

RFC Dallas Flying Club Newsletter

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rfcdallas.com

Summer 2017

Club Meetings:

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

Recent Meetings:

May: FAA Examiner and CFI Gerhard Deffner spoke about the new ACS guidelines for checkrides, plus his recent experience ferrying a plane across the Atlantic to Germany.

Jun: An ATC Supervisor from Fort Worth Center gave a thorough inside look into Center's realm of responsibilities and capabilities, plus insights and tips for GA pilots' interactions with ATC.

Jul: Club business was covered, including the current status of our fleet and the possible acquisition of an additional Bonanza.

Upcoming Meetings:

Aug: AOPA Director of Flying Clubs Pat Brown will speak about AOPA's involvement with and support of flying clubs.

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Pilots & Paws

Jace Warner

This year I've had the pleasure of working with the Pilots N Paws program. Through this program, I have met many wonderful, caring people (and puppies). The purpose of Pilots N Paws is to relocate dogs that are in shelters or temporary housing to their forever homes. The first Pilots N Paws dog I took was a service animal for a young special needs boy. I think the boy was more fascinated with the plane (N4746L) than with the dog, but it was awesome being able to help out all the same.



My first experience was so much fun that I immediately wanted to help out another pup as soon as I could. I logged on to the Pilots N Paws online forum, which is a very convenient way to get started with the program, and found another short-distance route that I could complete on the weekend. This dog actually got to stay with me for a night - which definitely earned me brownie points with my girlfriend. Keeping the dogs overnight isn't usual, but sometimes the people coordinating the flights will ask if you don't mind.

I flew Rosie the puppy to Oklahoma City where she was later adopted. As we all know, there isn't a better feeling than flying - but helping shelter animals get to their forever homes comes pretty close.

For more information on Pilots N Paws, check out pilotsnpaws.org



What's RFC Been Up To?

Kaboomtown was another huge success this year, thanks to Social Director Colin Hassell and all those who volunteered. Over 100 people showed up to enjoy the cookout, airshow, and spectacular fireworks!



Several RFC Club Members volunteered at the **Challenge Air Fly Day at McKinney** in April. Some volunteered as pilots while others helped on the ground. Over 100 kids with special needs experienced the unforgettable gift of flight. For more information, visit challengeair.com.



New Certificates & Ratings

(including First Solos!)

Greg Gustafson
Private Pilot
CFI: Brandon Maso

Feng Zhang
Private Pilot
CFI: Brandon Maso

Leo Cheshire
Instrument
CFI: Brandon Maso

Gregg Sayh
Instrument
CFI: Brandon Maso

Aviatrix Spotlight: Katherine Stinson

Charla Dumas

There's a special place in my heart for Katherine Stinson. Not only was she the 4th woman in the United States to earn a pilots license, but with a petite frame and youthful appearance she had to overcome a few misperceptions at the start of her career. Once in the air, she left a legacy not only as a great female pilot, but as one of the truly great aviators of her time.

Katherine first pursued flying lessons in 1911 at age 20. Her plan was to do exhibition flying to pay for piano lessons. After her first instructor wouldn't even let her touch the controls, she went to Max Lillie for instruction. Lillie refused her at first because she was a woman, but once she persuaded him to give her a "trial lesson," he was so impressed that she soloed after only 4 hours of instruction.



Upon earning her private pilot certificate in 1912, Katherine flew the exhibition circuit for a few years. Most of her exhibition flying was done in a Wright type airplane. She became a headliner for exhibition events and graced the covers of several magazines during this time.

In 1915, the Stinson family started a flight school in San Antonio. Katherine and her sister Marjorie were flight instructors while their brother Eddie was a mechanic.



In addition to teaching at her family's school, Katherine flew fundraising tours for the American Red Cross during WWI which raised around \$2 million. During these tours she set distance and endurance records in the U.S. and Canada, and she flew the first airmail in western Canada. She flew a Curtiss Stinson-Special - a plane custom built to her specifications.

The Stinson Flying School closed in 1917, at which point Katherine moved to Europe to be an ambulance driver for the Red Cross. Unfortunately, in 1920 she came down with influenza, which then progressed to tuberculosis. The tuberculosis led her to end her flying career. She later married and settled in New Mexico as a successful architect.

Her brother Eddie went on to form Stinson Aircraft Company, the manufacturer of Stinson airplanes. Stinson Airport in San Antonio is named in honor of the Stinson family.

Stinson's Achievements:

- 4th female licensed pilot in U.S.
- 1st female licensed in Wright type airplane
- 1st female to perform a loop, a manuever she performed over 500 times without incident
- Set American non-stop distance record in 1917, flying from San Diego to San Francisco
- Set Canadian non-stop distance record
- Flew first airmail in western Canada

ATC Repartee

Submitted by Glenn Gifford

A Cessna inbound at the reporting point over Manly Beach.

Tower (Female voice): "Cessna WYXD, congestion at airport approach - going to have to hold you over the Manly area."

Cessna WYXD: "I love it when you talk dirty to me."

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet.. How much noise can we make up here?"

Tower:"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

From an unknown aircraft waiting in a very long take-off queue: "I'm f...ing bored!"

Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound"

United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124..7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for take-off, roger; and yes, we copied Eastern. We've already notified our caterers."

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: " Frankfurt , Speedbird 206! Clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven." The BA 747 pulled onto the main taxiway and slowed to a stop

Ground:"Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience):"Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark -- and I didn't land."

