

# RFC Dallas Flying Club

## Newsletter

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rfcdallas.com

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## What's New

### Club Meetings:

RFC monthly meetings are held the 3rd Tuesday of each month (excluding December) at 7:30 pm, at the Addison Airport Fire Station.

We have had several great speakers at our last few meetings:

**Feb:** Club member **Carlos Guillem** spoke about standardization techniques to apply in the cockpit.

**Mar:** KADS Assistant Tower Manager **Dan Schmidt** did a Q&A about tower operations.

**Apr:** **Dale Walker** from Lockheed Martin spoke about services provided by Flight Service.

### Current Best Fuel Prices (as of 5/4/16):

|                                  |            |
|----------------------------------|------------|
| Sherman (SWI) .....              | \$3.00/gal |
| Gainesville (GLE) .....          | \$3.05/gal |
| Mesquite (HQZ) .....             | \$3.10/gal |
| North Texas Regional (GYI) ..... | \$3.13/gal |
| Cleburne (CPT) .....             | \$3.20/gal |
| Denton (DTO) .....               | \$3.22/gal |

### Note from the Editor:

In response to my request for personal anecdotes about incidents and/or urgent situations, I received **so many great stories** that I will be featuring them in upcoming newsletters rather than condense them into a single article.

This newsletter features **Brian White's account** of post-incident procedures in the wake of the recent N4416W incident, **and an article by Robert Johnson** about needing to divert to an alternate airport twice in the same trip.

### RFC Aircraft Fleet Changes:

#### N4416W - down for damage

N4416W was damaged in an off-airport landing in mid-March. Thankfully, no one was injured. The FAA and NTSB have been conducting an investigation to determine the cause of this incident. No determination has been made as yet as to whether the insurance company will pay to repair N4416W or, in the alternative, declare her a total loss.

#### N87MT - no longer in the fleet

N87MT has been out of service since late February due to heavy oil consumption. After discussions between the Club and the aircraft owner, it was decided that N87MT would leave the Club's fleet. However, as set forth below, the Club has agreed to lease another F33A, N550L.

#### N550L - NEW to the fleet

N550L is a 1987 F33A with an IO550B (300HP) engine and a 3-blade McCauley prop. Some of you will remember that N550L was previously in the Club until suffering hail damage (since repaired) in June of 2012. N550L is a well-equipped F33A (check the RFC website to see a list of her equipment) and will initially rent for \$182 per hour. As is true with all RFC aircraft, prior to solo flight, you must have completed a Club Check Ride with an RFC Club Check-Out Instructor authorized for that aircraft, which Check Ride will include, among other things, completion of the current Questionnaire for N550L.

## *RFC is Getting Social*

As RFC's new Social Director, **Colin Hassell** has taken the lead on heading up social events for the Club, including pre-meeting happy hours, fly-ins and other opportunities for us to get together.

The Club's first happy hour (at least, its first "official" happy hour) was held Feb. 16 at The Lazy Dog in Addison, TX. Several club members attended and had a great time. **Photos to come for future social events!**

## *Fun Places to Fly*

As the weather grows nicer and the days grow longer, our itch to fly grows as well. Check out the list below for some fun places to fly to in the region.

**Hicks Airfield (T67)** – Beacon Café - Great breakfast

**Dallas Executive (KRBD)** – Delta Charlie's - Great food with a bar

**Lancaster (KLNC)** – Good café – Interesting aircraft including L29s and L39s – Cheaper self serve fuel

**Sulfur Springs (KSLR)** – Red Barn – local café across the street from airport (does not accept credit cards)

**Cedar Mills (3T0)** – Pelican Landing Restaurant – East/West Grass Strip on Lake Texoma – typically well-maintained, but call ahead as the field can flood and/or get soggy. Restaurant is a 10-minute walk from the field. Also, you can rent accommodations next to the runway.

**Stephenville (KSEP)** – Hard 8 BBQ – a pilot favorite

**Brenham (11R)** - Great diner on the airfield - Interesting aircraft often fly in as well

**Lake Murray State Park** - On Lake Texoma - Adjacent to golf course - State Park Lodge is nearby (a long walk)

**Lake Texoma State Park** - Also on Lake Texoma - Adjacent to golf course - State Park Lodge is nearby

**Broken Bow State Park** - Great state park with very nice cabin rentals - Requires a 15 minute cab ride from the airport to the park.

**Roman Nose State Park** - State park with golf course - the park and golf course are on an escarpment which provides nice terrain and a challenging course.

