

# RFC Dallas Flying Club

Volume 3, Issue 2

May, 2003

## RFC DALLAS - MONTHLY MEETING

RFC DALLAS MEETINGS ARE THE 3RD TUESDAY OF THE MONTH. THE NEXT MEETING WILL BE TUESDAY, MAY 20TH AT 7:30 P.M. AT THE ADDISON AIRPORT FIRE STATION.

## WE ALSO HAVE OUTDOOR SOCIAL EVENTS FOR MEMBERS TO MEET AND TALK ABOUT FLYING.

ON SATURDAY, MAY 17, WE ARE PLANNING AN "ADVENTURE TO ADA". THE PLAN IS TO GATHER RFC MEMBERS FOR A FLIGHT TO VISIT THE GAMI ENGINEERS IN ADA. ARRIVING AT 10A.M. FOR PRESENTATION OF VARIOUS ENGINE DEMOS AND DISCUSSION OF ITEMS OFFERED AND IN DEVELOPMENT. PLAN ON RETURNING AFTER LUNCH. MARK YOUR CALENDARS FOR A MOST INTERESTING EVENT!

IF YOU WOULD LIKE TO ATTEND, PLEASE E-MAIL DAVE SICILIANO SO PLANES MAY BE RESERVED AND RIDES COORDINATED AT [DSICILIANO2@SBCGLOBAL.NET](mailto:DSICILIANO2@SBCGLOBAL.NET)

## FOLLOWING IS ANOTHER ACTIVITY THAT DAVE HAS ARRANGED :

JAN COLLMER WILL SPONSOR A PARTY FOR RFC DALLAS AT JAN'S HANGAR AT 6:30PM, ON JUNE 24TH. BURGERS OR BAR-B-Q WILL BE SERVED. THIS WILL BE A JOINT FUNCTION WITH THE CIVIL AIR PATROL.

FOR THOSE OF YOU THAT WERE PRESENT AT JAN'S LAST PRESENTATION, HE NEEDS NO INTRODUCTION. FOR THOSE OF YOU UNFAMILIAR WITH HIM, HE FLIES THE EXTRA 500 IN AIR SHOWS AROUND THE COUNTRY. HE SHOWED VIDEO TAPES LAST YEAR THAT WERE VERY IMPRESSIVE.

WE WILL NEED A HEAD COUNT IN ADVANCE SO JAN CAN HAVE ADEQUATE FOOD AND DRINKS. AS THE DATE APPROCHES, WE WILL E-MAIL CLUB MEMBERS AND ASK THAT THEY RSVP.



Your intrepid newsletter editor "on the road" in Sherman, TX.

Do you have picture to share? Email it to me for the next issue.

[albenzing@compuserve.com](mailto:albenzing@compuserve.com)

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## Treasurer's Report

For April 2003

**Jim Marberry** - RFC Dallas Treasurer

### Membership

Membership changes are a way of life for us. We had three members leave the Club this month, each for a different reason. James Gargus [previously one of our aircraft owners], Monte Mechler and Franklin Schwenk [recently our maintenance officer] have ended their membership. Our active membership is still at 80, however, with these new members joining: Steve Backhaus, David Goldstein and John Kidd. Welcome them to the Club when you have the chance to meet them.

### Flying

Flight activity in April was unusually low. After the high of March, we expected reasonable activity in April, but it didn't happen. We flew only 110 hours this month. One detail of interest to me: six of our active members [8 percent] flew 36 percent of the hours flown. The six happen to be new or recent members. Are you longer-term members jaded or something? We hope flying is still a pleasure for you and look forward to seeing you out there soon.

The details of flight activity follow. The low activity for N4416W is quite unusual. It's about one-third of normal.

### Hours

Aircraft	Hours	Flts
N4416W	11.4	3
N4746L	26.8	17
N903V	19.2	10
N7592V	17.8	7
N5893J	34.4	15

Be sure to record any additions you make on the oil sheet. Help us keep good records so we know when a problem with a particular plane is developing. Recording the info as a part of your preflight rather than waiting to the end of the flight will probably work best.

