, Woodbine, NJ
		WIN	KOKV	Winchester Regional Airport, Winchester, VA

Nbr	Note
1	The log book columns headed "Classification" appear to have been repurposed (by Jack?) on or about December of 1967 (when both Jack and Kappy had received their Private Pilot's licenses) Initially, it appears, data duplicated the Dual/Solo times entered in the Dual/Solo columns under "Breakdown". After December, it appears an attempt was made to record Pilot-In-Command (PIC) and Second-In-Command (SIC) hours when Jack and Kappy flew together. The third column was eventually used to record the number of landings, and is used as such in this spreadsheet.
2	In February, 1968, the Day column of the "Breakdown" group appears to have been repurposed to reflect hours as SIC when Jack and Kappy flew together, while the Solo column was repurposed to record PIC hours.
3	Cells in the log highlighted in pink reflect temporary use following receipt of their Private Pilot licenses, as Jack repurposed several columns to better reflect hours spent as Pilot In Command, Second In Command, and Landings. The data in those cells is intentionally NOT included in the overall totals for those columns. The entries are included in this spreadsheet to reflect how the data is actually entered in the log books.
4	Many entries indicate that Jack and Kappy rented a single plane and operated out of several airports on a single "local" flight, returning to their point of origin. In such cases, the log entries typically report only the airport of origin, specifying "local" as the destination airport. Other airports visited during the flight may or may not be mentioned in the Remarks section. Each of them records in their individual logs, only the flight time during which they were operating as the PIC. Thus, an entry may show a brief flight (e.g. 0.7 hrs of local flying) but may have included operations at an airport otherwise not reachable from and returning to the point of origin in the specified duration. That is, if Dulles is 0.5 hrs from GAI, the log entry may record GAI-Local, with a total flight time of 0.5 hrs and still