# New Certificates & Ratings

## **Heath Oakes**

Private Pilot  
Instructor: Brandon Maso

## **Shawn Madden**

Instrument Rating  
Instructor: Surry Shaffer

## **Dan Flagg**

Instrument Rating  
Instructor: Surry Shaffer

## **Kris Lonborg**

Commercial Certificate  
Instructor: Ken Campbell

## **Kris Lonborg**

Multi-Engine Rating  
Instructor: Surry Shaffer

# Keeping Our Planes Looking

## Sharp

By Larry Robicheaux (Operations Officer)

RFC has the **cleanest fleet of any club or FBO in the Metroplex** due to the diligence of our members, and as we enter Bug Season, we want to keep our planes shining.

As a group we have made great progress in keeping our fleet looking clean and sharp. We can continue this progress if each member follows up after each flight leaving the plane clean, organized, and ready for the next pilot. If you have any suggestions on what we can do better in providing supplies etc. please reach out to me (Larry Robicheaux) or John Rousseau

## Post Flight Cleaning:

**Club Supplies:** All club supplies are stored in a lock box under the patio hangar.

- **Water and Spray bottles** are for cleaning all surfaces, including windows
- **White cotton cloths:** Use to clean painted surfaces
- **Blue microfiber cloths:** Use to clean Plexi-glass
- **Red rags:** Use to check oil level
- A shop **vacuum** and extension cord are provided for use if you dirty the carpets

**Windscreen:** You may request the line person to clean the windscreen using Million Air's supplies. However, you have the **ultimate responsibility** of cleaning the windscreen.

### Pilot Cleaning Windscreen:

Club supplies for windscreen and windows are:

- **Spray water bottles**
- **Blue microfiber cloths**
- **Acrylic foaming cleaner**

*Note: When cleaning the windscreen, **do not use** the white cotton cloths, and do not use Pledge or any non-club provided cleaners.*

Spray the windscreen liberally with water, and clean using **up and down strokes** (never use circles as it will create swirls on Plexi-glass.)



**Leading Edges:** **White cloths** and **water bottles** are provided by the Club for cleaning leading edge.

- Spray the leading edges and wings, horizontal stabilizer, and vertical stabilizer, as well as the spinner, upper and lower noser bowl, and, on the Cherokee, the wheel pants and main gear fairings.
- **Wipe all bugs** off with white cloths
- If time permits, there is **Pledge spray** wax that can be applied to leading edges after cleaning to keep them slicker so fewer bugs will stick.

*Note: Using the Pledge after cleaning makes it easier for the next pilot to wipe off bugs.*

**Interior:** Use only blue cloths and water spray bottle on **windows**, white cloths and water spray bottle on **plastic surfaces such as door panels**, etc. NEVER spray any instruments or the instrument panel as it will damage the avionics.

**Stains, etc.:** Should an incident occur where seat fabric or carpet is stained, please clean the plane as best you can with water, then notify the plane owner via email or phone ASAP so it can be properly cleaned and will not cause further damage to the interior.

**After Cleaning:** Please **place all dirty cleaning rags in the dirty rags box**, one for white and blue rags and one for red rags. Paper towels will also be in the lock box for travel and checking oil level.

*A Clean Plane  
is a Happy &  
Safe Plane*



## *Guidelines for Use of RFC- Trash Can:*

- **DRY trash only.** Please empty liquids from cups prior to disposing.
- **No food** (it attracts flies and gnats).
- **Tighten caps** on oil bottles and drink bottles.
- Above all, "no used diapers."

**The Club Volunteers who haul the trash appreciate your cooperation!**



# After an Incident, What Happens Next?

By Brian White



As many of you know, I made a forced, off-field landing last month in N4416W when the engine suddenly lost power in cruise flight. Upon landing in a plowed field, the nose gear collapsed, causing damage to the prop and engine cowling. While there are many lessons to be drawn from this experience, which is a longer conversation, the question I have been asked most often is: How do the NTSB 830 incident/accident reporting requirements work in practice?

The first thing to recognize is that both the NTSB and the FAA have a role to play in the process; though, each organization is concerned with different aspects of the incident/accident. In investigating the incident/accident, the NTSB is primarily concerned with any potential design flaws that led to mechanical failures or maintenance issues with the aircraft. The FAA, on the other hand, is trying to assess: 1.) Whether or not the pilot took action that contributed to the accident, and 2.) Whether or not the aircraft was maintained in accordance with the FARs.

In my case, the incident occurred on Sunday night. The after-hours message at the San Antonio FSDO (the incident occurred near Temple) directed me to the FAA reporting hotline. When I called the hotline, I was informed that the incident had already been reported; I assume either the emergency responders or the controller I was talking to when the engine lost power made the report.