### Financial Status

Financial details aren't available as of this date of writing [I'm heading out of town quickly!], but if we don't keep the 'flying' in our flying club we'll definitely see adverse

## Update from Iraq (from wife of Ed Oglesby)

DATE: Thu, 1 May 2003 21:42:00 -0500

RE: Update from Edward Oglesby (RFC Member)

Edward's company has moved out of Baghdad. They are now in southern Iraq.

He was able to call last week, and says the packages and letters are finally arriving. They have been getting tons of mail. Hopefully, they will move toward Kuwait, turn in their gear and get on a plane home soon. I will let you all know when I hear that news. In the meantime, thank you for all the letters.

I have attached an e-mail below from Edward. He was able to send this description to his brother, John, on the Kitty Hawk through a military only e-mail system. He asked that I forward it to you. I am so proud of him. I know each of you all are as well.

With love,

Wendy

### Ed Oglesby's EMAIL from Iraq

I talked to mom via sat phone last night and understand you received my e-mail. So I am going to send a more detailed one this time. I have not sent any mail to anyone since the 19th, the day before we invaded so this should paint a picture.

The operation took 21 days by my memory and we were moving and fighting a lot. We were static only 1 day of those 21, and even that day we were on a 2-hour tether for movement. Some of the noteworthy events, and I will preface this by saying that the fighting, at times, was ugly and that is why there are not a lot of details. We moved up to Basra and my platoon destroyed a mechanized infantry battalion (over 30 tanks and armored vehicles) in 4 minutes.

We then went to the Basra Airport and had another fight at daybreak the next morning. It was a multi-hour operation. We were relieved by the Brits that afternoon and started our movement that evening and through the night. We then refueled and continued to move towards Nasirya.

Stopping again for fuel and the pushing through the west side of the city over the Euphrates and to a refueling point. We started early the next morning and moved around 10 km before we were brought to a halt by the worst sand storm yet.

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effects on the money side. This could be another month with a decline in our net worth. In addition, our current cash flow position is much lower than at this time in recent months. On the plus side, a high percentage of payments was received well before the end of the month in April, and I definitely appreciate that contribution to keeping our cash flow position satisfactory. Keep it up! ❖

## **“The Castle of Muskogee”**

**By Steve Caruso**

**U.S.S. Batfish**, located in Muskogee, Oklahoma, is 177 miles NE of Addison Airport. I first learned of the World War II submarine when I stopped at an airport in West Texas and read an article, by Natalie McCormick, in a magazine called “FLY-LOW”. The 311-foot submarine had an 80man crew, and was responsible for sinking 3 enemy submarines and 11 other vessels.

In 1972, the Oklahoma Maritime Advisory Board retained possession of the submarine and it was towed up the Arkansas River to Muskogee.



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My Tank crew and I spent my Birthday stopped and buttoned up inside my tank in the middle of nowhere because we could not see two feet. We continued to move through several nights and ended up at a intersection near Al Diwanya.

We cleared town the next day to include Afak and Az Zubayr and spent the night. We moved back from east to west of the intersection earlier mentioned and captured a massive ammo dump about 5 km east of Al Diwanya. The next day we went into Diwnya and got into a long RPG-infantry-Tank battle. We had the tanks, not them, so it turned out OK for us.

We then pushed the next day and the following day short of Al Kut. We crossed the Tigris and attacked into the northwest of Al Kut. We had some contact outside the city and unfortunately were ambushed inside the city. The enemy was totally destroyed at the end of it but we had some injuries as well.

We then pushed along the east side of the Tigris up to the outskirts of Baghdad. The Artillery, Air and Missile bombardment was something that was unforgettable. The next day we cleared an area that ended up being abandoned. We then stopped and attacked to the bridge south of the city.

We had some fighting across the river and the we attacked across the river. The bridges were untenable for tanks so we supported from the south side and then watched them build a floating bridge, them being the army. It was pretty amazing. Again there was some fighting on the far side and then we started clearing into Baghdad's southern suburbs. We stopped at a university and the next day we continued clearing, little did we know that this was the day everyone would know April 9th as the fall of Baghdad.

It was my company that took down the Saddam statue in central Baghdad near the Palestine hotel that you see over and over on the news clips. I was blocks away when it happened so I guess I missed that 15 minutes of fame.

