

RFC Dallas Flying Club

Volume 3, Issue 3

June, 2003

RFC DALLAS - MONTHLY MEETING

RFC DALLAS MEETINGS ARE THE 3RD TUESDAY OF THE MONTH. THE NEXT MEETING WILL BE TUESDAY, JUNE 17TH AT 7:30 P.M. AT THE ADDISON AIRPORT FIRE STATION. (SECURITY LEVEL PERMITTING!) WHEN THE TSA ISSUES A HIGH/YELLOW SECURITY ALERT, THE FIRE STATION IS NOT ALLOWED TO HAVE PUBLIC MEETINGS. IN THAT CASE WE WILL LIKELY HAVE THE MEETING AT MILLION AIR. WATCH FOR LAST MINUTE POSTINGS!

YOU ARE INVITED TO JAN COLLMER'S PARTY ON THURSDAY, JUNE 19, 2003

JAN COLLMER WILL SPONSOR A PARTY FOR RFC DALLAS AT JAN'S ADDISON HANGAR AT 6:30PM, ON THURSDAY, JUNE 19TH. BURGERS OR BAR-B-Q WILL BE SERVED. THIS WILL BE A JOINT FUNCTION WITH THE CIVIL AIR PATROL. JAN'S HANGER IS LOCATED NEAR MERCURY AIR. WE'LL EMAIL DETAILED DIRECTIONS LATER.

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.

IF YOU WOULD LIKE TO ATTEND, PLEASE **RSVP** TO DAVE SICILIANO VIA HIS EMAIL. dsiciliano2@sbcglobal.net

BE SURE TO INCLUDE A WORD OF THANKS FOR ALL THE GREAT ACTIVITIES DAVE HAS ORGANIZED OR SPONSORED FOR THE CLUB.

ANOTHER UPCOMING EVENT (GET SOME SIM TIME):

In July, Norwood Band has offered to have us out to Simuflite to demonstrate the Citation II simulator.

More details in the next issue, or via separate email.



T-38 vs Hail... Hail wins! I have about 10 additional photos of this encounter. Drop me an email if you'd like email copies. They are in jpg format, and are also available as a PowerPoint presentation. Thanks to Tom Manley & Tom Taylor for the pix.

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Treasurer's Report

For May 2003

Jim Marberry - RFC Dallas Treasurer

Membership

Membership was more stable this month than it was over the winter. Please greet our newest member, Kevin Gregory, when you have the chance to meet him.

We currently have 81 active members. Twenty-six of our active members flew during May, which is another measure of our increased flight activity. Fifty-six members have flown since the first of the year. We encourage the other 25 less-active pilots to pick a nice day and take a short flight, with an instructor if that seems desirable, to regain your currency.

Flying

Our flying returned to more normal levels during May. The distribution among the five airplanes was favorable, as well. Here are the details:

Hours

<u>Airplane</u>	<u>Hours</u>
4416W	49.6
4746L	21.5
903V	30.4
7592V	19.6
5893J	36.4
Total	157.5

Be sure to record any oil you use 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 (i.e., when you add the oil) rather than waiting to the end of the flight will probably work best.



BONANZA ENGINE MANAGEMENT

By Stuart Thompson

I would like to thank the Bonanza pilots of RFC Dallas for their past diligence, care, and proficiency over the past 10 years that I have leased my Bonanza's to the flying club. Most of you treat these planes as if they were your own personal aircraft, and I thank you for that.

Over the last few months, however, we have been experiencing some significant problems with pilot engine management, as evidenced by 2 cracked cylinders and 1 burned exhaust valve (see picture below). This is unprecedented and quite obviously has kept me on a first name basis with many area A&P's and cylinder shops. This type of damage has never before happened to any of my aircraft, and

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Financial Status

Our financial status is reasonable.

We have reduced the amount owed in delinquent accounts to about \$12,500. That's down from well over \$20,000 last year. Two accounts with special circumstances account for 3/4 of that amount.

Our cash flow status also is reasonable, but please keep your account current, especially if you fly a significant amount in a month.

Our net worth stands at \$858, a decline of \$502 from the previous month.

For the future, we've received one quote to date on next year's insurance, and it's up another 10 percent at about \$47,700. The Board must consider if we need rate or dues increases again.

