



# Redstone Arsenal Flying Activity Monthly Newsletter

Redstone Arsenal  
Flying Activity 

ISSUE 6-2006  
June 2006

## HISTORY OF REDSTONE ARMY AIRFIELD

Our Flying Activity has been in existence for almost a half-century! It was organized in 1957. Charter members (if any) please step forward and be recognized! We are considering ways to observe this milestone with special programs and functions throughout the year 2007. Your suggestions are solicited.

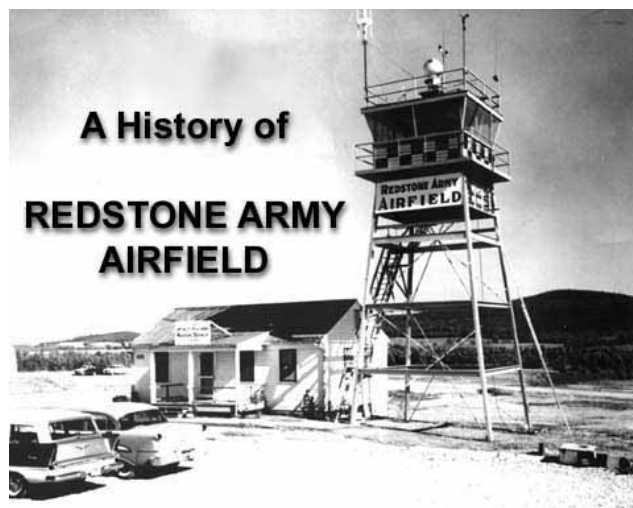
The reference to our Flying Activity below is an excerpt from *A History of Redstone Army Airfield*, by Dr. Kaylene Hughes, Redstone Historian. The publication date was the early 1990's. The photograph of the Redstone Control Tower was made in the mid 1950's.

Regarding our Flying Activity, Dr. Hughes writes:

Another function assigned to the Flight Operations Directorate is assisting and monitoring the Redstone Arsenal Flying Activity. Originally known as the Redstone Arsenal Flying Club, this activity was organized in late 1957 '...to promote flying interest and ability among the arsenal's military and civilian personnel'. When the club was first started, it was based on the arsenal. In 1958, however, the organization relocated to what is now the old Huntsville-Madison County Airport, where it remained until at least September 1969. The club later moved to the airport in Fayetteville, Tennessee (about 32 miles north of Huntsville), before finally returning to the arsenal airfield in 1974. After the flying club moved back on post, it built taxiways and a tie-down area; moved in an operations trailer; and established on post flight regulations and training procedures and ground schools.

"Since its founding, the flying club has offered members economical flight lessons with qualified instructors both on the ground and in the air. In 1976, the club received Veterans Administration (VA) approval to conduct flight training for eligible veterans, after undergoing a series of rigorous inspections by the FAA and VA. A month before the VA's approval, the organization's flight school also had been certified by the FAA. By 1978, the club was capable of offering lessons '...all the way from basic, introductory [lessons]... to training for a private-commercial instrument flight instructor and an instrument flight instructor'.

"The second largest of the Army's recognized flying clubs in 1977, today the Redstone Arsenal Flying Activity is one of only three military flying clubs in the United States. The activity has 298 members and a fleet of eleven light aircraft, nine of the latter which are owned by the club and the rest leased for its use. 'Benefits include inexpensive rates for aircraft rental; a real nice runway, very nice facilities; the schools that [the activity] offers; and low cost on supplies, equipment, and related services'. Continued  
On Page 3



**Business Manager's Corner**

*Tim Thompson*  
Business Manager

**Open House**

The Open House was a huge success thanks to our CFI's, volunteer Commercial pilots and the multitude of other volunteers who so graciously pitched in and assisted. As always, we could not have done it without the assistance of our many volunteers, and we are very grateful to you all. We had a total of 89 flights with 147 rides and enrolled about 15 new members.

**Flying Activity Message**

I have been informed that the owner of N1628H (Warrior) will be taking possession of the aircraft effective 1 June 2006. If you have this aircraft scheduled we are sorry for any inconvenience that this may have caused but I think that we should be grateful that the owner had leased his aircraft as long as he did. It was a great looking and well taken care of aircraft.