We secured a neighborhood for a couple of days and a bus station in the ghetto prior to that. Then I was moved to security of a Regimental Weapons Cache, you will not believe how much weapons they had and where they hid them. (Schools, houses, hospitals, parks, you name it.) A couple of days ago we secured the square you see on TV and have had the security around the Palestine hotel since.

Hopefully we will be out of here soon. The tank is just a big target in this environment (but also a large show of force). We anticipate leaving within a week and heading to a city in southern Iraq to help stabilize. Then hopefully we will get to go to Kuwait and turn in the tanks and get on the "freedom bird" home.

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On April 21, 2003, my 7-year-old, Austin, and I took off in Bonanza 5893J to visit the Batfish. We flew into Davis Field (MKO), about 6 miles south of Muskogee. We borrowed the courtesy car and headed to Hyde Memorial Park, which was about a 15 minute drive NW of the airport. There was a building at the park, which housed military items along with souvenirs.

Admission for adults was \$4.00, which gave us access to a self-guided tour of the inside of the Batfish. The submarine was in excellent condition and we took plenty of photos. Also located on the grounds of Hyde Memorial Park were several anti-aircraft guns, an old Army tank and a red Caboose.

We left Hyde Memorial Park, heading south to Gibson Street. We went east on Gibson Street, to S. York Street. Several restaurants are located on S. York Street. We drove south on South York Street, stopping for lunch at "Cowboys Barbecue". After having some delicious barbecue, we drove back to Davis Field for the return trip.

If you have kids, it's a nice day trip. Heck, I enjoyed it as well. We ran out of time, but we plan to make a return trip to visit "The Castle of Muskogee". Whoever thought you'd find a submarine in Muskogee, Oklahoma! ❖

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## **Bonanza 2024Q Cleared to Flight Level 250!**

**By Dave Siciliano**  
**Dallas, Texas**

After reading a fine article called "V-tail at FL 270" by John Deakin last year, (Pelican's Perch column on AVWEB, article #60), we tried this on a trip from the Dallas area to Charlottesville, Virginia, on Thanksgiving weekend last year. I've described the trip as best my memory serves and the aircraft flight recorder shows (M-1A1 knee board). For those of you who wish to take advantage of excellent winds aloft (when they're going your way) or who want to avoid weather, climbing up to the flight levels can be highly rewarding and beneficial.

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I am sorry I did not go into more detail but this is the overview. Please tell all your flying friends Thank You from us. The work you did made our job a lot less ugly!

Please forward to mom and Wendy. Everyone has been great about mail. I have gotten some packages...and lots of letters.

THANK YOU EVERYONE! Especially to Wendy my lovely bride who I love more than I can say and who I am thankful has not divorced me yet. HAPPY BIRTHMONTH to WENDY MY LOVELY WIFE! Thanks to mom who has been overly supportive and has not disowned me or John for getting mixed up in this deal! I LOVE YOU MOM!!! And thanks to Richard, Sus, Becky, Sam, the dogs and especially Caitlin.

Talk to you soon. I can't wait to get home, and yes to answer your questions I am trying to keep my head down. Talk to you soon and tell everyone hello and thanks for the support. Your friend/husband/brother/son in BAGHDAD, IRAQ.

Edward

SEMPER FIDELIS

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### **Latest Update from Iraq:**

DATE: Wed, 7 May 2003 21:42:43 -0500

RE: Update from Edward Oglesby (RFC Member)

The latest news from Edward's battalion is that they are EXPECTED home sometime in mid to late June. As you all know, this is subject to change, but as of now, we may have him back in Dallas by then. We will probably spend a few weeks in California as it takes some time to process the return.

I am so very thankful to all of you for the support and prayers throughout this time. I spoke with Edward on Sunday. He is very much looking forward to being home, but does not want to make any plans as we do not know exactly when we will be back in Dallas. He says he has enough candy to last him a lifetime! I will pass more information along as I have it. So glad to have this happy news to share!

Take care, Wendy

We filled our mains and tips in Sherman, Texas, with 120 gallons and flew to Charlottesville, departing late in the morning. Weather briefings showed 70 to 80 knot winds at FL240 – going our way!