On Monday morning, I called the FSDO again, just to make sure I had satisfied all reporting requirements. The person on the phone gave me the name and phone number of the investigator working the case and told me the investigator was on his way to the crash site.

A day or two later, the first call I received was from the NTSB. The conversation lasted only a few minutes, with the investigator asking a few basic questions about the flight: 1.) Length and timeline of both the outbound and return flights; 2.) Any anomalies during either the pre-flight or engine run-up. The investigator asked for a brief email summary of our conversation, which I provided. To date, this email and the initial phone call have been my only contact with the NTSB.

A day or two after the NTSB call, I received my first call from the FAA. This would be the first of several phone calls. During the initial call, the field investigator shared his observations from his visit to the crash site and asked a more detailed series of questions about the flight. For example, 1.) How long after take off did the power loss occur? 2.) When and where did I last buy gas? 3.) What steps did I take to attempt to recover from the power loss? The conversation lasted 20-30 minutes. At the end of the conversation, the investigator told me that he intended to be present when the plane was recovered from the field.

Several weeks later after the plane had been recovered, the FAA investigator called me back to share what he had learned from his second field visit and to ask a few more questions about the flight. He also asked a few questions about the plane's maintenance history, which I couldn't answer and referred him to Stuart.

At the end of the call, the investigator asked for a brief email summarizing the outbound and return flights and requested a few basic statistics regarding my history: 1.) Total number of flight hours; 2.) Total number of hours in type; 3.) History of WINGS classes/safety seminars attended. As I understand it, the investigation will conclude with the A&P who repairs the plane reporting out his findings to the FAA.

One important point is that both the FAA and the NTSB were completely cordial, collaborative, and professional throughout the whole process. That's exactly the way it should be. At the end of the day, we all want the same thing: 1.) To practice our passion for flight safely; 2.) To learn the relevant lessons from this incident; 3.) And, to make sure we take reasonable measures to prevent incidents like this in the future. I'm happy to chat about this experience in more depth with anyone who is interested.



# Diverting to Albany

By Robert Johnson

*Written for the Twin Cessna Flyer a couple of years ago*

Sometimes trips go smoothly, and sometimes they don't. This is a story of the later kind of trip, but it also shows the flexibility of general aviation and these wonderful airplanes we fly.

A common trip for our 421 is Dallas to Saratoga Springs, NY (KADS to 5B2, about 1,400nm, for those following along with their maps at home). My wife's family has a cabin on a small lake in the area and we try to spend as much time as we can up there in the summer to get out of the Dallas heat. With the 421, it's a relatively easy 1 day trip and we routinely beat the airlines door to door.

Our travel schedule this summer was a bit crazy with two trips to NY scheduled and a weeklong cruise in the middle (yes, I know, a 1% problem... But we know we have relatively few years before our kids grow up and we are making the most of that time!). The first trip to NY was to take the kids to their camp on Lake George and of course this included a lot of camping gear and miscellaneous "stuff".



We loaded the 421 with all of the paraphernalia that a summer trip to camp involves and launched into a good weather morning. I knew the weather in the northeast might be a little dicey in the afternoon, but I figured we would deal with that when we got there.

Looking at the weather en route to Saratoga it was obvious that the cold front I had been watching was going to cause storms in the area right about when we were planned to arrive. Not much else to do other than push on and see what developed as we got closer. Two hours later the picture wasn't any better, and I had the XM weather and RDR-160 both working to give me a good view of the weather.

It appeared I had a solid gap for about 100 miles and I used that gap to head towards Saratoga.

Unfortunately, XM weather showed a big cell heading towards Saratoga and it was clear that landing there wasn't going to be an option. About that time NY Center called and said "1JT there is a thunderstorm and heavy rain at Saratoga, what are your intentions."

Hmm... Well, let's go for Albany. "NY center, we'll divert to Albany. ". "Roger 1JT, cleared direct Albany, descend and maintain 5,000". I had elected to stay high so I could remain visual and now that left me with a steep descent into Albany through bumpy clouds.

We popped out of the clouds on a high right downwind for Albany and had a nasty dark cloud off to our left (in the direction of Saratoga). We were visual, but it was time to get on the ground. I had been busy and hadn't briefed my family in the back, so they were a bit confused when we taxied up to Million Air in Albany!

