

# RFC Dallas Flying Club

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## RFC DALLAS - MONTHLY MEETING

RFC DALLAS MEETINGS ARE THE 3RD TUESDAY OF THE MONTH.  
THE NEXT MEETING WILL BE TUESDAY, **AUGUST 19TH** AT 7:30 P.M.  
MEETING PLACE IS THE ADDISON AIRPORT FIRE STATION. NOTE:  
THERE ARE TIMES, SUCH AS WHEN THE NATIONAL SECURITY LEVEL  
IS INCREASED THAT THIS LOCATION IS NOT AVAILABLE. WE WILL  
ADVISE YOU VIA EMAIL IF THERE IS A CHANGE OF VENUE. THE  
ALTERNATE LOCATION IS AT THE MILLIONAIRE FBO AT ADDISON.

## Treasurer's Report

For July 2003

Jim Marberry - RFC Dallas Treasurer

The financial trend for July was favorable. The first month with the dues increase in effect resulted in a net income of \$919. This raised our net worth from (\$444) to \$475. Continuation of this trend for all of this new fiscal year will enable us to get our net worth back to the level we'd like to see. We saw no membership changes as a result of the dues increase, and we thank you for recognizing the need and accepting the necessity of the change.

Our cash flow continues at a desirable level. We continue to work with the larger delinquent accounts, with good prospects on two of the three larger accounts.

We added three new members this month. Please welcome Bob Adkins, Chris Lusk and Ralph van Kerkhove when you have the chance to meet them.

Flight activity was good. This also contributed to our favorable financial status. We flew just over 200 hours again this month, with continued reasonable distribution among the planes.

A/C	Flights	Hours
16W	24	57.8
46L	16	27.7
03V	11	41.4
92V	15	28.8
93J	25	50.4
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Total	91	206.1 ❖



Did you make it to OSH this year? This is the Editor by a Corsair that he'd like to fly... Well, one can wish! A one day tour of OSH means seeing a little bit of everything – in a hurry.

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Addison Airport has announced that the gate codes will change Aug 25.

As usual, be discrete in passing this code to other people.

There is also a news code for the bathrooms on Jimmy Doolittle

## F33A and 58 Recognized by Plane & Pilot

In the March issue of Plane & Pilot, the editors selected the top 10 all-time favorites of general aviation's used aircraft and the F33A was No. 1. Comments included, "The F33A's combination of strength, performance, comfort and handling make it a difficult airplane to resist." and "The Bonanza is a wonderful-handling machine, smooth, quick and positive in both pitch and roll."

For those who've not had the pleasure – N4416W is our Club F33A. See page 7 for info on another Club Bonanza.

## RFC Dallas at Simuflite

The RFC Dallas Flying Club had another "excellent adventure". On July 15<sup>th</sup>, many of our members showed up at the SimuFlite simulator training facility at DFW Airport, for a chance to fly the Cessna Citation simulator. With the very good turnout, there was a line into the Sim for several hours, but most had an opportunity for some "hands on" time.

Norwood Band, a long-time RFC member who works as an Instructor at SimuFlite, hosted this fine event.

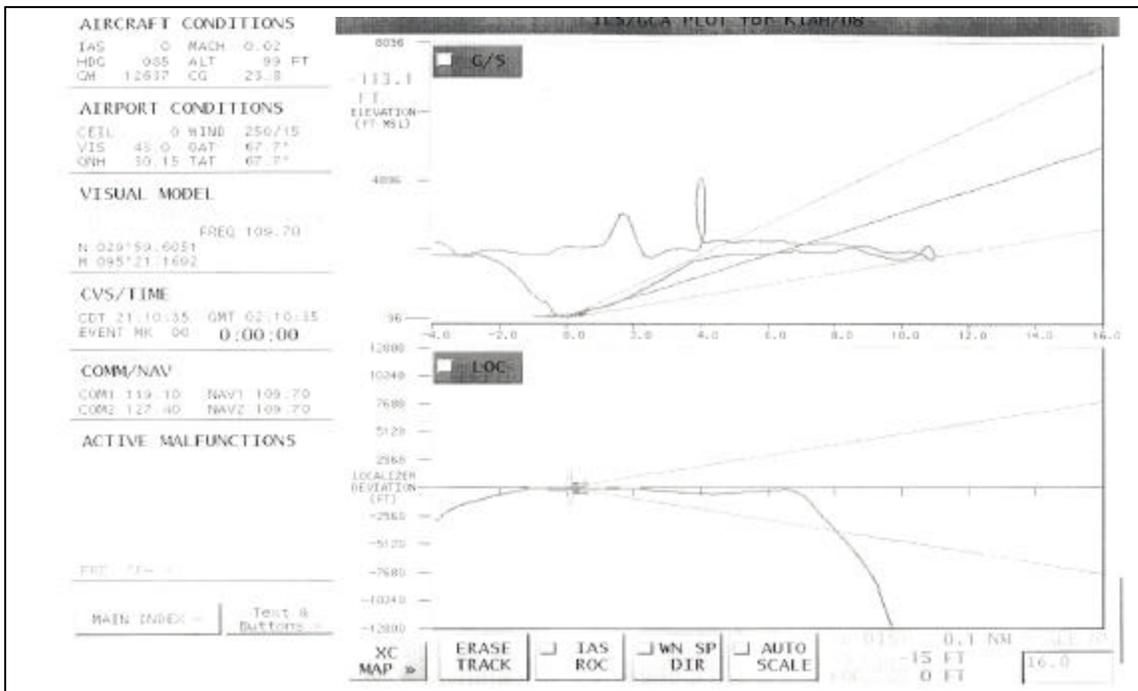
The Simulator has the ability to track and print various flight parameters, a sample of which is included below. The following picture of the Citation cockpit shows something about the level of complexity of a business jet. Although jet engines are easier to manage than reciprocating engines, the additional systems, faster speeds, the ATC environment and wide area of operations can present a challenge to the aviator. It was a great opportunity for many to get a taste of flying a jet.

