



# RFC FLYER

Newsletter of the RFC-Dallas Flying Club - Addison Airport - Texas

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Summer 2007

[www.rfcdallas.com](http://www.rfcdallas.com)

## RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month (excluding December) at 7:30 PM. The meeting place is the **Addison Airport Fire Station**. Note: There are times that this location is not available. For example: When the nation is under a HIGH Security Level. The **alternate** location is at the Million Air FBO at Addison.

While there is a required bit of club business to be discussed, Dave Siciliano, RFC Safety Director and Program Chairman usually follows with an informative and entertaining program. David also organizes club excursions that are educational and safety oriented. Recently, David organized a trip to the FAA Rain Check Program at the Fort Worth ATC. Rain Check is an all day affair with a half day in class/half in the simulator separating traffic or watching those attempting. Not a lecture, it is more free wheeling Q&A discussion and hands-on event. At the invitation of RFC alum Norwood Band, Dave arranged a trip to SimuFlight where each attendee got to fly the Citation X simulator (See article in this issue).

David also arranges speakers for our meetings which have included Frank Haile, who circled the world multiple times in his Bonanza, and Scott Perdue, author and expert in unusual attitude training.

## Paralleling A Front, Or IMC to the Left of Me, Visual to the Right

*Dave Siciliano*

On my trip up to Wisconsin Thursday, there was a large cold front moving west to east: our flight path was just to the east of the leading edge of it. For a couple hours, the leading edge clouds to the frontal system was on our left and it was VFR to the right. We stayed visual the entire flight. The first photo is out the canopy. It's a bit fuzzy as some haze was just in front of the clouds. The second shot is of the Garmin 396 with the weather depiction. On board radar was clear.



## Mystery Airport

*If you can ID this airport you win a free subscription to the RFC online Newsletter*



## Thunderstorm Season is Back! Know Who's In Charge

**Roy L. Reeves**

Here is an experience relayed to me by another pilot that underscores the importance of understanding who is the Pilot In Command: "...we were flying from Little Rock, after dark. I knew that thunderstorms were approaching our route of flight and asked center for assistance in steering clear when the thunderstorms advanced more rapidly than expected. We could see the lightning off our right wing lightening up the night sky for virtually the entire trip. It was really interesting to watch.

The first controller had suggested that we proceed to a VOR southeast of Dallas and then turn north to Addison to avoid the weather. We complied. Then apparently they switched controllers without advising the second controller that we were circumnavigating the weather. The new controller then instructed me to "proceed direct Addison when able." So assuming that the weather was clear, I proceeded direct Addison. This same term is often used when you are on vectors and the controller, for example, tells you to "fly heading 180, then direct Cedar Creek when able." The statement means when you are able to navigate there with your navigational equipment, then you should proceed direct Cedar Creek. Well unbeknownst to me at the time, the statement "when able" refers not only to navigational equipment but to any condition which might prevent you from going direct at that time, including the weather. *The NTSB alert points this out as a common misunderstanding between pilot and controller.*

Fortunately we never penetrated any thunderstorms but began to pick up some of the turbulence that precedes a thunderstorm after turning toward Addison. I then asked the controller to clarify the weather and he said it was from my 12:00 to 6:00. Well I decided just to cancel IFR, turn south away from the weather, and put it down at the nearest airport. We were in the clear at the time. We landed and a few minutes later the wind picked up and the bottom fell out."

*Read more about T-Storm Avoidance in this NTSB Alert:*

[Thunderstorm Avoidance SA\\_011.pdf \(237.7 KB\)](#)

## GONE, BUT NEVER TO BE FORGOTTEN

SINCE OUR LAST ISSUE, WE HAVE LOST TWO OF OUR MEMBERS. IN SEPTEMBER, MARK COCHRAN AND HIS THREE PASSENGERS WERE KILLED IN A TRAGIC ACCIDENT NEAR TELLURIDE, COLORADO. AND EARLIER THIS YEAR, WE LOST OUR LONGEST TENURED CLUB MEMBER, OZ ASLESON, TO AN ACCIDENT IN HIS HOME. WE THOUGHT YOU MIGHT WANT TO KNOW SOMETHING ABOUT THESE CLUB MEMBERS.



