

# RFC Dallas Flying Club

## Newsletter

Spring 2018

Editor: Charla Dumas

### 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

**Jan:** Addison Airport Operations Manager **Joe McAnally** gave a very interesting talk about the history, current operations, and long-term plans for Addison Airport.

**Feb:** We watched the first half a video entitled Bonanza Pilot Proficiency Program Highlights, produced by the American Bonanza Society.

**Mar:** RFC member and Bonanza owner **Stuart Thompson** discussed the Dos and Don'ts when flying the F33A Bonanza.

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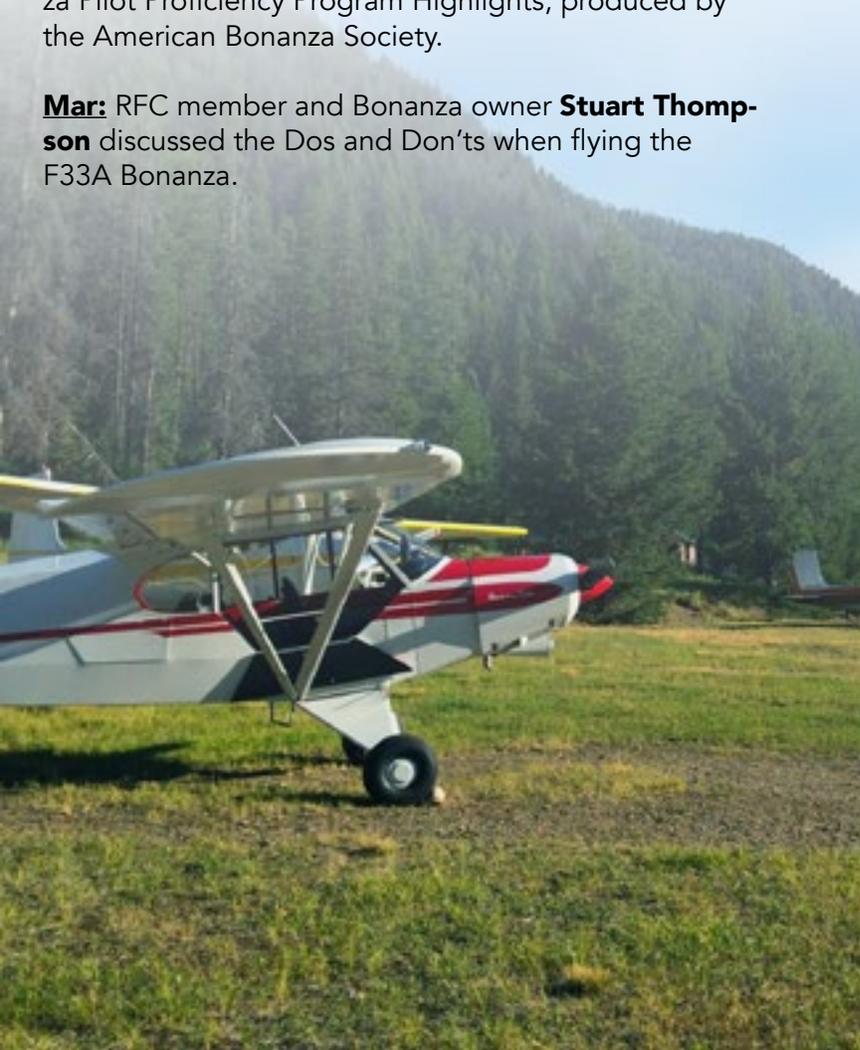
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\*Includes a special report on the 2018 Board of Directors Election

### RFC Communication Reminder:

Remember to update your information both in Schedule Master **and** with the Club Treasurer when you have changes to any of the following:

- Phone number
- Address
- Email
- Emergency contacts
- BFR Date
- Credit card on file, including new Exp. Date  
- Inform Jim Leverett of card changes. Card info is not in Schedule Master.

Keeping this information updated helps ensure you get pertinent Club information and billing information in a timely manner. Most important, it ensures you can be contacted in case of an emergency.



# Seaplanes: Way Too Much Fun For Words

Pat Brown, AOPA Ambassador

One of the things on my bucket list has been to get my Seaplane Rating. Finally, in the fall of 2017, all the stars aligned. I went to ProMark Aviation in Burnet, TX, which has a sweet 1947 Super Cub on amphibious floats. Tres Clinton was my instructor; Ken Wittkiend, in addition to being the owner of ProMark, was the DPE who did my checkride.

I gotta tell ya ... Getting my seaplane rating was the most fun I've ever had. Way more fun than anything I've ever done with an airplane. After an excellent briefing on the course, Tres and I headed south to Lake LBJ. On takeoff we'd raise the gear and say, "We are now a seaplane." In flight the Super Cub on floats flies pretty much like any airplane, but those floats DO require some extra rudder work in the air. On final approach we'd make sure the gear was UP. "Gear Up? Check!" That first landing (I think it should be called a 'watering') was thrilling beyond words.