On a slightly positive note, the deductible is still 'only' \$2 000! ❖

Ready for that Caribbean Trip?

By Michael Major

For those of you who were inspired by Stewart Thompson's account of his recent trip to the Bahamas and might be considering a similar trip, let me offer a few tips and bits of information.

First of all, flying trips to the Caribbean are fairly simple, easy, and safe. Facilities are not as sophisticated as stateside, but airports are widespread, gasoline is readily available, security is good, and the people are friendly. For these and other reasons, more and more pilots have been visiting the Bahamas and the Caribbean, often in single engine planes.

Accidents are rare. The last plane lost that I'm aware of was a twin, which took on contaminated fuel. There's a good volume of local traffic and typically, you're in almost constant touch with ATC, with a few limited exceptions.



now it's happened to all three. Perhaps it has been blind luck for the past 9 and 3/4 years, but I don't think so. These exceptional aircraft cannot be leased at these low lease rates with this type of costly maintenance expense, and if this alarming pattern continues, the aircraft will eventually no longer be made available to RFC.

The cracked cylinders most probably were the result of shock cooling, while the burned exhaust valve was clearly caused by improper leaning in climb or cruise.

With that, let's look at the recommended club engine management procedures for Take-off, Climb, Cruise, Descent and Ground operations. These are the same approved techniques used by the American Bonanza Society and the World Bonanza Society and they may differ slightly from your POH.

These procedures are listed in a separate column on the next page for easy reference. You might cut them out for use on your next flight (Editor Note)

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So, if you've decided to go, what's the best way to plan? The Bible of Caribbean and Bahamas flying vacations is a spiral bound publication called:

"Bahamas and Caribbean Pilot's Guide" a product of Pilot Publications at <http://www.pilotpub.com/>.

Authored by John and Betty Obradovich, who make a long round-robin tour of the area each winter before publishing the next year's edition, it contains extensive information on everything from planning to specific personalities at various destination airports. They've been doing this stuff for more than a decade (sounds like a real salt mine, huh?), and they're easily the best source of on-the-ground information for your trip. On top of that, they're accessible.

When Abbey and I were planning our family trip to St. Vincent a few years ago, we went so far as to call up John at his office on two or three occasions for clarification or elaboration on specifics we were unclear on. He was always eager to help. The Guide contains aerial photographs of each and every airport in the area, taken from a small plane cockpit on final. It is really a great resource, but purchasing the latest edition is a good idea. Changes in procedures and freqs are not infrequent.

WAC charts and low altitude en route charts are essential. Although it probably wouldn't have made much difference, we carried handhelds for everything---nav, comm, marine and gps. There are outfitters in Florida who rent the required life jackets and the optional life rafts. If you're going for more than four or five days, it's probably best to purchase life vests, as the rental charges will pay for the vests in about a week or ten days. Rafts are considerably more expensive, and, while recommended, are not legally required.

Our plan ended up being quite elaborate and detailed. We organized a loose-leaf notebook with tab dividers separating legs of the trip. For each section, we had departure checklists, including customs, airport, and ATC departure elements, charts for the leg, navaid and com freqs, and arrival procedure checklists, plus the aerial photographs of our destination airport.

The reason for the checklists is that the Caribbean is home to a number of principalities, each of which must be formally entered at a designated Port of Entry (each with a different set of clearances---customs, security, airport). Since most of us aren't accustomed to dealing with that sort of formality, and since they're not uniform from one country to another, we compiled checklists for each and every arrival and departure. It sounds complicated, but it's really just a matter of stepping back and getting a mental picture of the