### Mark Cochran

1979 - 2006

Mark, a native of Dallas, graduated Cum Laude from SMU with a B.S. in Mechanical Engineering. He was to receive his M.B.A. from the SMU Cox School of Business in December 2006. As an employee at Lockheed Martin, he was a Research Engineer who helped design and build the Stealth aspects of the Joint Strike Fighter.

An accomplished photographer and avid outdoorsman, Mark enjoyed traveling and seeking adventure. His recreational time revolved around skiing, hunting, and back packing with his father, triathlons, and flying. He pursued his passion for aviation by earning his pilots license in 1999 and later his commercial and instrument ratings.



*Mark's dad, Mike, recently ascended Wilson Peak, one of three 14,000ft peaks in view of Telluride, CO, to install this plaque as a memorial to all aboard near their final position. Find a link to more photos on page 7 of this newsletter.*



### Oz Asleson

1934 - 2007

#### *Original RFC Club Member*

Born Orvis Tilden Asleson in 1934, Oz grew up on a farm near Hanska, MN. After graduating from Hanska High School, Oz took a correspondence course on vacuum tube radios and learned how to fix car radios and televisions. He also started selling televisions.

Oz joined the National Guard, then later the Air Force. "In 1955, I joined the Air Force to go to electronics School" he said. Following his service, Oz joined Ozark Airlines as a radio Technician working on DC-3's.

January 1960, and he started at Collins as a technician and moved to Cedar Rapids Iowa. 1961, Oz was sent to Oklahoma City as a field service engineer on the Lockheed Jetstar program. His next stop was Republic Airport in Farmingdale, Long Island on the F-105 program. He lived in nearby Amityville, NY, where he learned to fly. After New York, Oz was transferred to St. Louis to work on the F-4 program. He stayed in St Louis from 1963-1978.

While in St Louis, Oz got more involved with flying. He earned all his licenses and ratings, right up to ATP, and started a flying club. When one of the Collins sales managers discovered this, Oz was offered a company Bonanza, a move to Texas and the job of selling Micro Line all over the Midwest. "I flew that Bonanza for 15 years" Oz said.

Oz also called on OEM's including Beech, in Wichita, KS. He later became regional sales manager for most of the Midwest.

Oz retired in July 2005 and for his 45 years at Collins and is survived by his wife Lois and RFC Club member and senior instructor Ken Asleson.

Fittingly, a memorial service was held at the Dallas Love Field Frontiers of Flight Museum.

More about Oz in the next issue of the *Flyer*.



**Cessna Cardinal Sports  
NEW Luxury Interior**



**The A-36 sporting her fine new paint.**

**RFC Members Fly Citation-X Sim**



Norwood sets up our flights on his dual screen computer. His options include endless "surprises."

Norwood's career includes flying the Concord, numerous B700's and a variety of business jets.

Norwood enters our flight parameters on the control panel and then briefs us on the flight. Each of us started in the right seat, then moved to left seat for the next flight



Not visible here is the realistic view out the windscreen. CAE SimuFlite has simulators like the C-X that we flew that are used to train and certify pilots on most business and airline jets.



**N87MT - RFC's Second F33-A**

Garmin GMA 340 Audio Panel/ Intercom, Garmin GNS 530 Color Moving Map GPS/NAV/COM IFR CERTIFIED, Garmin GTX 327 Transponder, Collins remote mounted DME, Collins 351/251 Nav/Com w/ GS indicator, King 525A H.S.I slaved w/ Flight Director, King KFC 200 Autopilot, JPI Engine Monitor, Horizon Digital Tach, Osbourne Tip Tanks, Avionics West AM/FM cass., Digital OAT, Dual Yoke, Hartzell 3 Blade Prop

# Bonanza Pilot Proficiency at the Alamo

Stephen Robertson

Imagine the reaction of ATC if you added 97 Bonanzas to their airspace for the weekend. That's just what happened at San Antonio International the weekend of March 2-4, 2007 as 97 pilots and their aircraft descended upon KSAT for a weekend of intensive training. The **American Bonanza Society Air Safety Foundation** was conducting one of its Bonanza Pilot Proficiency Program courses. ATC was obviously aware of the training and couldn't have been nicer welcoming each arriving Bonanza to San Antonio and directing them to the Raytheon FBO. They even seemed happy to have us to play with. The FBO shuttled us over to the San Antonio Airport Hilton which provided the classrooms and acted as headquarters for the program.