The staff at Million Air was wonderful and got us into a hangar right before the rain hit so we could unload the plane and stay dry. They arranged a rental car quickly and we were on our way - Saratoga is only a 30 minute or so drive from Albany and it was time to put the airplane away for the day and drive. Later in the week I moved the airplane from Albany over to Saratoga and I used that flight to expose several friends to general aviation.



Ten days later, after enjoying the Fourth of July at the lake and retrieving our smelly but happy kids back from camp, it was time to head back to Dallas.

Most trips that I fly I have some schedule flexibility and if we are delayed by a day or so it's not a big deal. However, some trips are schedule critical and our flight home was one of these.

We packed up on Saturday morning and were planning to be back in Dallas Saturday evening - we would then have about 20 hours to unpack, do laundry, pack, and head out to DFW to catch a flight to Vancouver which would allow us to board our cruise. Of course, neither commercial flights nor cruise ships wait for passengers very often, so we really needed to get home. Anyone who flies can probably see where this story is heading...

We launched out of Saratoga into a beautiful morning, picked up our IFR clearance airborne and started our climb to FL200. As we climbed I remember thinking to myself how well the plane was performing. She was scheduled for an oil change when we got home and I didn't have any other squawks to report to my mechanic - it's good to be flying a well-maintained 421 when things are going well!

About that time as I was climbing through 10,000 ft I noticed a trickle of oil coming out of the top of the left engine. Hmm... That's not normal. Engine gauges all looked good, and I figured the oil was just due to the rain my plane had endured sitting on the ramp. Perhaps the rain had washed some oil off the engine and that was now streaming out of the top louvers.

Streaming? Hmm... Definitely not good. The trickle was now a stream and it wasn't getting better. In fact, it was definitely getting worse and there were two independent streams coming out of the top and an occasional "puff" of white smoke which I assumed (correctly) to be oil hitting something hot.

Climbing through 15,000 ft I made the call: "NY center, 1JT would like to divert to Albany - we have an oil leak in our left engine".

"Roger 1JT, turn left direct Albany, descent and maintain 5000 - do you require assistance?"

Gulp. Assistance? We all know what that means and I thought carefully about it before answering. "Negative New York, not at this time."

I chose Albany since it was close, but also because I knew the airport and they had commercial service. Worst case, we could commercial home from Albany and rescue the trip.

We began a rapid descent to Albany and I turned around and told my family what we were doing. They were a little edgy - we have never, in many years of flying, diverted for a mechanical issue - but remained calm. Later, however, my son said "Dad, I'm glad you're flying a twin!"



The landing at Albany was uneventful and other than a stream of oil on the left cowling all seemed to be good. I never had any changes in oil pressure or temperature and I elected to keep the engine running - while the leak clearly wasn't something we could fly back to Dallas with, it also wasn't going to starve the engine of oil in 15 minutes.

As we taxied into Million Air at Albany again the line crew came out, saw the oil on the left engine, and basically said "you again?" with a smile. They gave me the card of a mechanic and I called them and then pulled the left cowl. There was oil all over the rear of the engine and I feared an expensive waste gate issue. My family was calmly enjoying the inside of Million Air's lobby and I asked my wife to start looking for commercial options home later that day.

Luckily we were able to find a mechanic on a Saturday morning, and he was great to work with. I ran up the engine while he was watching, and it became clear that the problem was relatively minor - on the GTSIO engine the oil filter is remote and there was a leak in a T fitting that connected to the oil filter. After further inspection, it was an \$6.47 O ring that simply had gotten old.

Unfortunately, it became a bit of a challenge to find the correct O ring so we borrowed Million Air's crew car (a late model Mercedes!) and headed out to lunch as the mechanic searched for the correct O ring. My wife kept pushing me to see if she should book commercial or wait it out - I had faith that we could get the solved and had her hold off for the time being.

Her patience was rewarded when I got a call from our trusty helper that he had found and installed the O ring! We headed back to the airport, did a quick run up, and launched south towards Dallas. We were delayed, but we would make it home late that night and our cruise trip wasn't in jeopardy.

Even after all of this, our 421 delivered us back and forth from Dallas to upstate NY faster and more comfortably than commercial alternatives. I think we'll keep her!

# Meet Our New Members

RFC has the following new members from Jan - Mar:

- Ronald Dawes
- Brian McDonough
- Jeffie McNeal
- Bryan Rose
- Greg Gustafson
- Mark Tucker
- Jeff Peck
- Zachary Young
- Katherine Magnuson
- Jack Johnston
- Leo Cheshire
- Matthew Martin
- Thomas McClain
- Brandon Barnhart
- Jason Pate

**Here is a little background on several of our newest members.**

If you are a new member and want to share a little about yourself in an upcoming newsletter, please contact [charladumas@gmail.com](mailto:charladumas@gmail.com).