**Online scheduling**

Folks, we need your help. We have worked very hard to bring you the convenience of being able to schedule an aircraft online from the convenience of your office, home, etc., and it has been working. However, as with everything there are exceptions. There are those of you that are failing to cancel your flights in a timely manner, or not canceling them at all. This must stop. We have spoken many times of how we are a category C MWR Activity and must be self-sustaining. Failing to cancel your aircraft normally means the person that wanted to fly the aircraft that looked and discovered you had it reserved, could not fly, a loss of revenue and a disgruntled member. It does not matter why you must cancel, bad weather, change of plans, work schedule or whatever, you are required to cancel the reservation. A process made extremely easy with the advent of the on-line scheduler. This also will allow others to fly the aircraft if they desire. Remember it is also considered discourteous to schedule an aircraft multiple times when you are aware that you cannot possibly fly all of the reserved periods. Please think about the other members, and think that without revenue, without being able to pay our bills, we will cease to exist.

**Radar at Gate 9**

I have info that I must pass along. Gate 9, Ride Out Road now has radar for each lane. So I encourage all too please watch your speed. I would hate for you to be late for your aircraft reservation due to the fact that you were getting a ticket.

**Redstone Arsenal Flying Activity Advisory Council**

The advisory council is in place to represent and serve all members of the Flying Activity. Please feel free to contact the council member of your choice with any suggestions you feel might benefit our operation. Likewise if you have concerns feel free to bring those forward as well. We have a fantastic on-going operation but there's always room for improvement. Your input is an integral part of our success.

**Advisory Council Members**

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"Although primarily 'a recreational activity aimed at promoting morale', club members have frequently assisted in search and rescue operations in the Huntsville area. In addition, one of the flying activity's members, Jennifer Hudgens, broke at least two aviation records in 1988 on a cross country flight from Homestead, Florida (about 30 miles south of Miami), to Point Barrow, Alaska, on the Arctic Ocean. The young pilot, 11 years old at the time of her journey, flew from the southernmost airfield in the continental United States to the northernmost airfield in Alaska. The first girl to make a long distance flight of this type, she also flew the longest distance of any child her age. The first stop on her record-breaking flight was Redstone Army Airfield."



***RAFA before new hangar and operations building***

More references to the Flying Activity, as well as other fascinating information about the airfield in general, can be found in Dr. Hughes' complete text at: <http://www.redstone.army.mil/history/airfield/welcome.html>

Article provided by Jim Brewer, CFI, Written by Dr. Hughes.

## **Maintenance Manager's Corner**



Derek Romine  
A&P Mechanic

### **Maintenance Update:**

**HOTSTART PROCEDURES:** Please ensure that you read and understand the hot-start procedures for the aircraft you fly. Also remember that prolonged time on the ground on a hot day with the engine running is not a good thing.

### **BIRD BLOCKS/ SUN SCREENS**

It is that time of the year when we must use extra caution regarding nesting birds. We all know that the nests are a very serious fire hazard. Be careful and check every time you pre-flight any airplane. It is also time to concentrate on replacing the sun-screens. Direct sun plays havoc on the avionic equipment.

**CFI's Corner: BE SURE ABOUT THOSE NOTAMS AND TFRS**

Recently I had a flight student plan a cross-country flight to Winchester, TN, (BGF) then to Lewisburg, TN, (LUG) then return. Before going to the airport, I looked at all available information regarding the planned flight, as required by the FARs for the PIC. When I reviewed the student's planning, I realized that he did not know about the air show going on that day at Tullahoma, TN, (THA) and the associated NOTAMS and TFR. The leg of the flight between BGF and LUG passed about 6.5 nm from THA. There was a TFR that extended 5 nm from THA, and there was a temporary ATC control tower set up for the show. The airport was closed during certain periods of three days. The student obtained an AFSS Standard Briefing for the flight but didn't know about any of this. I examined his briefing notes and they said "No NOTAMS No TFRs". How did this happen and what are the issues for pilots?