The B-Triple P, as I was to come to know it, was born of a series of accidents in the late 1970s and early '80s that earned Bonanzas the unfortunate nickname of "the Doctor Killer." The American Bonanza Society members felt a good number of the accidents could have been prevented if pilots understood how to operate their airplanes and so the ABS board decided to start a pilot-proficiency program. In 1984, the BPPP was up and running. The course combines intensive ground school on aircraft systems with A&Ps specializing in Bonanzas and Barons with procedures and one-on-one flight instruction with CFIs specializing in Bonanzas and Barons. It was, for me, a two and a half day immersion into everything about the safe operation and flying of Bonanza aircraft.

Training actually starts long before the weekend arrives as BPPP sends you a packet of information on what to expect which includes the homework assignment of computing V speeds for your specific aircraft with light, medium, and maximum weights. For example,  $V_a$  – maneuver/turbulence speed at max weight of 3400 pounds is the 134 knots as listed in the POH. But at a mid-weight of 3000 pounds representing full fuel, a pilot and passenger and some luggage  $V_a$  drops to 126 knots. At a lightweight of 2632 pounds representing just the pilot and half fuel,  $V_a$  drops to 119 knots. A number of weight and balance configurations need to be calculated as well. The end result is a better understanding of the performance envelope of the aircraft the way we actually fly it.

In San Antonio, training started at 0800 Friday morning with a continental breakfast and registration. The students are divided into two groups, initial and recurrent. First timers, like myself, receive a two inch thick training manual and classes that include those things the BPPP staff feel are critical for Bonanza pilots to know. The recurrent students attend a block of training that includes both a review of this initial material as well as new topics that are introduced each year. By 0900 we were in our seats learning By The Numbers. The instructor, both a pilot and A&P, led us

in learning the best settings in Bonanzas and Barons for the initial climb, cruise climb, cruise, cruise descent, approach descent, approach level, and go around phases of a flight.

In the next hour we went into detail on the Fuel Systems including main tanks, tip tanks, mechanical and electric fuel pumps, filters, rough running issues, and air starts (electric pump on, lean to correct flow and readjust after start, no need to use the starter motor as the propeller is spinning many times faster than it ever could). Vacuum systems were next with a discussion of a common cause of failure is the filter becoming clogged with carbon particles from the pressure pump. This section wrapped up with an examination of the Electrical Systems and Pitot-Static systems.

The third hour was spent on Human Factors and Safety starting with the fact that 84% of Bonanza accidents are pilot related. With an incident or accident being a chain of events culminating in the event, the key to breaking the chain is to recognize when you are in a pre-accident sequence. For example, one third of landing gear related accidents in Beechcrafts are caused by inadvertent gear retraction after landing and before the squat switch is engaged which may take up to half the landing roll out. This is done by pilots trying to raise the flaps to increase braking effectiveness. The instructors pointed out that any actual increase in braking effectiveness is insignificant to the risk of grabbing the wrong switch on the panel and raising the landing gear instead. Carbon monoxide poisoning was discussed at length along with the warning that hardly any BPPP course has been conducted without finding at least one aircraft with a CO leak into the cockpit. The BPPP staff highly recommends the use of some type of CO detector in the cockpit with the small stick on detectors being the least effective. Various scenarios such as no green gear down lights, fuel management, smoke in the cockpit, and cockpit resource management were discussed at length. After the provided lunch the Maneuver Gust Envelope or how not to bend the airplane was the lead off topic. There was a great deal of the science of load factors, turbulence, Bonanza aircraft design, and how the pilot should respond to various conditions. Make small control inputs, deactivate altitude hold on the autopilot, put the gear down which adds directional stability and reduces speed envelope changes without changing the G-limit. The major lesson to be learned with respect to both maneuvering and gust loads is this: when it is rough, slow down. When you are light, slow down even more. Since we had done our homework assignments of V speeds at various weights we had a good idea of how much even more was. This paid off for me in a recent IFR flight back from Arkansas. I had just come out of clouds when I ran headlong into some heavy clear air turbulence at cruise speed. As I

### ***Bonanza Pilot Proficiency, continued...***

immediately throttled back to 119 knots things smoothed out and I was switched over to Regional Approach where I heard the "big" planes complaining about turbulence and asking to slow.

