

# RFC Dallas Flying Club Newsletter

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rfdallas.com

Fall 2016

## Club Meetings:

### **Fall meetings:**

**Sep:** Club member **Glenn Gifford** spoke about the Bonanza Pilot Proficiency Program (BPPP).

**Oct:** Club member **Carlos Guillem** spoke about how to effectively prepare for emergencies.

**Nov:** Club member **Norwood Band** is going to speak about his experience as a flight crew member on the Concorde.

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

### **\*\*No meeting in December\*\***

RFC members are invited to Million Air's annual Christmas party. Details will be sent via email from Club President John Rousseau.

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What you didn't know about our newest plane

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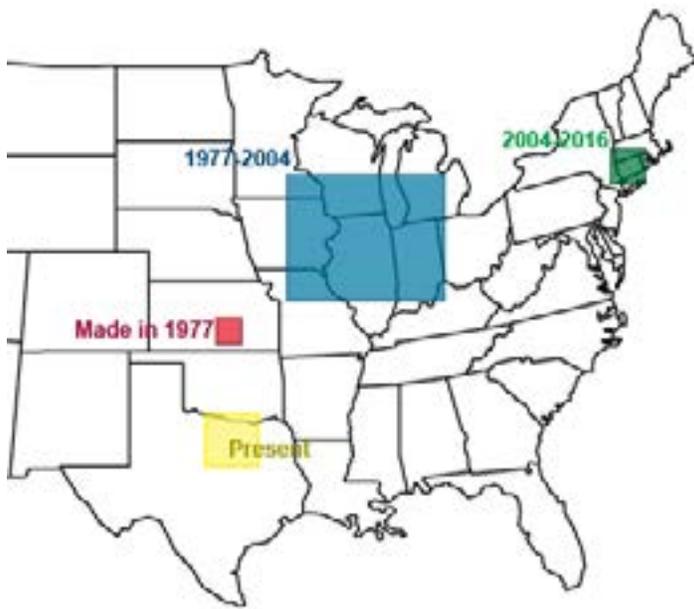


# *A Little History of RFC's Newest Plane*

## **N631S**

1977 Cessna 182Q

- Her name is derived from the original owner's birth month and year, plus his last name: June 1931, Stahl.
- She is part of the Q series. The Q series was the first series that used the "U" version of the Continental O-470 engine, which has a higher compression ratio than earlier versions of the O-470. This higher compression results in lower RPM for the same amount of horsepower produced, which in turn results in decreased maximum propeller tip speed and significant reduction in radiated noise.



- There have been 10 owners in her 39-year life. The third, fourth, and fifth owners all used the same maintenance shop, which helped her keep a consistent maintenance history. 3 of the 10 owners were businesses.
- She's had 2 major engine overhauls and 2 prop overhauls.
- She got her first major avionics upgrade in 1988, bringing her into serious IFR status.
- In 2005, shortly after her 9th owner bought her, she got another major boost to her avionics.
- For her 29th birthday (in 2006) she got a makeover: all new interior!
- For her upcoming 40th birthday, she will get another makeover: new paint!

See full equipment list at <http://rfcdallas.com/aircraftRates.asp>

# *Tribute to Bob Hoover*

*Renowned World War II Pilot, Test Pilot and Airshow Performer,  
R.A. Bob Hoover, died recently at the age of 94*

**By John Rousseau**

While Bob Hoover is well-known as the airshow performer who would pour himself a glass of iced tea while performing a barrel roll, he also played a role in the formation of the RFC Dallas Flying Club. When I met Bob 3 or 4 years ago at a benefit at Cavanaugh Flight Museum in Addison, he told me how, in 1966 when North American (whom he worked for) and Rockwell merged, that he formed company flying clubs for their employees to try to "move" the 100s of Darters and Larks that had been in Rockwell's inventory (he said the Lark was like an underpowered 172, and the Darter was like an underpowered Lark).

When Rockwell stopped sponsoring its company flying clubs in about 1977, it spun them off to their members and at least two are still in existence. There is one in Des Moines, Iowa, but the one we all know and love (at least I do) is RFC Dallas. After I introduced myself and told Bob about RFC Dallas, he leaned over and said in amazement, "It's still going on?" The rest of the story is that Rockwell also took possession in 1966 of parking lots full of Aero Commanders, many with flat tires and no paperwork. Bob Hoover said to me, "I had to fly everyone of them to get them certified."



