

RFC Dallas Flying Club Newsletter

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rfdallas.com

Fall 2017

Club Meetings:

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

Recent Meetings:

Aug: AOPA Director of Flying Clubs Pat Brown spoke about AOPA's support for flying clubs, ATC privatization, and other hot topics in general aviation.

Sep: RFC member Carlos Guillem gave an excellent presentation on Flight Discipline.

Oct: Retired Colonel Richard Graham, Wing Commander of the 9th SRW, spoke about his career flying the U-2 and the SR-71.

Nov: Operation Airdrop co-founder Doug Jackson shared the story of how this organization flew hundreds of hurricane relief missions using GA aircraft.

In This Newsletter:

Helping Hurricane Victims with GA - pg. 2
Larry Robicheaux

A Letter to a Very Special Copilot - pg. 3
Anonymous

RFC Glimpses the Eclipse - pg. 4

Strapped In - pg. 5
Charla Dumas

How to Monitor Squawks on Planes I Fly - pg. 6
John Rousseau

Passenger Safety Briefing Checklist - pg. 7

Meet Our New Members - pg. 8

RFC Holiday Party

Friday, December 8

6:30 pm

The Home of Surry Shaffer, North Dallas

~ **How to RSVP for You & Your Guest** ~

Use the link provided in your emailed invitation, or reach out to Colin Hassell directly.

Helping Hurricane Victims with GA

Submitted by Larry Robicheaux

Several RFC pilots flew relief missions and many more donated supplies through the grassroots group Operation Airdrop (OAD), which sprung up practically overnight in response to the devastation caused by Hurricane Harvey. What began as a phone call between DFW area pilots Doug Jackson and John Clay Wolfe quickly became a well-organized effort involving hundreds of pilots from multiple locales flying supplies to Houston and its surrounding communities.

RFC member Robert Johnson flew the first relief mission to Conroe on Wednesday, August 30, in his Cessna 421. At that time, word was spreading like wildfire in the pilot community to use General Aviation to bring supplies to Houston. An email went out to all RFC members on Thursday, August 31, and by Friday morning over 800 pounds of diapers, baby formula, sleeping bags, and toiletries had been brought to RFC's hangar for Club pilots to fly to Houston.



Larry Robicheaux



Surry Shaffer & Larry Robicheaux



Karl Kulling



Robert Johnson & Fellow Pilot

RFC members **Karl Kulling, Surry Shaffer, Robert Johnson** and **Larry Robicheaux** flew the first full day of Operation Airdrop into Conroe, TX. In addition to flying supplies, Robert used his Cessna 421 to move Salvation Army executives and NBAA officials to various areas around Houston, so they could determine the level of need in each area. Robert continued flying relief missions throughout the community as well.

Within 10 days over 200 aircraft from Mexico and all over U.S. had flown over 500 flights and delivered over 250,000 pounds of supplies. All flights were with small, General Aviation aircraft, showing the value of the GA community.

A Letter to a Very Special Copilot

Anonymous submission from an RFC Pilot

To be a pilot for Challenge Air is often times more rewarding for the pilot than for the young people we fly. I don't recall how many years I've been doing this, or how many young people I've flown. All I remember is convincing the person in charge of pilots to let me fly with 230 hours total. Of course this was awhile back.

One young lady I flew early on instantly became one of my favorites. She attended every North Texas event and always requested I fly her. I loved to take her up. We developed – as so many pilots do – a fun, close relationship. To listen to us banter back and forth was humorous. She would always ask me why I wasn't a better pilot or why didn't I perform a better landing. She would often turn right when I asked her to turn left, so naturally I had to give her a hard time. She would just laugh and say she would do what she wanted to. Also, she would never say "goodbye" ... it was always "later".

The reason Andee participated in Challenge Air was because at the age of sixteen she was in a bad car accident that put her permanently in a wheelchair. She could move her arms, hands and head but was paralyzed from the waist down. I learned from her parents that her biggest dream and ambition was to join the Air Force and become a pilot. In school she joined ROTC to help her towards this goal. Of course, the car accident ruined her chances of becoming an Air Force pilot, but Challenge Air allowed her to fly. She loved to fly and she lived to fly.

Even when she became too old for Challenge Air's program I would fly to Denton and take her up. One Thanksgiving week her mom called and asked if I would take her flying on Thanksgiving. My initial selfish thought was that I wanted to stay home and watch the Cowboys, but I said yes. A friend and I climbed in our Cessna 182 and flew to Denton. I took her for the longest flight ever, allowing her to take off and do nearly all of the flying.

I had not heard from her family in a couple of years and wondered about her until very recently when I saw a voicemail on my phone from her father. For some reason I knew why he was calling. I returned the call, and her mom informed me Andee had passed away that previous Monday and the funeral was Friday in Denton.

Her mother informed me that Challenge Air and I had meant so much to her, that it was the highlight of her life. She asked that I sit with the family; I felt quite honored. The minister who did the eulogy talked about Challenge Air and the pilot (thankfully not by name), and how it was Andee Wooten's Air Force. They also showed a video of us flying and joking around on the ground by the plane.