There were airport NOTAMS (D-NOTAMS) for THA regarding the periods of airport closure. The AFSS briefer did not tell the student about the airport NOTAMS because their periods of effectivity were considerably later than the proposed flight time. There was a D-NOTAM for the temporary control tower. Unfortunately, I no longer have the D-NOTAMS and don't remember whether the tower hours were coincident with the periods of effectivity of the other airport NOTAMS or not, but in any event the student wasn't told about them. (I have discussed these issues with the AFSS Facility Manager).

TFRs are established by FDC NOTAMS. FDC NOTAM 6/7942 issued out of Memphis Center (ZME) established the TFR over THA with specified periods of effectivity. Interestingly, these periods were more extensive than the airport NOTAMS. The AFSS briefer completely missed this TFR, or didn't read it carefully and assumed the effective periods were the same as the airport NOTAMS. Also, the airport designator THA never appeared in the FDC NOTAM, as the TFR was defined based on radial and distance from Shelbyville VOR (SYI).

Assuming the control tower hours were broader than the airport closure periods and other restrictions, what is the implication for pilots? THA is normally an untowered field with Class G airspace from the surface to 700 feet AGL. Please read FAR 91.126 for operating near airports with operating control towers in Class G airspace. Among other things, it says:

(d) *Communications with control towers.* Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL.

Other than temporary towers for airshows and other events, towers in Class G airspace are rare. But they do exist. One I have flown to several times is Lake City, FL (LCQ). The BGF-LUG leg of this flight was to be flown by pilotage and dead reckoning, without any form of positive course guidance. If the student pilot had strayed a little north of the planned course and was at 3000MSL or lower, he could have violated the FAR, being ignorant of the existence of the tower. The FAA advises pilots to remain at least three nautical miles outside the boundary of restricted/prohibited airspace. Plan for more than that unless you are going to be flying with autopilot slaved to GPS.

To avoid safety problems and potential severe penalties for violating NOTAMS, TFRs, and FARs, a pilot should be extra careful these days to make sure he has all available information. Do not depend only on the AFSS briefer.

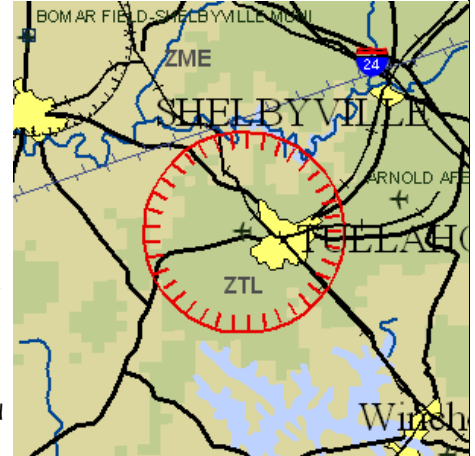
I recommend the following guidelines:

1. Before your AFSS briefing, take a look yourself at some information sources. If you get a DUAT or DUATS standard briefing, you will get all NOTAMS, including published NOTAMS, except possibly local NOTAMS. Or look at the FAA PilotWeb site <https://pilotweb.nas.faa.gov> which links to sources of Center NOTAMS, the U.S. NOTAM Office (which includes NOTAMS for military fields), the published NOTAMS in the Notices To Airmen Publication (NTAP), and also to weather sources including ADDS. Look at Center NOTAMS for every ARTCC whose airspace you will fly in.
2. If you get a DUAT/S briefing, extend the time of flight by four hours or so to make sure you get any NOTAMS that might be effective later (although I don't think DUAT/S is very smart about effective times). If you get an AFSS briefing, ask the briefer if there are any TFRs or NOTAMS that would affect you if your flight got delayed by say three hours.
3. If it has been more than two or three hours since your AFSS briefing when you get ready to fly, call the AFSS for an abbreviated (update) briefing. Tell them when you got your first briefing and that you want to know if there any TFRs or NOTAMS that have changed and will affect your flight. While you are at it, you might also ask if there any changes in the weather conditions along your route of flight.

There are other sources of TFR information than I have given above. Whatever you use, make sure it is comprehensive.

Protect yourself!

Stan Prevost, CFI/CFII





# UPCOMING EVENTS

**Flying Activity Cookouts:** Just a reminder that each Saturday between 11:00 AM and 1:00 PM the Redstone Flying Activity cooks hamburgers and hotdogs for anyone wishing to partake.