Engine Management Procedures

- 1) Take-off. Full Mixture, Full Throttle, Full Prop. Rotate at 70 knots. Positive Rate of Climb, Gear Up. Pitch Up 3 degrees and Cruise Climb at 120 knots indicated. At 500ft. – 1,000ft. AGL come back on Prop to 2500RPM. Leave both Throttle and Mixture full forward. It may be necessary on a hot day to climb at an even faster airspeed, e.g., 130 knots, with a slower rate of climb, to maintain cylinder head temperature below 400 degrees Centigrade.
- 2) Climb. Leave Prop at 2500RPM. If climbing after Cruise flight then again, Cowl Flaps Open. Twist in the Mixture full forward. Twist in the Throttle (MP) to full power. 120 knots indicated in the climb. Do not fully open the Throttle before increasing the mixture to full forward.
- 3) Cruise. At Cruise first check cylinder head temperature. If Below 200 degrees Centigrade on the Bonanzas and Below 400 degrees Fahrenheit on the Debonair, then close the Cowl Flaps. Bring the Throttle back to 24" of MP and still 2500 RPM on the Prop. The temperatures should never exceed these values. Bring Mixture back to 18 gallons in the A-36 and to 17 gallons in the F33 and the C33 in low altitude cruise (2500 MSL).

In Cruise Flight at altitude (≥ 6000 ft.), the approximate fuel flows will be 17½ gal. in the A-36 and 16½ gal. in the 33s. This represents 75 degrees F rich of peak EGT. The target CHT should be 200 degrees C in the Bonanza's and 375 degrees F in the Debonair. On warm summer days higher fuel flows may be needed to achieve these values. Fuel flows will obviously reduce at higher altitudes to as low as 15 gallons at 11,000 ft.
- 4) Descent. Reduce MP in steps to 20". This will give you a 500ft/min. descent on the VSI and keep your indicated airspeed in the green at 160 knots. Never reduce MP more than 2" per minute. Enrich Mixture forward within one inch of stop. Continue to reduce MP and do not allow it to increase in the descent. Keep the descent stable at 500ft/min. throughout your entire descent. Continue to reduce Throttle (MP) approaching the airport traffic pattern to 17". Do not reduce MP below bottom on the green (15") until the runway is made.
- 5) Ground. Taxi aircraft across the hold-short line. Come to full stop. Flaps Identified, Verified, Up. Cowl Flaps Open. Elevator Trim set for Take-off. Lights as Required. Transponder Standby. Lean Mixture for Taxi. Call Ground.

Thank each of you for taking the time for this review. Please call me, or any of our other fine instructors, if you have any questions or concerns. ❖

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procedures, then creating checklists to ensure all the formalities are handled properly. After that, it's almost like BS-ing with airport folks at a country airport, except that you have to keep paying fees. And never underestimate the value of a good line of BS and a friendly attitude. If you come across as huffy or impatient, the scene can transform to one of those from an old Bogey film with the local guy in his khaki shorts and shirt, shoulders crowned by epaulets, slowly and implacably examining each and every line of the form you just filled out, while you mop the sweat off your forehead and become more and more aware of the flies buzzing around his office while the ceiling fan turns slowly in the tropical heat. I think you catch my drift here. Go in with a smile and a friendly attitude and he'll be pounding those carbon copies with his stamp before you know what's happened.

Language was an issue in only one place, the Dominican Republic. No matter how hard I tried, no matter how many times the controller repeated his message, I never could really understand what he was saying. I finally volunteered my route, estimated time to my one nav fix, an intersection off the north east coast, and my estimated time to my exit from Dominican airspace. That seemed to satisfy him. I never heard from him again.

Across the Bahamas, in the direction of Grand Turk, there are airports every forty or fifty miles or so. We flew high, around 12-13 thousand so we'd have the maximum gliding range and time to handle any sort of emergency. Most of the local traffic seemed to be less than 10,000', with the exception of some inter island commercial turboprops in the middle to high teens. VFR is not allowed at night under any circumstances, so it's important to make accurate time estimates and to know when civil twilight occurs. En route traffic east and west from the Dominican Republic to St. Martin, and north and south from St. Martin to Grenada is basically like driving on the highway--keep to the right. You might have to look at a chart to see what I mean, but basically you keep the islands on your left when you're flying up or down the island chains. So southbound traffic passing Martinique, for instance, would be on the west side of the island, northbound traffic on the east side. As you pass from one principality to another, you change ATC contacts, sorta like being handed off from one ARTCC to another. They will generally want to know number on board, time to abeam their major airport and time to exiting their airspace. Clearances are only required when you actually LAND in the country, not when you merely over fly it.

ICAO flight plans are required for every flight, with the possible exception of flights within the Bahamas. Stewart would know that better than I.