I had never given much thought to how much Challenge Air means to all the young people who go up and get to fly our planes. I just figured if the Good Lord gave us pilots the ability and resources to fly these youth, then it was our duty and responsibility to do so.

Andee Wooten and her family asked that no flowers be sent for the funeral. Instead, they asked that donations be made to Challenge Air. After the service on my way home I thought to myself, I may not have gotten many things in my life right, but I did this one.

Later Andee

A Trip With Bill

John Rousseau

The Right Reverend Bill Atwood called to ask if he could join me on the flight I was planning to St. Joseph, Missouri to watch the Total Eclipse. We took off from Addison on a beautiful Sunday afternoon and had a great flight to Johnson County Airport where I dropped Bill off for the night (while I was going to camp at Rosecrans Airport, Bill preferred camping at the Hilton). Bill's parting words were "Do you want me to pray for good weather for the eclipse?" As the forecast didn't look good for the following day, I, of course, said yes. I then flew on to St. Joseph where I joined a number of other airplane campers for an enjoyable summer evening in the Midwest.

Unfortunately, by the time Bill was able to get to the airport at St. Joseph the next morning, there was an ever-thickening overcast layer overhead. We had a great time visiting with everyone who had flown in to see the eclipse (including a couple of large business jets). But by 11:30 am when the eclipse was starting, the sky was fully-overcast, and by noon it was dark and raining. I did manage to catch one little glimpse of the beginning of the eclipse during this time. Around 12:30 one of the business jets and a Mirage took off, apparently in search of better viewing locations.



John Rousseau & Bill Atwood in Missouri

I caught up with Bill in the FBO just before 1:00 pm where he was holding court with an Air Force pilot, an EMT, a Border Patrol officer and a local police officer, all of whom seemed to be enthralled with our flying reverend. While the sky was still very overcast and dark, the total eclipse was scheduled to start at 1:06 pm, so we all started to gather outside. We couldn't see a thing. And while it was probably less than a minute until the total eclipse was to start, it was still very light out. And then it happened: seconds before the total eclipse, a hole in the overcast opened up just long enough for us to see the "diamond ring," and then the sun disappeared behind the overcast. Moments later it truly got dark. While I was now glad that I'd said "yes" when Bill asked if I wanted him to pray for good weather, I was hoping for more. And we weren't disappointed – over the next 3 minutes we were treated to a number of glimpses of the totally eclipsed sun through breaks in the overcast layer. The guys with whom Bill had been holding court in the FBO were amazed – one even asked Bill to pick some lottery numbers for him. When we got back to Addison, and I thanked Bill for joining me on the trip. He responded "if I hadn't gone, you wouldn't have seen the eclipse." All I can say is that I'm taking Bill with me to see the next [Total Eclipse of the Sun](#).



RFC Pilot Greg Carr also flew to see the eclipse:



Greg Carr in Tennessee

Strapped In

Charla Dumas

I'll admit it: up until recently, I treated shoulder straps and harnesses as optional, as something to wear during checkrides or when flying with passengers. But when my dad had to put his Piper Tri-Pacer down in a field after losing power while flying pipelines, the number one thing he wished he'd had in that moment (besides power) was a shoulder harness.



Fortunately, he walked away, and a permanent scar across his forehead is a small price to pay in such a circumstance. He spent most of the day in the hospital getting tests and scans to ensure there was no brain injury, and he spent the next several days resting and keeping his head wrapped in thick layers of gauze.



When Surry and I flew to East Texas to visit him the evening after the crash, he recounted the event with his usual humorous flair. Leave it to my dad to talk about his plane crash and make jokes at the same time. But at the end of the tale his eyes narrowed and his tone became more serious when he said, "I want every plane I ever fly now to have a shoulder harness, or at least a shoulder strap. If I'd had a harness I probably would have walked away without a scratch."

Noted, Dad. It's no longer optional for me, and I hope by sharing your story I encourage other pilots to strap in fully each time they fly.

New Certificates & Ratings

(including First Solos!)

Kris Lamberth

Commercial Multi &
Instrument
CFI: Stuart Thompson

Bryan Kutcher

CFI
CFI: Surry Shaffer

Zachary Young

Private Pilot
CFI: Brandon Maso

How to Monitor Squawks on Planes I Fly

John Rousseau

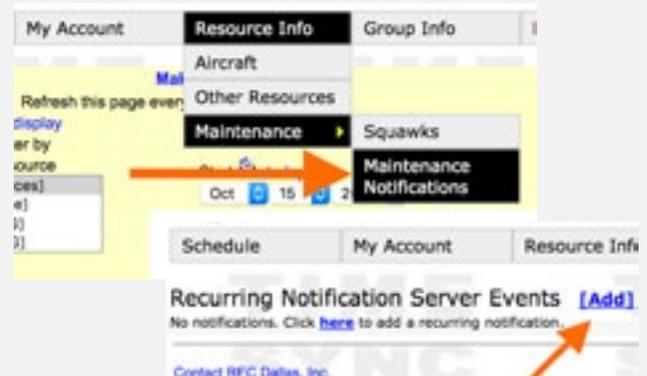
As you know, while the squawk list in the time sheet book in each Club aircraft is the Club's primary record of open squawks on that aircraft, Club members also now have the ability to enter squawks in ScheduleMaster to make it easier for everyone to check the status of open squawks on each aircraft.

