

# RFC Dallas Flying Club

## Newsletter

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Summer 2016

### 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.**

#### ***Recap of our last few meetings:***

**May:** Club member **Wayne Fink** spoke about securing convective weather briefings and the robust capabilities of the new [1800wxbrief.com](http://1800wxbrief.com).

**Jun:** Challenge Air CEO **April Culver** spoke about how this organization touches hundreds of lives each year.

**Jul / Aug:** In lieu of a speaker, club business was covered in addition to viewing a video titled "Instrument Flying - By The Numbers" with John Eckalbar.

### Club Security: Lock Box

**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. It's a Club rule that members are not to 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.

### In This Newsletter:

#### **Club Business - pg. 2**

Photos from the Fly Day at McKinney, featuring RFC volunteer pilots..

#### **Challenge Air - pg. 3**

Photos from the Fly Day at McKinney, featuring RFC volunteer pilots..

#### **Kaboom Town - pg. 4**

RFC celebrated the Fourth of July (albeit on July 3rd) at its annual Kaboom Town hangar party.

#### **Stories from RFC Pilots:**

##### **Lost Electrical / Lost Comms - pg. 5-6**

It's not a life-threatening emergency, but losing comms or experiencing a total electrical failure is certainly not ideal. Read real-life stories from RFC pilots who have encountered these situations, and learn from their experiences.

##### **Gear Trouble - pg. 7**

RFC pilots share their gear trouble experiences and the lessons they learned.

##### **Meet Our New Members - pg. 8-9**



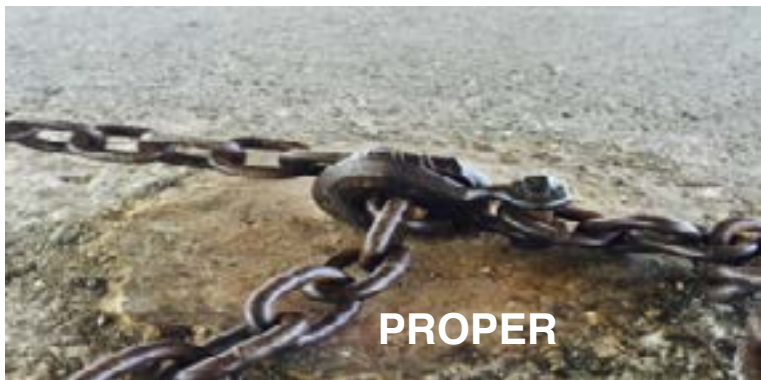
*Photo taken by Colin Hassell at Kaboom Town*

## Proper Tie Down Procedures

From Larry Robicheaux

**“I use the chain and hooks; What could possibly go wrong?”**

**Improper:** If you place the tip of the hook into the chain’s link, then the chain, if moved by wind, casual contact, etc., can dislodge the hook or the chain and hook can be pulled through the tie down ring while still attached to the chain and the plane is now able to move in high winds causing damage to one or more planes. Insurance rates go up, planes are not available and your rates to fly go up.



**Proper:** Place the hook OVER the chain’s link and snug it next to the tie down ring anchored into the pavement. This method insures the plane is secure and the chain and hook will not be dislodged in high winds. And, by placing hook as shown, the next pilot can quickly unhook the chain by pushing the hook off of the link with his/her foot.

While we have not yet had wind damage caused by improper tie down at Sierra Patio, following these procedures will help ensure we won’t going forward—Let’s all keep the cost of flying low and the availability of planes high!

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## Aircraft Scheduling

From John Rousseau

As flying has picked up, and we are operating with four (4) aircraft, it’s critical to the smooth operation of the Club that all members closely follow not only the letter, but also the intent, of your Club’s reservation policies and procedures. Remember, “Reserve only the time you need and truly intend to fly; Fly the time you reserved; and Release any used time.” And, if at the last minute you have to cancel a trip and you think others might want to know that the plane has suddenly become available (there’s almost always someone who wants one of the Bonanzas in the summertime), send an email to John Rousseau (John.Rousseau@tklaw.com) so that he can send an email to all members advising that the plane is available.



# RFC Pilots at Challenge Air

May 2016 - McKinney, Texas

Challenge Air typically hosts 2 Fly Days per year in the DFW area. CEO April Culver spoke about the organization at the Club's June meeting. For more information about Challenge Air, check out [challengeair.com](http://challengeair.com).