Once John Deakin had poisoned my thoughts about flying at altitude with his Vtail at FL270, I had wanted to give flying higher a good try. So I purchased a good oxygen mask he suggested and a Nonin Oxymeter to measure blood saturation while in flight. I normally carry two 24CF oxygen tanks in the plane and had used cannuli in the past.

We departed and had initially filed at 19,000' (FL190) to get into the flight levels. I wore an Aerox Silicon mask with microphone from the time I passed through 5,000 and my copilot wore a cannula. We planned to measure each other's oxygen saturation levels to see what the difference would be.

After several clearances to higher altitudes, we finally leveled out at FL190 for about 20 minutes and checked all of our equipment. The plane was truing out about 190 knots. OAT was below zero centigrade and the engine CHTs stabilized about 370 F with fuel flow of 17.1 gph.

We measured the oxygen saturation and mine was 95 percent. (It had been 97 on the ground.) My copilot registered in the upper 80s. After some discussion, we put him on oxygen, asked Center for FL 230 and were immediately cleared higher.

We had leaned the mixture to Lean Of Peak (LOP), so brought it full rich again, opened the cowl flaps, throttle was wide open already, took the AP off altitude hold and began a 500 to 600 fpm climb. As we climbed, our ground speed was the highest I've seen in my aircraft. At 100 knots indicated, ground speed was about 220 knots!

After a few minutes, we reached FL230 and set the plane up in level flight again (AP back to altitude hold, let speed increase to cruise, mixture back to fuel flow of 16.6 gph (LOP) which produced a high CHT of 380 on number 4, prop back to 2300 rpm and let the plane stabilize.

We checked CHTs, adjusted mixture slightly and observed manifold pressure (MP) was down to about 27 inches. We then measured oxygen saturation levels again and mine was still 95. My copilot's improved as he was now on a mask. The plane settled

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into a nice cruise flight with a ground speed of more than 260 knots. After some discussion, waiting awhile and measuring again, we decided to go up to FL250. Center quickly approved at our discretion and up we went.

This climb was slightly different. We didn't wish to lose a lot of speed so we did a cruise climb at full fuel flow, full throttle, prop at 2600 rpm and IAS of 110, which produced a climb rate of 200 to 300 fpm. Once we reached FL250 and adjusted everything again for level flight, we were burning 16.1 gph with #4 CHT at 380, wide-open throttle (WOT).

We let everything settle down and the ground speed went up to 272 knots! What fun. The GPS was clicking away as we quickly moved along. At that level, my oxygen saturation stayed at 93 to 95 percent. We discussed going higher, but my copilot had reached his comfort level and we stayed at this level for the balance of the flight.

Needless to say, the trip was more than an hour shorter than normal. We had a lot of fun watching everything whiz by on the navigation instruments. We checked our oxygen levels several times and the plane instrumentation. At FL250 the MP still indicated 25", which meant I could have climbed at least another 4,000 feet in my mind and had decent power!

On two occasions, Center asked us to confirm our type aircraft. We thoroughly enjoyed replying "An A36!"

At that altitude, the wind was a little off our left rear. We had filed a direct flight plan and it never occurred to us that with a direct tail wind we would cruise even faster. That's where Center helped with a call: "N2024Q, turn to heading 110 for traffic avoidance." We just did it without a thought about ground speed.

Shortly after making the turn, ground speed climbed to just over 280 knots! By the way, at 274, we took a picture to memorialize our experience (Thinking that our flying buddies wouldn't believe us without empirical evidence!)

It was at that time that I have to admit, emotion took over and I had a very illogical thought. I would be descending shortly, and if I nosed over shortly we might register an even higher ground speed!

We were shortly brought back on course and flew for another hour before cruise descent calculations showed we should begin coming down. Since we were indicating just under 280 knots, our calculations showed we should begin our descent 350 miles out if we got a 250 fpm discretionary descent. Coming downhill, so to speak! That is, we figured we would come down 22,000 feet to approach altitude. Four times each 1,000 feet was 88 minutes and we were covering four miles each minute.