## Leo Cheshire

Leo is a 16-year-old junior at Wakeland High School and will turn 17 in May. He is working toward his Private Pilot Certificate and had 11.3 hours of powered flight time at the end of March. He has been fascinated with the pursuit of flight from a very young age and has already attended two Civil Air Patrol Academies. He recently attended the Civil Air Patrol's Powered Flight Academy in Nacogdoches, Texas, where he soloed in a Cessna 172P. Before that, he attended a Glider Flying Academy at the age of 14, where he soloed a Schweizer 2-33. He was the first in his class to solo, and as a result had an article written about him in the local newspaper which can be viewed [here](#). Leo plans to take his Private Pilot checkride in May.

## Jason Pate

Jason currently has his Private, with High Performance and Complex endorsements, and he is working toward his Instrument rating (about halfway through). He has also been flying a tailwheel recently and plans to add that endorsement later this year. Jason's initial desire to fly came from his love of travelling combined with his absolute loathing for driving. He has discovered a love of flying and the challenges that come with it. Currently Jason is a Superintendent Manager of the construction of the new Cowboys headquarters in Frisco. As he says, "If you have ever flew over on a pretty day and looked down at us, I can guarantee you I was looking up as you flew by."



## Matthew Martin

Matthew was born and raised in Whitehouse, TX (outside Tyler) and has his bachelor's degree from SMU. He currently has his Private and is starting to work on his Instrument. Matthew first caught the flying bug while at SMU. He was dating a girl from Austin whose dad had an old Beechcraft V35. Her dad would take Matthew up on the weekends and fly him home to Dallas sometimes. It only took a few flights and Matthew was hooked! He earned his Private in 2001, but unfortunately his financial situation changed shortly after graduating college and he got away from flying. After 10 years, he's jumping back in with both feet and is excited to be a part of RFC. Outside of flying, Matthew helps run sales for a bank based in New Jersey and loves to travel (has been to over 20 countries), scuba dive, and hunt.

## Meet Our New Members - continued



### Jack Johnston

Jack's first flying job was working for an airplane broker who bought bad loans from Cessna. Yes, he was a Repo man (no kidding). That led him to Alaska, where flying jobs were plentiful. For three years he flew "the bush" in Twin Otters, Sky Vans, DC-4s, DC-6s and C-119s. After that, Comair in CVG hired him to fly Metroliners. American Airlines then offered him a job in 1985 and, as he puts it, "somehow, I've stayed on for 31 years." The ride has been a good one: DC-9, DC-10, B-727, B-757, B-767, B-777 and B-787. In the picture, he is standing in a GENx 787 engine.

Jack's two sons have brought him back to G/A - they want to learn how to fly!

### Mark Tucker

Mark started flying in 1984 for fun and tried to keep it that way, but he could not pass up an opportunity to fly for the company he was working for at the time when asked if he was interested. That led to a career in corporate flying, with a brief intermission during which he flew for the airlines (and realized he preferred corporate). He has been flying for the same individual for the past 20 years out of Eagle, CO. As he says, "Not bad for a guy who graduated from MSU with a degree in Recreation." Mark moved to the Dallas area two years ago after his wife, Laura, did the commute for two years. She is an Operations Manager for a global packaging company in the metroplex. He misses living in the mountains but still gets to go back there to do his favorite thing - fly. He has an ATP, Commercial, CFII/CFI and MEI, and a few various type ratings with Falcon 50/900 being the one he is currently in. He still loves to fly the smaller planes and looks forward to getting involved in the club as much as time allows.



### Brandon Barnhart

Brandon's father exposed him to aviation from a young age: when he was an infant his dad strapped him in a car seat and took him up in a Cessna 172, much to his mother's dismay. He began taking lessons in high school and earned both his Private and Instrument the summer before starting college. Around this time, unfortunately, his father had to sell his airplane, so Brandon's flying during college was limited. He moved to Dallas after college and did not return to flying for over 10 years. Getting back into flying now, Brandon recently completed a BFR at Metroplex Flyers. While he feels like he is re-learning many things over, he also feels that age and life experience will make him a better pilot now.

**Fun fact:** "I was so anxious to fly as a child that I constructed a hang glider out of garbage bags and two-by-fours. Completely convinced of its airworthiness, I ran and dove off of a rather large hill expecting to soar into the air once my feet left the ground... Later, I attempted to climb up onto the roof of our house to duplicate this absurd experiment from higher ground."