Inside the hangar (above)



Volunteers help one of Richard Hoofard's kids safely board (above)



Larry Robicheaux with two of his kids & their families (above & right)



Richard Hoofard with one of his kids after their flight (above)



Surry Shaffer with his proud co-pilots (above & left)



Kids' post-flight signatures (below)



# *RFC Celebrates at Kaboom Town*

From Colin Hassell, RFC's Social Director:

On July 3rd, RFC Dallas hosted its annual July 4th Weekend Celebration in conjunction with the Kaboom Town fireworks. This year, we were joined by members of the Washington University Alumni Association and had a turnout of over 150 people. A special thank you goes out to all the volunteers who helped, including: **Jim Scofield, Bruce Hanson, Surry Shaffer, John Rousseau, Kris Longborg, Larry Robicheaux, Stephen McGilvray, and Mark Waggoner** (who manned his fabulous grill on a trailer).



## *New Certificates & Ratings*

**Leo Cheshire**

Private Pilot

Instructor: Brandon Maso

**Todd Payne**

Instrument Rating

Instructor: Surry Shaffer

## Stories from RFC Pilots:

### Lost Comms & Total Electrical Failure

**Ammeter Discharge in IMC**  
- Greg Skinner



The year was 1987. I was working on my instrument rating in college. Two friends and I took N3090T to South Padre Island for spring break. The weather got bad when it was time to come home. Since I wasn't instrument rated, my dad - who was an airline pilot - came down to fly home with me. Halfway through the flight I noticed the ammeter discharging. We were dodging thunderstorms and icing conditions. Most airports were low IFR, and we elected to press on. We were not sure how long the ammeter had been discharging. We turned things off to preserve battery and told ATC about possible electrical failure. We did not cycle the ALT switch - something we should have done.

It was 400 ft overcast at Addison. After breaking out of the clouds we lost all electrical power. We should have cranked the gear down and made a no flap landing to save what battery power we had left. Looking back we were very lucky and should have found a place to land instead of pressing on. When you take a airline pilot out of his comfort zone and mix that with an inexperienced private pilot there are lessons to be learned. My dad's reaction was "I've been flying 25 years and never had this much excitement!" Once on the ramp, he took a drink of tequila that we brought back from Mexico!

### **Lost Comms on During Approach** - Dick Hyslop

It was a beautiful Sunday morning in mid-January with temperatures in the low 50s and unlimited visibility. My wife and I were preparing to return to Addison from our weekend stay in Austin. This was my wife's first flight in a single engine airplane and she was cautiously excited. As expected, the cold soaked engine took a few attempts to get started, but once it got going all checked out well. Our route of flight took us to Waco and over Cedar Creek, where we have a lake house, then direct to KADS. I had requested VFR Flight Following, and Ft. Worth center vectored us abeam downtown Dallas for a straight-in to RWY 33. PERFECT flight for my wife's first experience.

Abeam Dallas downtown, Ft. Worth Center had me switch frequency to KADS tower. As soon as I switched, BOTH Garmin 430's went blank along with my headset. RWY 33 was directly in front of me, but I couldn't talk to anyone! I descended to pattern altitude, squawked 7600, flew over the runway and entered a right downwind. Turning final I received a green light from the tower, landed, and taxied to the hangar and shut down.

I contacted the tower to check if they had received my 7600 squawk and they had. Apparently, oil had somehow leaked from the prop change into the Alternator and caused the radio failure. The lost comm procedures worked perfectly. In hindsight, I could have called the tower on my cell phone! Not sure how that would have worked, but it would have been worth a try.

My wife said that was a very nice first and **last** flight in a small airplane!!



## Total Electrical Failure at Night (VFR) - Surry Shaffer



Circa 2012, a student and I were on a night cross-country flight in VFR conditions, in the C177 Cardinal Retractable the Club had at the time. Since this was the night VFR cross-country flight required for the Commercial certificate, we were not using Flight Following. We had taken off from KADS heading east and were over the lakes when the panel started flickering. We had checked the alternator load on the ground during run-up, and it had been fine. Now we checked the annunciator light for the alternator - it was not on. The panel lights flickered, then they went completely out.