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## Calendar Items

### May 2003

**May 17 – Slaton, TX.** Slaton Municipal (F 49). South Plains Airshow. Airshow put on by Texas Air Museum, Caprock Chapter. Contact Randy, 806/632-0063

**May 17 - 18 – Houston, TX.** West Houston Airport (IWS). West Houston Squadron C.A.F. Open House. See WWII aircraft, military vehicles, tanks. Some modern aircraft & military equipment if available. Contact Bob Alford, 713-266-2949

**May 24 – Ranger, TX.** Ranger Airport (F23). Memorial Day Weekend Fly-In. Annual Memorial Day Weekend Fly-In. Historic field, friendly people. Free fish lunch to all that fly in.. Contact Jared Calvert, 254/647-1855

**May 24 – Granbury, TX.** Granbury Municipal (F55). Fly-in Breakfast. Monthly breakfast. Contact John Holt, 817/570-8533. Event ID: 4283

**May 26 – Midland, TX.** CAF Headquarters. To Honor Those Who Served. This special event will feature a Memorial Day ceremony including a fly-over by airplanes of the CAF ghost squadron. 12:00 p.m. in the CAF Memorial Garden. 915/567-3009. Event ID: 3797

**May 31 – Edna, TX.** Edna (26R). AYA South Central Grumman Fly-In. Join Grumman pilots for great food and conversation. Rigging tools available. Arrive by 11 a.m. Rain date is 6/1/03 . Contact Fred Coon , (361) 575-4663

**May 31 – Gainesville, TX.** Gainesville Municipal Airport. Tomlinson Avionics of Texas, Inc. Open House. Representatives from top dealers. FAA Wings demonstration. Door prizes: Headsets, Airband Scanner and a Garmin Handheld GPS. 9a.m to 3p.m.. Contact Bill Morrow, 940/612-2044

**May 31 – Taylor, TX.** Taylor Airport (T-74). Taylor Airport Fly-In. Construction is finished; see the new runway, taxiways, ramp and hangers. We are better than ever. Come and take a look and have some fun while here with the Flour Bomb and Spot Landing contest. Food and drink available. Contact Bert Brundage, 512-365-8984

Actually, we decided to begin the descent a little closer for two reasons: Our ground speed would drop as we got lower and it was choppy lower because of high winds over terrain. So we waited until we were about 300 nm out and requested a discretionary descent to FL180. Once that was granted, we figured we'd just request lower again and continue coming down. This is one of the most rewarding parts of high-level flight. You pull the prop back and "Come on down!"

Well, the best laid plans.... Center told us to stand by and to hold our request until turned over to Washington Center, which we did. Washington cleared us down when we were just under 250 km out, so we knew we would have to come down faster than we had planned.

We knew we would have to manage CHTs in the descent, but first, I had to satisfy the impish urge I had thought of earlier: I eased the nose over-maintaining the current power setting until ground speed registered 300 knots! Fastest my plane's ever gone! My copilot's eyes got big and he flashed a big grin.

We had to get down to business. In comes engine management and the techniques taught in beautiful Ada, Oklahoma, by the Advanced Engine Management seminar folks: We slowly pulled the prop back to 1900 rpm, adjusted the mixture to keep CHTs up (but slowly allowed them to drop about 20 degrees per minute) and began down about 500 fpm.

As we approached FL200 we asked if we could continue down and were cleared to 14,000. At this time, we were only out about 200 nm.

We saw where we could decrease our descent slightly and continue to benefit from the downhill ride. CHTs had stabilized about 330 at this time, as they say, you can't shock-cool, something that isn't hot to begin with! We just maintained what we had and changed pitch slightly. We also kept MP about 25 inches as we descended.

The balance of the flight was routine, except Center kept us a little high as we arrived near Charlottesville. We were over 5,000 feet indicated about 10 miles out from the airport. Since we had kept CHTs relatively low, we weren't worried about reducing power to descend. Approach told us we could circle near the Outer Marker if needed. We responded that we'd come straight in.

Throttle came back to about 17 inches (I had already been reducing throttle and it was 21" at the time). We raised the nose slightly (to get under gear speed of 156 knots) and down came the gear. As we established a descent of over 3,000- fpm, I adjusted the mixture to obtain maximum CHT and it read high 200s as we came on in.