Thanks to Norwood for the great outing and to Dave Siciliano for bird-dogging the wide range of RFC events.





**Robert Johnson & John Rousseau show us how to fly an ILS. See the graph below for the evidence. Ok, the Loop belongs to someone else (TJ?).**



## RFC Membership Drive

By Robert Johnson

Help your club and win Citation simulator time!

We are starting a new program effective August 1<sup>st</sup> to encourage our members to get the word out about RFC Dallas and get new members on board. As we all know, RFC is the best flying deal in town, and because of this our members are the best references we have.

The new membership drive program is designed to reward members who help get new members to join the club. The member who helps to bring the most new members into the club by this time next year will get one free hour of simulator time in one of SimuFlite's Citation simulators. Since whoever is flying the Citation Sim needs a right seater, the runner up will get to fly right seat in the Sim at the same time. Norwood Band has graciously arranged for the simulator time, but it will be on a space available basis (SimuFlite paying customers have priority).

Whenever you bring a new member to a meeting or if someone you introduced to the club joins, just let me know via e-mail ([RJohnson@sundig.com](mailto:RJohnson@sundig.com)) and I'll update your tally. Every month or so we will put a running total in the newsletter of the people who have helped bring the most new members into the club.

Note: Board members, officers, and airplane owners are excluded since we should be doing this anyway.

## A "First Timers" OSH Experience

By Robert Johnson

Going to Oshkosh has been something I've wanted to do for as long as I've been flying airplanes. Unfortunately, the main weekend of Oshkosh is also a big weekend at my wife's parent's lake house in upstate New York. As important as Oshkosh is, my marriage is more important, so the trip has been delayed for many years.

Other than being the 100<sup>th</sup> anniversary of flight, 2003 is a special year – The moon and the stars aligned correctly so that Oshkosh and my wife's big weekend at the lake are on different weekends! Once I looked at the calendar and realized that I could make it this year, I had to figure out how to arrange transportation.

Getting to northern Wisconsin was a bit of a pain – I was at Kelly's lake house, so I flew commercially from Albany to Chicago, took a bus to Rockford, IL, then had a friend drive me from Rockford to Oshkosh. My friend is a pilot, but didn't want to hassle with the arrival procedures. Considering the drive from Rockford is usually pretty short, driving probably wasn't a bad plan – However, MapQuest decided not to include a major turn so we wandered around downtown (a major overstatement) Fond du Lac for an hour or so before we figured it out. Navigating with a Garmin 430 sure is a lot easier!

Getting back home was relatively easy – John Rousseau and Bob Coppotelli were heading up there and they kindly offered to let me hitchhike a ride home and find a space at their campsite.

Once I finally got to OSH and found the plane so I could drop my stuff off, we headed from the North 40 campground to the main show grounds. My first surprise was that it's a looong distance between the North 40 and the actual Airshow. My second impression was "damn, there are a lot of airplanes here!" We wandered around for a few hours, and I'm sure I looked like the proverbial deer in the headlights. I was simply in awe of the number of airplanes, people, vendors, and things to see. I hooked up with John and Bob later in the day and we weathered a big thunderstorm. At one point Bob and I decided to walk the flight line, but we finally gave up before we reached the end!