The hour on the **Maneuver Gust Envelope** took us right into **Emergency Procedures for Pilots** which covered the most common emergencies encountered based upon the collective experience of the BPPP. Those are: **Cabin door unlatches on takeoff or inflight, Manual gear lowering, Alternator/electrical system failures, and Engine power loss.**

The wrap up to emergency procedures was called **Alligators** which are problems not considered common but occur with enough frequency to warrant thought. These included airframe or engine fire, split flaps, cowl or baggage door opens, flags and warning lights in the cockpit, propeller overspeed, and induction icing. **The mantra common to all emergencies is: 1) Maintain aircraft control, 2) Analyze the situation before acting. 3) Read step one again, 4) Take appropriate action**

The long first day in the classroom ended with a dissertation on the Bonanza POH and Speed Sheets and some rules of thumb based on Bonanza engineering were passed on to the students. *10° pitch up will always give you Vy, best rate of climb, for any aircraft configuration. 15° up will always give you Vx, best angle of climb. Best fuel efficiency to extend range is 120 – 130 knots at 22"/1900 rpm. Best glide is achieved by pulling the prop all the way back and pitch to best glide speed for your weight. At the single pilot light weight range this is 90 knots instead of the 105 knots listed in the POH for max weight. Just before the engine out landing push the prop full forward to increase drag and help slow the aircraft.*

That evening BPPP hosted a dinner where the staff, instructors, and students could all meet and greet. All the flight instructors were introduced and we learned a little of their background along with who their students would be. I was assigned to Dudley Potter from Phoenix, Arizona. Dudley announced that on this night he had been flying for 50 years. When Dudley and I met I told him I would be an appropriate challenge as a student since I didn't start flying until I was 50 years old. Dudley has over 15,000 hours in all manner of aircraft starting in the U.S. Air Force. He was an instructor at the Lufthansa Airline Training Center in Goodyear, Arizona where they use Bonanzas and Barons as their basic trainers. He is typical of the level of instructors BPPP uses for their program. The staff also noted the number of recurrent students some of whom have attended an annual BPPP as many as twenty-five times. The dinner presentations included a comedic skit by the staff called VOR or voice of reason that reinforced the safety issues discussed all day.

Saturday morning began with Dave Monti, an A&P and pilot whose shop only works on Bonanzas and Barons talking about Maintenance For Pilots. This included a review of the regulations and preventive

maintenance for Bonanzas including the Beechcraft Inspection Checklist. He used a series of slides to show the things most commonly done wrong by shops that don't specialize in Bonanzas and things to check during pre-flight inspection. The session ended with an in depth discussion to the Bonanza spar crack issue which the American Bonanza Society does not believe is a problem. Dave believes the cracks are simply a stress relief from a slightly misaligned airframe during construction of the aircraft. Once they occur and are properly drill stopped that stress is relieved and he has seen no further progression of cracks in his experience which goes back over twenty years.

Later that morning we were all transported to the airfield where I had a one-on-one walk around of our Bonanza with an A&P. He again showed me what to check and look for during a pre flight and why. This included such things as fuel vents, water drains, strut height, flap nuts, and trim tab bolts. When we opened the left cowl on 87MT, as a result of the morning class I recognized that the exhaust oil drip shield had been installed upside down before the A&P could comment on it. It has since been corrected. The morning continued with a group walk around of a Bonanza with Dave again reinforcing the information from the classroom with hands on the aircraft.

Lunch was a catered barbeque in the hanger and then transportation back to the hotel. The afternoon was spent on GPS, WAAS, and "GPS Poker" whereby we drew cards that caused us to make the GPS simulator perform various tasks. The day ended with a discussion of changes in the FAR's. The recurrent pilots had done their practical flying on Saturday afternoon so their weekend was over. Those of us in the initial program would fly Sunday morning.

Sunday was a cool, blustery day in the San Antonio area and we all knew crosswind landings would be in the picture. The VFR work consisted of procedures for starting, taxi, and ground checks, crosswind take offs and landings, engine management, steep turns, steep spirals and recovery, power on power off stalls, accelerated stalls, engine out procedures, slow flight, no flap landings, approach flap landings, full flap landings, and manual gear extension. Each exercise was scenario based rather than just a series of maneuvers clumped together. This qualifies as a BFR and FAA Wings Program credit. We ran out of time to complete the instrument portion but BPPP arranged for another instructor in the Dallas area to complete that section with me later.