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Besides St. Vincent, where we had a sailboat awaiting us, St. Martin was our favorite island. It is home to fewer than 100,000 people, but there are facilities for almost one and a half million. It is to the French and Dutch (and some other Europeans) as Cancun is to Texans. Around the end of June, the European schools let out and the 747's start landing at Queen Julianna Airport on the south, Dutch, side of the island, disgorging pale Europeans rushing to Orient Beach (clothing optional). But earlier in June, we had all of those facilities and none of the crowds.

We landed at Grand Case, the small GA airport on the French side of the island, and stayed at a French Bed and Breakfast on the beach. It was owned by a retired Belgian chemical salesman, who looked vaguely like Jacques Cousteau and whose wife and daughter ran the place while he stood elegantly outside the entrance, swaying slightly back and forth and smoking his Galois cigarettes while he surveyed the foot traffic for potential customers.

The wonderful thing about the town of Grand Case at the time was that we could stroll down the main street, adjacent to the beach, and behind every third or fourth door was a nice French gourmet restaurant. We'd find a posted menu we liked, open the door, and discover that there were only a couple of other diners there.

The return to the US must be done properly. It's best to notify ATC of your intentions by phone prior to departure, with an accurate estimate of time of arrival at the ADIZ. They'll give you a discrete squawk for ADIZ penetration. Otherwise, you'll have an interesting escort. Customs offices vary. The Fort Lauderdale Hollywood office is notorious for being ornery. Fort Lauderdale Executive is much more congenial, but their hours are limited. Make sure they'll be open when you arrive. We intended to re-enter through Executive, but ATC notified us when we were still 40-50 miles out that they were closed, so we diverted to Hollywood. They made us remove EVERYTHING out of the aircraft, including tow bar. After we did that, they didn't even look at anything, just signed us in and went on with their business. Next time, I'll make sure the Executive customs office is open.

All in all, that area is great to visit by plane. The views are magnificent, the people are great, the water is clear and warm, the rum punch has a kick and the pace of life is just about right.❖

Calendar Items

June 2003

Jun 12 - 14 — Albuquerque, NM.

Wyndham Hotel (ABQ). Fourth Annual New Mexico Aviation Conference. The NM Aviation Division and the National Association of State Aviation Officials will host an Airport Administration Seminar followed by the NM Aviation Conference with Supersonic Survivor Brian Udell. The festivities conclude with NM Pilot Bash Scholars. Contact Anita Hisenberg, 1-800-432-2036; [Email](#).

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.

Jun 14 - 15 — Castroville, TX. Castroville 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](#).

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 famous Hangar Hotel. . Contact Carol Mulvihill, 830-896-7604; [Email](#).

Jun 21 — Leander, TX. Kittie Hill (77T). 7th annual Sills Aviation BBQ fly in. BBQ lunch, flour bombing contest. . Contact Joe Sills, 512/259-9104; [Email](#).

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

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

July 2003

Jul 4 — Colorado City, TX. Colorado City (T88). 41st Annual Fly-in Breakfast. Event starts at 7:30am-10:00am. Awards to be presented to the youngest and oldest pilots, the most unusual aircraft and who traveled the farthest distance to attend. Please call for more information. Contact J. O. Dockery, 915/728-2542.

Jul 12 — Sherman, TX. Sherman Municipal (SWI). EAA Chapter 323 Pancake fly-in. All the pancakes, sausage, bacon and juice you can eat from 8 to 11. . Contact Danny Offill, 469-223-4508.

Jul 26 — Granbury, TX. Granbury Municipal (F55). Fly-in Breakfast. Contact John Holt, 817/570-8533.

Jul 26 — Norman, OK. (OUN) AYA South Central Grumman Fly-In. Join Grumman's pilots for great food and great conversation in a great state. Meet near Ozzie's Diner. Arrive by 11 a.m.. Contact Tom Jackson, Jr., (361) 228-9008; [Email](#).

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

RFC DALLAS EVENTS

Jun 17 — RFC Dallas General Membership Meeting – 7:30 pm at the Addison Fire Station – see page one

Jun 19 — RFC Party at Jan Collmer's Hangar – 6:30 pm at Jan's hangar – see page one for details

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