Once the Airshow was over, Bob, John and I headed back to our campsite. Once again, I didn't know what I was in for.

For those of you who don't know, John's brother and sister-in-law (George and Cindy) run "Women Fly". Their company makes very cool clothing and other odds and ends, and you can see the full catalog at [www.WomenFly.com](http://www.WomenFly.com). They have also been attending OSH for a long time and have a group of about 20 of their closest friends who they camp with. To put it mildly, Cindy and George have this show wired. They seem to know everyone, and also know exactly how to work the system to their (and luckily our!) maximum advantage.

During the course of the next few days, we watched airplanes, ate, drank, spent money, drooled over airplanes we wanted to buy, drank some more, and watched more airplanes. Somewhere in the middle of this, we ran into Tom Johnson and Jake Smith who had flown up in 4416W. Bob and I spent some time with them in a Bonanza seminar where we learned yet another set of engine management recommendations.

While seeing the airplanes, vendors, seminars, and Airshows was fun, the single best part of the trip was being able to meet the great group of friends that George and Cindy have. They also know how to throw a serious party!

The best night was our last. Our campsite was on the western edge of 9/27 (right by the number 9) and for most of the week they were operating off of 27. On Saturday after the Airshow they decided to start using 9 so we had a ringside seat to watch 100 or so airplanes take off. Cindy and George also threw a cocktail party that night so we had some fun company. Included were Patty Wagstaff, her boyfriend and Corsair pilot Dale Snodgrass, the entire crew of the Airbus Beluga (the one that makes the Super Guppy look small), the general counsel of Airbus US, a couple of aviation writers, and the Exec VP of NATCA. About 40 of us drank adult beverages, watched airplanes take off, and had some great conversations about all things aviation related. Needless to say, it was a late night. . .

Oshkosh is truly the Mecca of general aviation, but it is an amazing social experience as well – the ability to spend time with some great people whose only common thread is their love of aviation was a wonderful experience and one I will not soon forget. I only hope the stars and the moon line up again so I can do it next year!



**Tom J., Bob C., and Jake S.**



**Bob partying with the NATCA folks**



**Bob sleeping on the ride home (after partying with the NATCA folks!)**

## DEBONAIR GETS NEW AVIONICS

I'm happy to report that Debonair 5893J will have some new goodies installed in the next few weeks.

A WX-500 Stormscope will be incorporated onto the Garmin GNS 430. This new system is "state of the art" and will show lightening strikes overlaid onto the moving map display. This will clearly show where any convective weather is occurring within a 200 nm range. It will be slaved to the heading indicator.

Additionally, a Garmin GTX-327 digital transponder will be installed, replacing the old tube type King KT76. The new transponder has a great display. It is very easy to use having large numbers with VFR and Ident buttons. The GTX-327 is very similar to the KT-76C in the F33. It also has a digital flight timer in the display, which is very helpful.

## Debonair Window Damaged

A window on the Deb was recently damaged due to improper loading, and will now have to be replaced.

All aircraft windows are made of very soft lightweight plastic. They are easily scratched by contact with anything. This most often occurs during boarding or loading of cargo.

The window in this case was the #3 pilot window. Unfortunately, the aircraft was carelessly loaded with objects resting against the window, and it was scratched beyond repair.

All pilots must completely inspect the condition of the aircraft prior to your flight. This includes airframe and windows. Be sure to log any damage on the maintenance sheets in the Hobbs book. If damage occurs during your flight, you and you alone, are responsible.

## WHO WANTS TO GO TO THE BEACH?

By Stuart Thompson

Do you have three hours? Do you like crystal blue water and white sandy beaches? Need a change of scenery? If you answered affirmative, then Destin, Florida is your place. Two weeks ago after a last minute weekend cancellation, Debonair 5893J became available, so I pointed her eastbound.

Just 552 miles east of Addison, bearing 098 degrees lays Destin, between Pensacola and Panama City. You take a direct route until 20 miles west of Destin turn south for a few miles, then fly east along the beach. This keeps you clear of R-2915B, which in my experience is always "hot".

The water of the Gulf becomes very clear and therefore much bluer as you reach Destin. This contrasts beautifully against the white sugar sand beaches. This makes for a very lovely flight. In my opinion, you really can't do better. Some Texas beaches are closer but hold no comparison. Other Florida beaches are nice, but require a longer flight and are more of a hassle - needing a rental car and a longer drive to your destination.