Ron Timmermans was the BPPP instructor for the instrument portion of the course. Ron is based in Fort Worth and on April 11, met me at KADS. Being familiar with the area Ron had two possible training routes mapped out that would encompass all the challenges leading to an IPC checkout. After some ground conversation about what we would do and how we would do it we headed out again in 87MT. It was an absolutely beautiful day but foggles were in my future. Heading over to Mesquite Metro (KHQZ) we started



### ***Bonanza Pilot Proficiency, continued...***

with the backcourse 35 approach leading to a missed and the published hold which we did twice. Leaving the area on the HUBBARD FIVE DP we headed over to Greenville (KGVT). Enroute to GVT there was some partial panel work including maneuvering the aircraft using my portable Garmin 496 panel page simulating nearly a full panel failure. At Greenville it was the GPS 35 approach with partial panel ending in a missed approach and a hold at CIPEX. We then moved off and came back to do the GPS 17 approach with the full panel miraculously restored and with the autopilot coupled and intercepting the course and again flew the missed.

Heading back to Addison we set out on the FINGR THREE Arrival and simulated various vector shortcuts requiring manipulation of the Garmin 530. And just for entertainment along the way Ron threw in some unusual attitude recoveries. At Addison we asked for the ILS 33 and again flew it coupled to the autopilot to intercept and fly the ILS down to minimums where I disconnected and finished with a normal landing. All in all it was a good instrument work out and I have to

admit it had been quite some time since I'd done any partial panel work. Knowing I can safely control the aircraft with just the portable 496 panel page provides a definite comfort edge in the event of a vacuum or electrical failure.

**So is it worth \$1295? I'd have to say yes.** In my case as a low time (300 hours) pilot with just 30 hours in Bonanzas it gave me a deep immersion into flying the Bonanza. Something that you don't get with normal instruction broken up in blocks spaced days and weeks apart. The VFR work was excellent and even though I stay IFR current, the IPC challenged skills I hadn't used in a while. All the instructors in the ground and flight training are top notch and know the Bonanza inside and out. The ground school classes were relaxed and filled with humor. The material was professionally prepared and presented and learning was easy and fun. Speaking with others there for the second time or more the reasons went from, "because my insurance company requires it" to "it's my annual tune up" to "I just like the social aspect of so many Bonanza pilots together". Nearly all said they learn something new every time they attend. I would certainly do it again.

## **Introducing the RFC Safety Video Library**

Aviation is something which requires continual education, and to help our members stay educated on various safety related issues, we have introduced the ***RFC Safety Video Library***.

On the desk in the hanger (*where 4416W is stored - The combination is the same as the lockbox*) there is 3-ring binder with a number of DVDs for your viewing pleasure. For each video there is also a sign out sheet. When you take a video home, please make sure to print your name (legibly, please), sign your name, and put the date you took the video. When you return it please indicate the date returned. ***PLEASE make sure to put your name down when taking a video so we don't lose track of these. These videos are a resource for the entire club!***

### **The titles include:**

#### ***Bonanza Pilot Proficiency Program Highlights***

This video is a MUST view for all Bonanza pilots who haven't had a chance to attend the BPPP program in person.

#### ***Air Facts: GPS Techniques***

Includes a program on GPS Approaches, and on GPS enroute operation.

#### ***Air Facts: Flying Conditions & Terrain***

Covers mountain flying and Snow and Ice Covered Airport operations.

#### ***Air Facts: Advanced Equipment***

This video has four segments: **High Performance Single Engine, Turbo Chargers & Flight Level Flying, Multiengine,** and "Autopilots."

#### ***Weather Wise***

Interactive course produced by the AOPA Air Safety Foundation and the FAA, covers recent changes in ATC terminology, the limitation of ATC weather radar, and how pilots can effectively communicate with ATC to avoid convective weather.

#### ***Runway Safety***

Produced by the AOPA Air Safety Foundation, this interactive course teaches how to recognize when runway incursions are likely and how to avoid them.

#### ***Was That For Us?***

This video also focuses on the runway incursion problem, and is produced by the FAA.