So how do I do this?

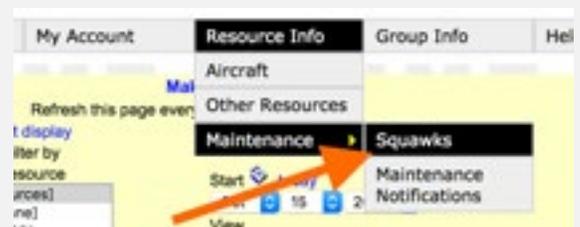
First, when you log in to ScheduleMaster and view the Schedule page, if an aircraft has one or more open squawks there will be a **triangular symbol** next to its N number. Click on this symbol to see the open squawks on that aircraft.

(2 hour time-blocks)	Sun 10/15/2017			
	12am	8am	4pm	12am
550L, BE-F33A \$170	KLEEN			
▲ 4746L, PA2B-180 \$105		HES		
▲ 6315, C182B \$130	[Red bar]			
▲ 4746L, PA2B-180 \$105				B

Second, you can receive **email notifications** from ScheduleMaster about squawk activity for the aircraft you fly. To do this, select "Maintenance Notifications" (under "Resource Info" > "Maintenance"). Then select "Add" and make your selections for the aircraft and type of notification.



Third, if you haven't signed up for email notifications (see prior paragraph), but you want to see why a particular squawk was closed, you can do the following: select "Squawks" (under "Resource Info" > "Maintenance"), then select the aircraft and date range to view the squawk history,



Please remember, for safety reasons, the squawk list in the aircraft is the Club's primary record with respect to squawks, so **all squawks must be entered on the squawk list in the aircraft**. In addition (but not in lieu thereof), the Club's preference is that all squawks also be entered into ScheduleMaster. If you are unable to enter a squawk into ScheduleMaster, you must notify the Club Maintenance Officer and/or the aircraft owner.

Passenger Safety Briefing Checklist

Submitted by Larry Robicheaux

Passenger SAFETY Briefing

S Seat belts fastened for taxi, takeoff, landing.
Shoulder harnesses fastened for takeoff, landing.
Seat position adjusted and locked in place.

A Air vents (*location and operation*).
All environmental controls (*discussed*).
Action in case of any passenger discomfort.

F Fire extinguisher (*location and operation*).

E Exit doors (*how to secure; how to open*).
Emergency evacuation plan.
Emergency/survival kit (*location and contents*).

T Traffic (*scanning, spotting, notifying pilot*).
Talking (*"sterile cockpit" expectations*).

Y Your questions? (*Speak up!*).

For a more detailed version of this approach to the passenger safety briefing, see page 8 January/February 2007 issue of FAA Aviation News which can be found here:

http://www.faa.gov/news/safety_briefing/2007/media/JanFeb2007.pdf

Meet Our New Members

- Eddy Suwannapeng
- Chris Hutchins
- Cliff Brown
- Joe Alexander
- Paul Amacker
- Edward Stevens
- Andrew Burkig
- Jarret Bellin
- Chris Hess
- Stue Carpenter
- Marko Zivanic
- Jonathan Schneider
- Chris Hodgens
- Nadar Hassan
- John Burruss

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



Jarret Bellin

I'm 19 years old from Hudson, Ohio. I just started college as a Freshman at SMU, and I'm double majoring in Finance and Spanish. I fell in love with flying when I was 8 years old, and I spent most of my free time playing flight simulators online to gain as much knowledge as I could. I started flight training when I was 14, got my private certificate at 18, and I hope to get my instrument rating in the near future. I'm looking forward to flying in new, busy airspace.

Chris Hodgens

I am originally from Waco, Texas. I started flying out of high school at T.S.T.C. I flew corporate for a bit until flying for Continental Express. I flew there for 8 years until I got hired by Southwest Airlines in 2008. I am married to my wife Connie, and we have 3 children.



John Burruss

I am originally from Amarillo but spent almost 30 years in Houston before recently moving to Dallas. My intent was to start flying lessons at 40 but I missed that by over a decade! Better late than never, the lessons started at American Flyers in June and I earned my Private certificate last Saturday the 11th. It is exciting to have the Club available here in Addison and it will be a great privilege to work with the member-educators to advance my skills and ratings.

Marko Zivanic

I was always a big aviation fan, spending countless hours playing simulation games and reading about aviation. So when I first had an opportunity to pursue my Private Pilot License, I did so without hesitation. Even though I initially did not plan on acquiring advanced ratings, my passion for aviation kept driving me, and I now have my Commercial and CFI/CFII/MEI licenses. I currently work as a CFI at a flight school in Addison, in addition to my other job in the IT industry. I joined RFC to meet fellow aviators and have an opportunity to gain experience in the Club's high performance aircraft as I work toward my ATP.



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