It's really weird at first to be lining up on final and see nothing but water in the windscreen! But the actual landing is not much different than a land landing. Assume a slightly nose up pitch at the round out because landing flat is bad. The nose up pitch is not really a 'flare,' per se; you just pitch up slightly and be patient. At touch down, ease the stick all the way back and close the throttle. The plane will come down off the step pretty quickly and there you are! Drop the water rudders, leave the engine at idle, and taxi to your destination. If that's too slow, raise the water rudders, apply full throttle to get up on the step, then step-taxi.

A typical course covers the various types of takeoffs and landings: confined areas, glassy water, rough water, and crosswind. It also covers docking and beaching. The checkride is, well, the checkride. This is not an 'endorsement', so you have to fly with a DPE. Ken made it fun, and I didn't feel any pressure because Tres had prepared me so well. The total time it took was 11 hours, including the checkride. The total cost was \$2,395.00, which also included the checkride.

I went back a couple of weeks ago, and I'm going back again next month. It's that addicting!



# Recent Events



## RFC HOLIDAY PARTY DEC 2017



Colin Hassell with girlfriend Brandi



Tom Allen (left) and wife Shelia, with Brandon Bolio and Robert Coppotelli



Adam Roberts ... looking classy!



Bishop Bill Atwood and wife Susan, with Surry Shaffer



Bruce Hanson with girlfriend Berta



Zach Young with girlfriend Jessica



Zach Young, Larry Robicheaux, and Bruce Hansen's girlfriend Berta



Charla Dumas with Surry Shaffer



Colin Hassell, Surry Shaffer and Robert Haggard



Stuart Crader with date Heather (right) and Adam Robert's girlfriend Emily (left)

# New Certificates & Ratings

(including first solos)

## Mike Elkheir

Multi Engine Instrument  
CFI: Stuart Thompson

## Kyle Smith

Multi Engine Instrument  
CFI: Stuart Thompson

# Aviatrix Spotlight: Night Witches of WWII

Charla Dumas

Imagine the following scenario...

*You're a WWII Russian bomber pilot. Every night your mission is to fly to altitude near a Nazi encampment, kill the engine, and glide silently to the bomb release point. You then drop your 2 bombs and restart your engine to get out as fast as you can. Your plane is an open-cockpit wood-and-canvas trainer with a maximum airspeed of just 82 knots. You have no radar, no defense ammunition, and no parachutes, but you'll almost always be dodging enemy fire during your mission. Oh, and since your flimsy plane can only hold 2 bombs at a time you need to repeat this mission anywhere from 8 to 18 times per night.*



Welcome to the 588th Night Bomber Regiment of the Soviet Union, one of three all-women Air Force units created under Stalin during WWII. The Germans dubbed them "Night Witches" due to their tactic of gliding to the bomb release point, virtually unseen and unheard like a witch on a broomstick. From 1942 until the end of the war, these women completed more than 30,000 missions and dropped more than 23,000 tons of bombs on Nazi Germany. They became so dreaded that any German who shot down a Night Witch was automatically awarded an Iron Cross.

The squadron was led and trained by aviatrix Marina Raskova, the "Amelia Earhart" of the Soviet Union. Their slow, obsolete Polikarpov Po-2 aircraft were built in 1928 and meant for training and

crop-dusting. With a maximum airspeed that was slower than the stall speed of a German bomber, the women quickly learned that they could outmaneuver the enemy using tight turns and dives, while the larger bombers were still trying to complete a 180-degree turn.



Every night approximately 40 pilot-and-navigator crews flew multiple bombing missions over Nazi encampments, supply depots, and base areas. When the Germans started using searchlights, the Night Witches would send two planes toward the light to attract the enemy, then immediately separate and frantically maneuver to avoid being shot down. Meanwhile, a third pilot would silently dive in and bomb the distracted Germans. They would repeat this tactic until all three planes had dropped their bombs, then fly back to re-arm.

All missions were flown in the middle of the night with a map and compass as their only navigation tools. The fact that they almost always flew through enemy fire was no small concern given the susceptibility of their wooden planes to igniting. They often returned with bullet holes in their planes, helmets, and maps, and in cold weather they would get frostbite from being in an open cockpit.

This regiment became the most highly decorated all-women unit in the Soviet Air Force, with 24 of them earning the prestigious "Hero of the Soviet Union" title. Rising above a number of obstacles and handicaps, they became known as formidable bombers with nerves of steel, all while decorating their planes with flowers and using their navigation pencils as eyeliner.

# Support Your Local Pilot Shop

Larry Robicheaux

Fellow pilots, where do you buy your flying supplies? Amazon? Sporty's? Pilot Mall? Aircraft Spruce? What about when you need a chart, adaptor, or something else on short notice?

We are fortunate to have one of the best – and one of the only – pilot shops in the DFW metroplex: **Addison Pilot Shop**. Based at Westgrove and Addison Rd, it's in our backyard.