# Drones

By Shawn C. Madden  
Ph.D., Major USMC (retired)

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



I am retired from the Marine Corps after 20 years on active duty and in the reserves. I am also retired after 20 years as a semi-retired professor. While serving as a professor I supplemented my income to pay for my flying by doing aerial photography. I did the flying and a fellow professor did the outstanding photographs. We made some money from it but mainly enjoyed flying and shooting pictures while hanging outside the window of a Cessna 172 and watching North Carolina's beautiful landscape slide past.

In my double retirement back here in Dallas, I have turned my hobby into a business. Timing has impacted this decision in that Cessna's are not as popular or cost-effective a platform as they used to be. The world has turned to drone photography. And so have I, sadly. But, I do have to admit that the versatility and economics of a drone make sense.



What has happened of late is that the drones are now downright Marine-and-Aggie-proof – helpful for me! Modern drone manufacturers have incorporated GPS and stabilization software so that you have to now work hard to crash one; get them flying and let go of the controls and they park themselves in a hover and wait on your next command. Additionally companies are popping up that will turn the everyday 'off-the-shelf' drone (\$1,000 or less in many cases) with its standard equipment into a photographic and telemetry beast. The cameras typically give 4K videos and 12meg+ still shots, and they record every height and angle with enough precision to produce highly accurate and detailed images and elevation models. Some companies are advertising that with the data and photos and a VR (virtual reality) headset, a flight of short duration can produce an onsite model that a corporate supervisor can 'walk around in' at the home office. The applications for drones range from roof inspections to crop inspections; from small sites to very large sites. And this is just the beginning of folks looking for applications.

Flight wise, what a drone offers is the ability to fly from ground level up to 400ft agl and in any number of flight patterns – orbit, straight line, terrain following and multiple parallel passes. Most modern drones also have the capability of flying and photographing indoors, restricted only by the size of the drone and the indoors. There are software companies writing code for a wide range of applications that take advantage of this kind of flight capability. The biggest restriction now is flight time, and

that, of course, is limited by battery power. Most batteries provide anywhere between 10 and 20 minutes worth of flight time for most drones. For many of the applications requiring longer flights, the software has the capability to note where the drone was when the battery needed changing and will return it to that spot to continue the mission.

The spark that has caused this rise in drones is economics. A Cessna flight with pilot or photographer typically runs around \$200 per hour and up while a helicopter begins at \$300 and up (R22 + pilot).



Commercial drone flying can be had for as little as \$75 an hour. Couple that with the flexibility a drone offers in altitude and flight patterns and you can see why the market is moving in their direction.

With the growth of the drone market and increased drone traffic, the FAA has realized that the airspace will be getting more crowded. For flying a drone commercially they had previously required a Section 333 Exemption; a formal request for the drone to be exempt from standard aircraft requirements. I have been waiting over three months for mine to come through. To ease things they have recently enacted Part 107 governing the 'pilot' requirements and specific regulations concerning the flying of drones for commercial purposes. It mainly involves regulations of how to fly in and around airspaces in an effort to prevent the big planes from encountering these very little planes. For licensed pilots it involves merely a test (mostly airspace questions), and for non-pilots it involves taking a course and then taking a test. It results in a UAS pilot's license – green plastic card just like for the regular pilot's license. For pilots it will be an additional card and not an endorsement to your other card.

The process has been an interesting one: learning to fly a drone (a tad different than a Cessna), and getting legal. I can see a drone having more applications than shooting from a Cessna; at the same time, there is still the need for 1000-foot-plus shots from the window of a 172. From my casual observation, the applications for drone flights in the realm of photography and telemetry is about to explode. For those willing to go through the process and then to comport themselves as professional pilots, there is a business to be made in a wide variety of fields. It will take someone who brings to the business a superb under-



-standing of the airspaces in place in the United States, an understanding of the fundamentals of flight (a drone is just a different airplane), and the experience to know what a good aerial shot is.

# *Bonanza Pilot Proficiency Program*

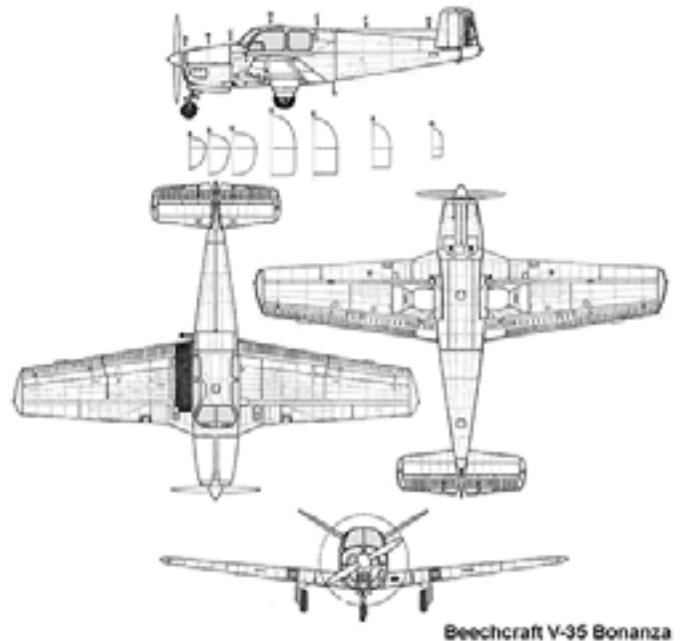
RFC member **Glenn Gifford** spoke at a recent meeting about the Bonanza Pilot Proficiency Program, or BPPP.