Using a flashlight, we checked the alternator circuit breaker to see if it had blown - it had not. At this point I had my student turn off the alternator/regulator and set transponder to 7600. Then I had the student turn the alternator back on, and the panel lit up for about 20-30 seconds, after which it went out again. At this point we turned off the alternator/regulator and the battery. We were not sure if we were showing any lights at the time anyway.

My first thought was to go to KHQZ and land (it was non-towered at the time). I pulled out my handheld radio and told my student to head to Mesquite. I tried the handheld but could not reach Regional Approach. Next I tried calling Approach from my cell phone. (I had their phone number from having to call them in the past to get clearance to take off from HQZ when doing Angel Flights. Normally you would call Flight Service, but Dallas Regional Approach has a special number you can call to take off from non-towered airports in IMC.) So I called them and they answered, and when I gave them our tail number they said "We're very glad to hear from you." I told them what our situation was and where we were. I stayed on the line with them the whole time. They told us to go back to KADS. Not only did they clear us back to KADS, they got a clearance from KADS Tower to land and taxi all the way back to our parking place.

On the way back to KADS we put the gear down manually. Approach asked if we had gear down confirmation. We turned the battery back on, and the gear lights flickered green for a second. We left the battery on in case our Nav lights and Beacon were showing. Approach told us that Tower said our lights seemed to be working but were very dim, and our gear appeared to be down. They told us we were cleared to land and the fire trucks had been called. (Approach was talking the Tower the whole time. We never talked to Tower; we talked to Approach the whole time.)

After landing the plane, we taxied all the way to parking, and I called Tower on the phone to let them know we had made it back to parking and thanked them for their help.

After talking to the owner of the aircraft, I learned that it was most likely a wiring issue that caused the electrical failure.



# Stories from RFC Pilots - Continued:

## Gear Trouble

### **Gear Trouble: No Green Lights** *- Jim Scofield*

Many years ago I was flying a rented Piper Arrow to Wichita Falls from Sherman Texas. My plan was to land at the non-towered Kickapoo airport, but when I put the gear down I did not get the three green lights. As a result, I diverted to nearby Shepard Air Force Base which also supported municipal aircraft but was towered. I explained the situation and asked for a tower fly-by to check my gear.

As is customary, they reported that the gear appeared to be lowered but they had no way to know if it was locked. I tried the manual lowering but all seemed to be down, so I requested to land since they had very long runways and substantial emergency staff being a previous Strategic Air Command Base. I did not declare an emergency and landed safely.

Upon inspection, I embarrassingly became aware that since this was a rental plane, the previous pilot had flown it at night, had the panel lights set low and did not re-set them where he put the plane up. In bright sunlight, the green lights were actually on, I just couldn't see them because they were dimmed.

The lesson learned is that we should check any lighting that may impact the gear lights if we do not see green lights when lowering the gear. In the Club planes (Arrow and Bonanzas), we should always check the Nav lights if we are not getting "three green," since the gear lights appear very dim when the Nav lights are on.



### **Gear Trouble: Partially Retracted Gear** *- Guy Mellick*



More than 20 years ago, I took off IFR single pilot (alone in the King Air C90) on a flight from KDMS (Des Moines International Airport). to my then home base of KMLI (Quad City International Airport in Moline, IL). After take-off as I was setting up the airplane for climb, I noticed the gear transition light was red. I tried cycling the gear but nothing happened. As I climbed above the cloud layer there was enough light that I could make out the reflection of the partially retracted nose gear on the left engine nacelle. I let departure know I had a problem and leveled off and put on the autopilot.

After getting out the emergency checklist I determined that the main gear circuit breaker was tripped. I remembered from Flight Safety training that it wasn't a good idea to try to reset it. I continued on to MLI at a speed below the gear retract speed - I think it was 130 knots. I had plenty of fuel and decided to continue to my home base at MLI. Since I had over an hour I decided to call (I had an air-to-ground telephone) the mechanic at Elliott's that maintained the plane. After a conversation with him it was decided to try to hand pump the gear to a down and locked position. He agreed that resetting the breaker shouldn't be done - it could start a fire. I pumped the gear down and got three green. I let ATC know what was going on. After shooting the approach and landing at MLI, I had a reception committee! I was escorted to parking with a fire truck on each side. Maintenance opened up the access area and confirmed that the gear motor (smaller than a soda can) had failed.