**Your RFC Board of Directors hopes that you will take some time to watch these videos to expand or refresh your aviation knowledge.**

## **Club Security**

On a number of recent occasions, the Club's keybox at the airport has been left unlocked. Given the tight insurance market and the current security climate, the potential ramifications of someone forgetting to close and lock the keybox could threaten the future existence of the Club. Don't walk away from the keybox without closing and locking it.

To those of you who open the box and grab the aircraft's keys, but don't lock the box while you are doing your pre-flight inspection in case you might need some oil, PLEASE just grab a quart of oil and lock the keybox (or lock the keybox and then come back for the oil if you need it). Neither you nor we can afford to have an unauthorized person gain access to our aircraft because you forgot to lock the keybox.

"Lock Before You Walk!"

## **RFC Board of Directors & Officers**

John Rousseau, President\*  
Robert Johnson, Vice President/Membership\*  
Jim Marberry, Treasurer\*  
Robert Coppotelli, Secretary\*  
David Siciliano, Safety Officer/Program Director\*  
Steve Caruso, Operations Officer\*  
Tom Taylor, Ombudsman\*  
Mike Major, Maintenance Officer  
GH Hodges, Newsletter Editor  
Ed Wagner, Webmaster  
Tom Johnson, Instructor Coordinator  
\*Board Member

**RFC Board meetings are also open to all members, and occur at Million Air.**

RFC Dallas Website: [www.rfcdallas.com](http://www.rfcdallas.com)  
RFC Newsletter email: [rfcnews@hotmail.com](mailto:rfcnews@hotmail.com)

## **Email Addresses**

Despite our efforts to maintain a current and accurate roster of email addresses, there continues to be a few emails that are rejected by the recipients' email system as undeliverable. If you know anyone who is not receiving notices of airplane availability, etc, please have them contact us at [rfcnews@hotmail.com](mailto:rfcnews@hotmail.com). Thanks.

## **Cool Web Links**

### ***Thunderstorm Avoidance at the NTSB***

<https://login.live.com/login.srf?wa=wsignin1.0&rpsnv=10&ct=1188592926&rver=4.5.2130.0&wp=MBI&wreply=http:%2F%2Fmail.live.com%2Fmail%2FScanAttachment.aspx%3Fmessageid%3Da30cac57-0179-4799-bead-a608de6489cf%26bissafe%3DTrue%26attindex%3D0%26cp%3D20127%26attdepth%3D0&id=64855&lc=1033>

### ***Mike Cochran's photos at Wilson Peak, CO:***

[http://picasaweb.google.com/michaeldcochran/TellurideAugust2007?authkey=JH9kbb\\_wDbo](http://picasaweb.google.com/michaeldcochran/TellurideAugust2007?authkey=JH9kbb_wDbo)

### ***Air Show Journal:***

<http://www.airshowjournal.com/>

## **RFC Aircraft**

### **2007 Rates\* & Maintenance Contacts**

Rental Rates (wet); Hobbs time plus tax

Cherokee 180C ..... \$ 76/hr.. John Rousseau  
Cardinal 177RG ..... \$ 95/hr.. Bob Botts  
F-33A Bonanza 4416W ..\$146/hr.. Stuart Thompson  
A-36 Bonanza 903V ..... \$152/hr.. Stuart Thompson  
F-33A Bonanza 87MT... \$154/hr.. Stuart Thompson

\*Rates increased 2/1/07.

## **RFC Club Check-out Instructors**

Richard Aron  
Ken Asleson  
Kenneth Campbell  
Tom Johnson  
Jim Marberry  
Bob Schneider  
Stuart Thompson

*Note: Bios of instructors are available on the RFC website for your review.*

## **Membership Deposit - Initiation Fee**

### **Dues - Insurance Deductible**

Membership Deposit ..... \$500  
Initiation Fee..... \$65

Monthly Dues - Tiered dues structure:

Cherokee Only ..... \$45  
Cherokee & Cardinal Only ..... \$55  
Bonanzas, Cherokee and Cardinal ..... \$65  
Family Membership – Add..... \$20

Insurance Deductible..... \$2,500  
*(The Club Member is responsible for **all** damage to the aircraft; however, in the event of a "covered loss", the Club Member's responsibility is currently limited to \$2,500 per incident)*

## **Front Page Mystery Airport**

**Half Moon Bay Airport KHAF**, San Francisco Peninsula, CA. Elevation 66ft. Runway 12/30 5000'x150'. Prepare for rapidly developing fog.