Addison Pilot Shop has been a part of our aviation community for over 25 years, serving the needs of the DFW market with a complete selection of everything from headsets to charts to training materials to aviation-themed gifts. Brenda Shults, co-owner of the shop, is a Texas girl through and through from her Stetson straw hat to her Tony Llama boots. She's also a U.S. Army veteran to boot. Always quick with a smile and very knowledgeable about what we need as pilots, she is a HUGE asset to our flying community.



In a recent conversation with Brenda she shared how much chart and approach plate sales have declined since the advent of EFB's, and how this decline has cut into the revenue of her shop. Retail is a tough gig with low margins, high cost of inventory and long hours.

It's easy to shop online, and you might not have to pay taxes, but who can you talk to at an online business? Who will wait until after closing when it's Friday afternoon and you need something for that Saturday crack-of-dawn flight? Who will research an out-of-stock item and order it for you, and even call you the day it comes in? This is exactly type of service the Addison Pilot Shop prides itself on. Brenda has done all of these things and more to help her customers get what they need.

Addison Pilot Shop is a fantastic local resource with competitive prices and excellent customer service. Check it out and see for yourself!

## Editor's Note:

Brenda graciously donated aviation gear and gift cards for our Holiday Party door prizes. In my experience she is a truly enthusiastic and knowledgeable supporter of the aviation community based at KADS.

# Meet Our New Members

A few of our recent members shared their bios, below.

## Marshall Stiles

My grandpa is to blame for getting me into aviation. My first general aviation experience was wearing a head-crushing, green-sided headset (guess the brand), sitting in the blue fuzzy bench seat in the back of his Cessna, and taking off from the grass strip on his cattle ranch. How's that for reminiscing? Since then, I have wanted my private pilot's license and managed to achieve that goal in May of 2017. I took flying lessons at Rocky Mountain Metro Airport (KBJC) during my last semester at The Colorado School of Mines, where I earned a bachelor's degree in Petroleum Engineering a week after getting my pilot's license. I am originally from Argyle, TX, and currently work as a Petroleum Engineer for Denbury Resources in Plano, TX.



## John Awezec



My aviation interests began at a young age. My Dad flew heavy bombers in WWII, and growing up my bedroom was filled with pictures and models of aircraft he had flown in the service. While I was always interested in general aviation, it wasn't until moving to Alaska that I decided it was time to learn to fly. I completed Part 141 flight training at

Anchorage's Merrill Field, a great place to learn to fly. The airspace was complicated as Anchorage International, Elmendorf AFB, Fort Richardson Army Air Base, and the Campbell Lake and Lake Hood Float Plane Bases are all within 12 NM of each other. Needless to say, I committed every Merrill departure and arrival procedure to memory. Over time, I have added SES, Instrument, and Commercial

# All New Members

from Nov-Jan

Abdiel Rojas

Marshall Stiles

Christopher Wood

Loy White

Trent Dennington

Todd Wallace

Donald Setzco

John Awezec

Robert Haggard

Robert Mortan

Kenny Pathomkasikul

# Club Information

## 2018 Board of Directors Election

### A Special Report from John Rousseau

The RFC Board of Directors is comprised of 7 members who each serve a 2 year term. In even-numbered years, the terms of 4 Board members expire and their seats come up for election, and in odd-numbered years, the terms of the remaining 3 Board members expire and their seats come up for election. At the February general membership meeting, I appointed both Robert Coppotelli (chair) and Stuart Crader to serve on the Nominations Committee. The Nominations Committee contacted the 4 Board members whose terms were expiring and determined that each of those 4 Board members would be willing to serve another term (as each of them, in my opinion, has been doing a great job, I took this as very welcome news). At the March general membership meeting, Stuart Crader reported that the Nominations Committee was nominating a slate comprised of the 4 Board members whose terms were expiring and then opened the meeting for nominations from the floor. After no additional nominations were made, nominations were closed and, pursuant to the Club's Bylaws, the 4 candidates put forth by the Nominations Committee were deemed elected. Please give your thanks to Bruce Hanson, Tom Johnson, Kris Lonborg and Surry Shaffer for their service the last 2 years on the Board and please give them your support in the coming 2 years.

## Board of Directors & Officers

**President:** John Rousseau\*  
**Vice President:** 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

## Checkout Instructors

Richard Aron  
Kenneth Campbell  
Mike Howle  
Andy Miranda  
Tom Johnson  
Brandon Maso  
Bob Schneider  
Surry Shaffer  
Stuart Thompson

Visit [fcdallas.com](http://fcdallas.com) for bios & contact information.

## Current Aircraft Rental Rates (Wet)

N4746L (Cherokee) .....	\$105/hr
N631S (C182) .....	\$130/hr
N1125T (Arrow) .....	\$136/hr
N87MT (Bonanza) .....	\$160/hr
N550L (Bonanza).....	\$170/hr

## Current Dues & Fees

Membership Deposit .....	\$500
Initiation Fee .....	\$65
Monthly Dues:	
Cherokee only .....	\$45
Arrow / 182.....	\$55
Bonanza.....	\$65

Visit [fcdallas.com](http://fcdallas.com) for more information.