Lesson learned: take the time to analyze the situation if you have time before taking any action. Use the resources you have - even if you are alone you can talk to someone on the ground to give help. Train for emergencies: Flight Safety had gone through this same event with me in the simulator. Actually, it was harder to do in the sim than in the real aircraft.

Some good news: The MLI fire rescue didn't bill me for their service. They said it had been a slow week and they needed the training! We all need to train.

# Meet Our New Members

## RFC has the following new members from May-July:

- Todd Homan
- Jace Warner
- Josh Kleen
- Jared Felthager
- Serge Francois
- Bill Atwood
- Bruce Miller
- Michael Coyne
- Feng Zhang
- Mitchell Ponsford
- Stuart Crader
- Richard Brown
- Stephan Hundley
- David Hawkins

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



### Jace Warner

I'm a student pilot working with Brandon Maso on my PPL. On the horizon after the PPL is an Instrument rating and High Performance endorsement! I've always been fascinated with planes, and was one of those kids that would stop and stare into the sky to find the plane I could hear (in fact, I still do that today...). Outside of aviation, I enjoy scuba diving, motorsport racing, and skydiving.

The picture is of my girlfriend and me on my very first "Discovery flight", the one that finally convinced me to start my PPL.

### Todd Homan

My name is Todd Homan and I started flying at 18, earning civilian ratings through CFI/MEI at Commair Academy in Florida and the plan at the time was to go to the airlines eventually. A friend of the family convinced me to apply to the Navy as a pilot and luckily they were taking "other than the best and brightest" that day so I got a pilot slot. Over the next 10 years, I flew F-14s (GIANT muscle car - hands down the favorite) and F-18s from aircraft carriers which was an amazing experience and career. We started a family in 2006 and everything changed overnight, so I got off Active Duty and flew F-18s and F-5s in the reserves for the last 7 years or so. Reserve retirement is on the horizon so I'm joining the club to get my flying fix! In my day job I'm a Technical Sales Rep for an Additive Supplier in the Thermoplastic industry and plan on using the Bonanzas to get to some of my further appointments in Texas. A fun fact is that I am completely addicted to golf so if anyone is ever looking for a quick late afternoon round give me a call!



### Bill Atwood

I got introduced to flying through USAF ROTC at Emory University. Back then, the Air Force paid for a Private Pilot's License for pilot candidates to help decide who to send to pilot training. I went to pilot training in Del Rio at Laughlin AFB and then flew the C-141 on active duty for four years and then with the reserves for another 12 years picking up about 5,000 hours. My favorite flights were Air Evacs, flying hospital patients back to Andrews AFB from Rhein Main AFB in Frankfurt, more than a hundred times. With small planes, I have flown different types—another 500 hours or so. As a Bishop I oversee Anglican churches in places that are not easily accessible by commercial air or have really long car rides. Light aircraft make those trips much easier! Current ratings are Commercial Pilot, Single and Multi-engine (land), and L-100 jet type rating.



## Meet Our New Members - continued



### Adam Roberts

Adam is originally from Philadelphia, PA where he started flying as soon as he legally could at a young age. His interest was sparked from too many hours behind the yoke of MS flight simulator (that logbook may still have more hours in it than his real one). He and his girlfriend, Emily, recently moved to Texas in 2013 from Newport Beach, California. They had previously spent several years living in various US cities, working for GE Aviation in manufacturing operations. Here in Texas, they own a small real estate investment firm, where they rehab homes and own/operate rental properties. At GE, Adam spent time designing and building

GENx, CF-6, CFM56, CF34, and other gas turbine jet engines we rely on for air travel today. Adam enjoys getting to know the different airports and towns around Texas, and finding the best airport cafes. He currently has a private, single-engine airplane, instrument rating, and is now working to finish up his commercial rating this summer. His longer-term goal is to become a flight instructor, where he can teach others the challenge and passion behind flying.