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## June 2003

**Jun 1 - Jul 20 — Marfa, TX.** Marfa Airport (MRF). Texas Glider Rally. Sailplane pilots from around the USA gather in west Texas to earn FAI badges and set soaring records. Glider instruction available.. Contact Burt Compton, 800/667-9464

**Jun 7 — Frederick, MD.** Frederick Municipal (FDK). AOPA Fly-in & Open House. Join us for the largest fly-in event on the East Coast. [Website](#).

**Jun 7 — Alice, TX.** Alice International Airport (ALI). Wings of D-Day. CAF Air show honoring Veterans of all eras with an exciting aerial display, aerobatics and lots of static airplanes. Gates open at 7 for a waffle breakfast and 10 for the airshow.. Contact Tom Reynolds or Ed Mickley , 361/563-4723

**Jun 7 — Amarillo, TX.** Tradewind (TDW). Dewline Squadron Fly-in. Dewline Squadron, Commemorative Air Force Fly-in-Auction & dance to follow. Contact Col Glenn Larson, 806/674-2394

**Jun 7 — Midlothian/Waxahachie, TX.** Mid-Way Regional (4T6). Pancake Breakfast Fly-in. Transportation available to Gingerbread Trail historic home tours and events. Contact Tammy or Juan, 972/923-0080. [Website](#). Event ID: 3803

**Jun 7 — San Angelo, TX.** San Angelo Regional (SJT). AYA South Central Grumman Fly-In. Join Grumman pilots/owners as we tour the famous Fort Concho, the home of some of the Buffalo Soldiers. Lunch at Mathis Field Cafe, featured in Pilot Getaways magazine. Park at Skyline Aviation. Contact Arb Rylant , (915) 949-2709

**Jun 7 — Waco, TX.** Scott Field (31TX). Central Texas RV Fly-In. THE premier event in Central Texas for enthusiasts of Van's RV series of kit planes. BBQ lunch, a grass runway, and catching up with old friends.. Contact Mike Anderson, 254/836-4441

**Jun 14 — Albuquerque, NM.** Double Eagle II (AEG). New Mexico Pilot Bash. All proceeds benefit the Jim and Roz kinlen Memorial Scholarship Fund, which seeks to advance youth aviation education. 505/332-3851.

Our approach path actually got a little low and we added power slightly to stabilize on the correct descent line. We rolled her onto the runway, and the quickest flight I'd ever made from Dallas to Charlottesville ended.

Our main fuel tanks indicated about 5/8 full. (Might have been able to make Bermuda nonstop!) We made it in just over four hours on the Tach! No headaches from low oxygen and one for the record books for N2024Q and its crew.

Now, if you don't ask about the return flight (into the wind), I promise not to discuss it! (Reprinted from ABS mag.) ❖

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**Jun 14 - 15 — Castrovilla, TX.** Castrovilla Municipal (T89). San Antonio 99s sponsoring 100th Anniversary of Powered Flight. Safety seminar, aerospace ed. programs, airplane rides, static displays, aviation competitions, flyovers, food.. Contact Gloria Blank, SAT 99 Chair, 830-510-4693; [Email](#). Event ID: 3701

**Jun 15 - 18 — Fredericksburg, TX.** Gillespie County Airport (T82). Bird Dog Roundup. National fly-in of L-19/O-1/OE-1 aircraft sponsored by the International Bird Dog Association. Stay at the to be famous Hangar Hotel. . Contact Carol Mulvihill, 830-896-7604

**Jun 21 — San Antonio, TX.** San Geronimo (8T8). Young Eagles Flight Rally. Contact Jim McIrvin, 210/275-7780

**Jun 28 — Granbury, TX.** Granbury Municipal (F55). Fly-in Breakfast. Contact John Holt, 817/570-8533. Event ID: 4284

## July 2003

**Jul 29 - Aug 4 — Oshkosh, WI.** Wittman Regional Airport (OSH). EAA AirVenture 2003. World's largest general aviation gathering, with more than 10,000 airplanes, 700 exhibitors and 500 forums and workshops. Contact Dick Knapinski, 920/426-6523

<http://www.airventure.org>

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