**Sales and Purchases:** Reminder that there is a volunteer in the office between 9:00 AM and 2:00 PM on Saturdays. If you have a need to purchase equipment.

## Flight Accomplishments

### New First Solos

**Heyward Wright 06-17-06**

CFI: Max Gurgew

**David Priputon 06-14-06**

CFI: Dan Malcom

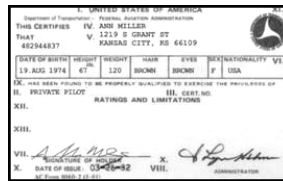
### Private Pilot

**Dave Edmunson 06-06-06**

CFI: John Kilcrease

**Larry Hall 06-14-06**

CFI: Lionel Barthelemy



**Congratulations !!**

## Question of the Month Winner

### May Question:

Capt Joe wanted to land at Macom, GA (MCN) at 10 PM local time and wondered if he would have the services of radar approach control and an operating control tower. After referencing the Airport Facility Directory he learned Atlanta Approach Control could assist him with traffic, but the control tower closed about one hour before he arrived.

**Congratulations - Good Job !**

**Greg Kirchhofer**



Off the line & Pointed at the pump



Fueling Techniques



On the line & Parallel to the pump  
Chocked & Grounded

INCORRECT

PERFECT

## QUESTION OF THE MONTH ... WIN a \$50.00 Flying Credit !!

Capt. Joe fueled his airplane and wanted to go up on a local VFR flight. He checked the local weather and found the following:

KMCN 17053Z 06010KT 4SM PL GR SCT 055 29/14 A3022 RMK A02 SLP230

Would you recommend the flight and why?

**Place your answer with your name and ID number in the suggestion box by **June 30** for a chance to win a \$50 flying credit. Winner will be announced in next month's issue.**



**Redstone Arsenal Flying Activity**

**MISSION STATEMENT**

*To provide our members with affordable, high quality flight instruction, and a diverse fleet of rental aircraft which meet their local and cross-country flying needs, maintained to the highest safety standards in the industry.*

*Our goal is to be the premier flight training facility in northern Alabama, and through professionalism, safety and customer satisfaction remain a model for military flying clubs throughout the world.*



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**Items of Interest Corner**

**Special Prices**

We've got the Lowrance Airmap 1000 and the 2000 (color) on sale for \$480 and \$750. These units retail for \$599 and \$999. Get yours today while supplies last.

**Central Daylight Time !!**

Remember we're on central daylight time (CDT). Zulu time is now five hours ahead of us instead of six.



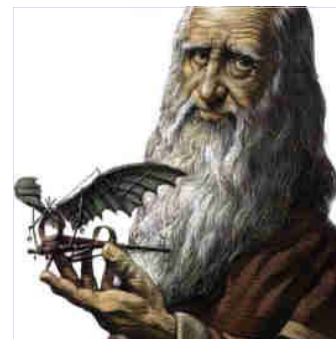
Do you know who this is? It is Tara Burns, Miss Tennessee for 2005. She is a senior vocal performance major at Vanderbilt University. She also won the talent award at the Miss America Pageant in Las Vegas in January. This is significant because she is the granddaughter of one of our members, Robert McMillian. She will be relinquishing her crown on June 24 when she crowns the new Miss Tennessee for 2006.

**VFR into Class B ?**

Terminal charts are now available for Memphis, Atlanta, New Orleans, etc.

**Don't leave home without one !**

**Flying Activity Advisory Board:** The flying activity advisory board has met several times since it's inception. You will be getting an update of their activities at the June Safety Meeting. In addition as the Board continues in it's endeavors, a copy of the minutes will be provided to you via email in the near future. Again if you have any items of interest that you will like to bring to the attention of the board please contact any one of the members identified on Page 2 of this months newsletter.



**Congratulations Larry Hall!!**



This is a picture of Larry Hall just after passing his checkride for a Private Pilot License. He wanted to make sure that

Joey Sanders, Flight Examiner Walker County Airport in Jasper got the spelling right on his new Pilot Certificate. Yep, it's spelled right .....

**PRIVATE PILOT**

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