For those that missed his program, if you fly a Bonanza or hope to fly one in the future, this is a fantastic program worth looking into. With a thorough online portion and 4 hours of flight instruction, the BPPP can bring you to a new level of proficiency in flying Bonanzas, and a deeper understanding of this aircraft.

Join the American Bonanza Society (ABS) for \$65/year and get FREE enrollment into BPPP's online courses.

## Overview of BPPP:

- **\$65/year** for ABS membership
- **FREE enrollment** into BPPP's online courses (approximately 10 courses)
- **4 hours of flight instruction** in your Bonanza with a BPPP-standardized flight instructor, scheduled at your convenience (\$395)



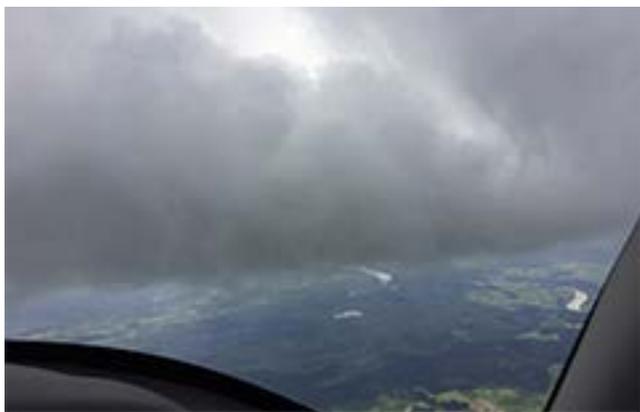
For more information, <https://www.bonanza.org/training/pilot-training>

# Stories from RFC Pilots: Trouble in IMC

## **In IMC without an Instrument Rating: Handling Feelings of Panic**

**By Ron Dawes**

In the spring of 1980, I had about 90 hours since passing my private check ride when I took a Varga Kachina 2150 (2 seat, 150HP, tandem, tricycle fixed gear, stick) from Addison over to Jasper in East Texas for a business meeting. About 3:00pm I was at the airport and readying the plane to come home. By phone, I checked with FSS (back then you could talk to an actual person) for the weather. There was a line of showers moving through across my intended course, from west to east. The briefer indicated that I could probably head southwest for a while to scoot around the south end and then come northwest or north behind them with no problem. Hoping to keep the route as direct as possible (and save money on the rental) I took off and headed west, figuring that I could pick my way along the edge. Before long the ceiling began to lower and visibility started to deteriorate. I spotted what looked like a clear bright path and headed that way. About 5 minutes later, I looked down at my sectional on my lap. I looked back up and POOF! I was inside a cloud. I had fallen for what I think the old timers call a "sucker hole".



In my mind I visualized the small headline in the Dallas paper the next day about the pilot who augered in while over east Texas. You know that little rush of adrenaline that happens after the car in front of you in 50 mph traffic jams on its brakes and you end up sliding to a stop about 6 inches from its back bumper? Well that's what hit me, but unlike the auto scenarios, it kept on coming and coming and bringing panic with it. I had never felt real panic.

I took a deep breath, started a standard rate turn to the left, kept up the instrument scan I learned in that short time under the hood during my private training, and managed to execute a 180 turn without losing control. I waited for what seemed like forever but in reality was probably less than 3 minutes and came back out to reasonably clear air. I said a few thank you prayers, turned south for 15 minutes until I was really, really, *really* sure I was clear of the weather, then I headed west until I was dead south of Dallas and headed north to Addison.

**Lessons learned:** Panic is a very real physical feeling but it can be handled if you think through it. I had never felt anything like that before. Training works if you just think and apply it. And of course, most important, don't be totally stupid and come even close to weather situations that you and the airplane are not equipped to handle.