### Bruce Miller

Bruce is an attorney with Vinson & Elkins here in Dallas, with experience in both litigation and transactional work. Law is actually his third career. After 20 years with Trans World Airlines in various in-flight and management positions in the pre-9/11 fun airline years, Bruce came to earth and spent several years in federal law enforcement before going to law school. Originally licensed in 1974, Bruce has a commercial license with ASEL/MEL and instrument ratings, and a Cessna Citation endorsement. But all of that was before law school, which sucked all the time and money away from flying. Now he's finally over that hurdle, current again, and looking forward to being part of the RFC family. Bruce also loves the open road on his Harley and boating on Grapevine Lake. Fun fact: Bruce says he has one more career left in him – running a little beach bar in the Caribbean, where he and Julie travel often looking for the perfect spot. Here he is practicing at Rum Point on Grand Cayman.



### David Hawkins

David received his Private Pilot's License in 1973 and then obtained his Instrument and Multi-engine ratings in 1979. He was fortunate to grow up in a flying household: his father was a WW2 Naval Aviator who bought his first plane in 1965 (Cessna 175). When David received his private license, his dad owned an S-35. So, after 42 total hours David went from a C-150 to the S-35. Quite the transition. His dad sold the Bonanza in 1979 and bought a C-55 Baron. It was later landed with the gear up when his dad's business partner was training with an instructor. After significant repairs, it was sold and they bought an A-60 Duke. Following the Duke, David owned an MU-2K until the mid-90's. After he sold that, he's been renting ever since.

# Club Information

## RFC Board of Directors & Officers

- President – John Rousseau\*
- Vice President of Membership – Surry Shaffer\*
- Treasurer – Jim Leverett\*
- Secretary – Kris Lonborg\*
- Operations Officer (except oil) – Larry Robicheaux\*
- Operations Officer (oil only) – Stuart Thompson
- Safety and Training Officer – Tom Johnson\*
- Maintenance Officer – Bruce Hanson\*
- Flight Instructor Coordinator – Tom Johnson\*
- Program Director – Surry Shaffer\*
- Social Director – Colin Hassell
- Newsletter Editor – Charla Dumas
- Webmaster – Ed Wagner

\*Member of Club Board of Directors

## RFC Club Checkout Instructors

- Richard Aron
- Kenneth Campbell
- Mike Howle
- Chris Hubbard
- Tom Johnson
- Brandon Maso
- Bob Schneider
- Surry Shaffer
- Stuart Thompson

*Bios and contact information for instructors are available at [rfcdallas.com](http://rfcdallas.com)*

## Current Aircraft Rental Rates (Wet)

N4746L (Cherokee) .....	\$98/hr
N314PW (Arrow) .....	\$136/hr
N3077U (Bonanza) .....	\$179/hr
N550L (Bonanza).....	\$182/hr

## Current Dues & Fees:

Membership Deposit .....	\$500
Initiation Fee .....	\$65
Monthly Dues:	
Cherokee only .....	\$45
Cherokee/Arrow .....	\$55
Bonanza/Cherokee/Arrow .....	\$65

*For more information, visit [rfcdallas.com](http://rfcdallas.com)*

## Hours Flown & Oil Usage:

Please remember to log added oil in the time sheets. The math below depends on our self-reporting.

RFC DALLAS INC - HOURS AND OIL USE 2016													
	4746L		314PW		550L		3077U		4416W		87MT		HRS MONTHLY TOTAL
	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL	
JAN	52.3	5	17.3	2	0	0	20.8	0	12.9	3	33	6	136
FEB	50	2	22.3	3	0	0	25.2	1	27.7	4	36.9	6	162
MAR	61.2	4	35.6	5	0	0	46.4	1	12.1	4	16.3	7	172
APR	58.5	4	29.4	4	28	2	40.7	2					157
MAY	45.3	4	36.6	5	37	3	42.7	1					161
JUN	81.7	7	50.4	7	83	6	30.4	2					245
JUL	82.4	10	58.8	8	71	5	64.7	1					277
AUG													
SEP													
OCT													
NOV													
DEC													
<b>TOTALS</b>	<b>431</b>	<b>36</b>	<b>250</b>	<b>34</b>	<b>219</b>	<b>16</b>	<b>271</b>	<b>8</b>	<b>53</b>	<b>11</b>	<b>86</b>	<b>19</b>	
HRS PER QT		12.0		7.4		13.7		33.9		4.8		4.5	
QTS PER HR		0.1		0.1		0.1		0.0		0.2		0.2	
													<b>HRS YEARLY TOTAL</b>
													<b>1310</b>