While taxiing at London 's Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically:"God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771.. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

Hangar 7 Upgrades

Larry Robicheaux



The City of Addison, after long negotiations with RFC President John Rousseau, has made several needed improvements to Hangar 7.

Hangar Improvements:

- Floor has been sealed with an epoxy-based material for the first 10 feet, covering deteriorating asphalt that was worn down to dirt in several areas and made aircraft movement difficult.
- Floor is now level with the metal door track making aircraft entry and exit easier (no more hump!).
- Yellow guideline has been extended into the hangar to make aircraft placement and alignment easier. Rear wheel chocks have been anchored to the floor to help with alignment as well.
- Hangar door locking bar guides have been repaired, with the lower guide being re-welded and the hole in the door track being drilled deeper so that the bar is easier to secure. When the bar is properly secured you should not see the orange tip.

Pilot Dos & Don'ts:

- Always chock nose gear to prevent forward movement of aircraft
- Do not pour fuel samples onto floor. This is a major cause of asphalt deterioration.
- When securing the locking bar on the door, ensure you do not see the orange tip. The orange tip will not be visible when the bar is secured. Failure to use the locking bar means the door is NOT securely closed.

New Tug:

RFC member Robert Johnson has generously loaned the Club his gas-powered tug to use for N631S. The tug is configured for the C-182 only – do not attempt to use it with any other Club aircraft. All members being checked out in the 182 will be given instructions by a Club Instructor in the proper use of the tug. The tug will be kept on the right side of the hangar in a designated spot. Aircraft owner Grant Lee will provide fuel and maintain the tug. If fuel is needed, use the gas in the container provided. Do NOT use 100LL Avgas.

Tug Operating Instructions:

(displayed in hangar on wall above tug)

- Leave tug in Neutral when parked or starting.
- Start tug OUTSIDE of hangar.
- Use choke on motor to start (there is no primer). Note: The key must be turned to the right for the tug to start.
- Put tug in forward or reverse gear to operate.
- Practice using the tug under power before attaching to the nose wheel strut. Practicing first will help avoid damage to nose wheel paint, cowl flaps and strut.
- When attaching the tug to the nose wheel strut, do so in neutral and hand push rather than using power.
- Double-check the security of the attachment to the nose strut, then put the tug in reverse and pull straight out until the empennage has cleared the door track before turning.
- After the aircraft is aligned on the taxi way, put the tug in neutral and disconnect by pulling the tug away from the nose gear. Once disconnected, place the tug in gear to park in its designated spot in the hangar.
- Secure the hangar door using the locking bar and hasp lock to prevent theft of the tug and other Club property, as well as your car.

Once N631S is back online, we will have a beautifully painted Skylane with a fresh engine and great avionics. Please handle with care!!!

Meet Our New Members

RFC has the following new members from Mar - June:

- Joshua Cook
- Jay McBurney
- Daniel Simpson
- Anthony DeLuca
- Jason Blakeney
- Brent Tate
- Brad Hodge
- Alec Norris
- Bruce McLeod
- Darren Gardner

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



Jay McBurney

I started flying with my dad as a kid and soloed in a Super Cub when I was 17. I have my ATP, CFII, and MEI and flew for American Eagle in Miami in my twenties. I now own a medical billing business and fly on contract.

Alec Norris

I started my flight training in June of 2015 at ATP in Arlington, finished my training in March of 2016 with a CFI/CFII/MEI, and instructed with ATP for awhile. Then I started instructing with the US Aviation Academy in Denton. I've been there for about a year and I instruct in multi-engine aircraft full time. I joined the flying club to fly for fun and help me get to the airlines quicker, as I have a job with Envoy once I reach 1500 hrs. I look forward to meeting everyone in the future.



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
- Andy Miranda
- Tom Johnson
- Brandon Maso
- Bob Schneider
- Surry Shaffer
- Stuart Thompson

Bios and contact information for instructors are available at rfcdallas.com

Current Aircraft Rental Rates (Wet)

N4746L (Cherokee)	\$105/hr
N631S (C182)	\$130/hr
N1125T (Arrow)	\$136/hr
N3077U (Bonanza)	\$160/hr
N550L (Bonanza).....	\$170/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

	RFC DALLAS INC - HOURS AND OIL USE 2017												HRS / Month	
	550L		87MT		4746L		631S		1125T		3077U			
	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL	HRS	OIL		
JAN	24.1	3	38.3	4	44.6	3	38.4	5	0	0	29.0	0.0	174.4	
FEB	46.7	6	66.8	7	59.2	3	19.2	1	0	0	0.0	0.0	191.9	
MAR	51.5	5.5	64.4	4	49.4	3.5	0	0	0	0	0.0	0.0	165.3	
APR	38.7	0	49.1	5	34.8	4	0	0	0	0	0.0	0.0	122.6	
MAY	65.9	4	46.6	3	87.3	9	0	0	62.7	4.5	0.0	0.0	262.5	
JUN	39.9	4	43.3	4	55.3	5	0	0	68.9	7	0.0	0.0	207.4	
JUL	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
AUG	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
SEP	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
OCT	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
NOV	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
DEC	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	
TOTALS	266.8	22.5	308.5	27	330.6	27.5	57.6	6	131.6	11.5	29.0	0.0		
HRS PER QT		11.9		11.4		12.0		9.6		11.4				
QTS PER HR		0.1		0.1		0.1		0.1		0.1				
													HRS YEARLY TOTAL	1124.1