## **Loss of Vacuum in IMC** **By Ron Dawes**

Thanksgiving Day 1986, I had about 110 hours of time since receiving my instrument rating. My wife, 4-year-old son, dog, and I were in a Rockwell Commander 114 headed from Addison to Harrisburg, IL (that's in the south end of the state). It was forecast to be soft IFR with lots of clouds, but no significant weather along the route. I filed IFR and we headed out. We stopped for a potty break and fuel in North Little Rock and then took off again. I climbed through a series of layers starting about 1000 AGL and reached clear air just below my cruising altitude of 7000 MSL. I set the autopilot and we settled back, cruising in the sun just above a solid layer.

As we approached Cape Girardeau and were listening to traffic on the Memphis Center frequency, my wife commented that since it was Thanksgiving Day, the controllers on duty must be the junior ones since the senior ones probably bid the day off. We chuckled about that.

Shortly after passing Cape, Memphis Center called to hand me off to Kansas City Center, and as I was reaching to switch the radio the plane started to roll to the left. I punched off the autopilot, leveled up, and noticed the artificial horizon was hard over. I looked at the vacuum gauge. It was on zero. Oh crap.



The weather was basically the same all the way to Harrisburg so I decided that heading back to Cape was the best choice. I explained what had happened to my wife and promised her that I'd been trained for handling a partial panel situation. I told Memphis Center what had happened, that I'd like to stay with them, what I wanted to do, and asked if I could get some help with no-gyro turns as I descended through the clouds, just to be cautious. Center asked if I wanted to declare an emergency. I thought about it. Hey after all, it's not like I have an engine fire or engine failure; it's just a partial panel situation, right? With a solid mile of clouds below me. With my entire family on board. That mental debate lasted about 2 seconds and I told Center YES. Center provided no-gyro turns back to Cape as I descended ever-so-cautiously into the solid layer below at 500 FPM. After a few more no-gyro vectors and what seemed like an eternity, we broke out about 1500 AGL, perfectly lined up and 7 miles out from Runway 10 at Cape. I thanked the "junior" Center controller profusely and he handed me off to Cape Tower. We landed uneventfully. I thanked my wife for being calm through the situation and she said that when she looked over and saw that I'd turned white as a sheet, she decided that keeping quiet was the best option for her.

Of course no repair facilities were open so my wife's folks drove down to pick up her, my son, and the dog. I got a room near the airport for the night. Next day, I got the vacuum pump replaced and flew up to Harrisburg in clear skies. A few days later we flew home, also in clear skies.

**Lessons learned:** Training works if you think and apply it. Ask ATC for whatever

# New Certificates & Ratings

**Jace Warner**  
Private Pilot  
Instructor: Brandon Maso

**Adam Roberts**  
Commercial Pilot  
Instructor: Surry Shaffer

# Meet Our New Members

## RFC has the following new members from Aug-Sep:

- Mitch Ponsford
- Karl Kulling
- Brian Hart
- Matthew Borel
- Don Eggspuehler
- James Ickes

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



### Mitch Ponsford

Mitch was born and raised in El Paso where he developed his love for aviation while flying model airplanes with his grandfather, a seasoned pilot. The minute Mitch mentioned getting his pilot's license, his grandfather found him the best instructor in town and got him set up. Mitch immediately fell in love with flying, obtained his private certificate at age 18, and his instrument rating soon after. Mitch went to Texas A&M University, got married, and moved to Arizona for dental school. He is now happy to be back in God's country and is very excited about his newborn son, Caleb.

### Karl Kulling

Karl grew up flying with his father, learning to fly out of Poughkeepsie, NY (KPOU). He soloed on his 16th birthday and passed his private pilot practical test on the day after his 17th birthday (the previous day was snowed out). Since then he has earned a commercial certificate with single and multi-engine land, and instrument ratings, as well as a flight instructor certificate with single engine and instrument ratings.

Karl moved to Dallas in 2015 from Cambridge, MA and is a value stream manager at Bell Helicopter, overseeing manufacturing of composite components for civilian and military helicopters and tiltrotors. Aside from working and flying, he plays ice hockey as a goalie and enjoys hiking in the mountains.



### Don Eggspuehler

Don hasn't started flying with the Club yet, but he plans to in the next few weeks. Don has not flown for about ten years, and before that, it'd been another ten years since he'd been actively flying. Retired now, he's looking forward to getting back in the saddle.

Done has about 550 hours in Cherokees, Arrows, and Musketeers, and he has his commercial license, single and multi-engine ratings (Cessna 310), instrument rating, and private for helicopters (Hiller 12-E). Soon he'll be current again!

# 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)*

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## Current Aircraft Rental Rates (Wet)

N4746L (Cherokee) .....	\$98/hr
N631S (C182) .....	\$130/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/182.....	\$55
Bonanza/Cherokee/Arrow/182....	\$65

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