The uncontrolled airport is quick-in and quick-out. It has a single 4900ft. runway, which runs 14-32 at 20 ft. elevation - left traffic, with a GPS 14 approach. Understandably, there is usually a south flow. The FBO has fuel, although it is over \$3.00 a gallon! I always have Unicom call for a cab as we taxi the aircraft in. Only one mile from the beach, you're at the ocean minutes later after a \$5 cab ride.

Therein, lays the charm for me - no downtime - just flying and fun. We were "wheels up" at ADS at 8:30a.m. and having lunch at the Backporch at 11:45. Flight time was 3 hours 10 minutes with the winds aloft light and variable. It's hard to fathom the change of scenery of the Florida Panhandle affords. It certainly makes Dallas look unattractive!

The Backporch restaurant is my personal favorite and the most popular eatery in Destin. After a hurricane came thru a number of years ago and damaged the old building, the Backporch was permitted to rebuild closer to the water than the previous structure in front of the dunes, giving it a fantastic location. The food and service are very good and all the tables are "open air", having wonderful views of the beach. You hear the waves and feel the ocean breeze as you eat lunch or dinner, adding to the relaxation.

After lunch, you can walk right out to the water. There is a fresh water shower to use after your swim or walk on the beach on the fine white sand.

The departure out of Destin is just as spectacular as the approach taking off right over the beach, then turning westbound for home.

Give Destin a try. You won't be sorry. It's also a great day trip from New Orleans, La. or Gulfport, Ms., with flight times at one hour and 45 minutes respectively.

Happy Flying.

## August 2003

**Aug 15 - 16 — Oklahoma City, OK.** Wiley Post (PWA). Twenty-fifth Annual Okie Derby. Aviation proficiency competition sponsored by the Oklahoma Chapter of the 99s. Registration required. Contact Phillis Miller

**Aug 16 — Abilene, TX.** Elmdale Airpark (6F4). Pioneer Aviation Day. Fly-in, missing man flyover, program honoring aviation old timers in attendance, former POW's, etc. Contact David Duncan, 915/676-1944 or 915/766-3769

**Aug 16 - 17 — Marksville, LA.** Marksville Airport (MKV). Paragon Festival of Flight. Marksville Fly-In (Paragon Casino Festival of Flight) There will be a Cajun Band at the airport to welcome everyone. Buses will run each half hour to the Casino where we will be provided luxury rooms for \$39.95. Contact Jim Moody, 318/793-2992.

**Aug 23 — Granbury, TX.** Granbury Municipal (F55). Fly-in Breakfast. Contact John Holt, 817/570-8533

The "Airline Training Orientation Program" (ATOP) is a two-day 737/300 familiarization course designed for \*any\* U.S. pilot, especially those interested in airline careers. Presented exclusively by ATOP Inc., the course features 12 hours' ground school, one hour in the 737/300 FTD, and two hours in the 737/300 full-motion simulator. Earn the optional "High Altitude Endorsement," too! Register for any class by September 1 and get a \$40 discount off the \$435.00 course fee by mentioning AVweb! For details go online at <http://www.avweb.com/sponsors/atop>

## September 2003

**Sep 13 — Clinton, OK.** Clinton Municipal Airport (CLK). Clinton's Centennial Celebration. Antique airplanes and cars. Contact Tracy Yoder, 580/323-5782

**Sep 13 — San Antonio, TX.** San Geronimo (8T8). Young Eagles Flight Rally. Young Eagles rally and Pancake Breakfast. Contact Jim McIrvin, 210/275-7780

**Sep 13 — Sulphur Springs, TX.** Sulphur Springs Municipal Airport (SLR). 8th Annual Fall Fly-In. Activities, vendors, and food. Camping available on site. Contact Roger Elliott, 903/885-7613

**Sep 20 — Farmington, NM.** Four Corners Regional (FMN). Wings, Wheels and Waves. Static display of cars, boats, and aircraft. Pancake breakfast. Airshow mid-day. Contact Joe Baker, 505/324-0688.

**Sep 20 — McGregor, TX.** McGregor Executive (PWG). Low & Slow Fly in. All aircraft are invited especially those eligible for Sport Pilot. Free Fish Fry at Noon. Contact Jon Botsford, 254-420-0184

**Sep 26 - 28 — Oakdale, LA.** Allen Parish Airport (L42). Cajun Fly-In. Fun, Fun, Fun. Camping, Lots of good Food, music, Casino trips from the airport and good fellowship with fellow aviators.. Contact Joel or Carla Johnson, 318-215-0090

**Sep 27 — Granbury, TX.** Granbury Municipal (F55). Fly-in Breakfast. Contact John Holt, 817/570-8533.

**Sep 27 — North Little Rock, AR.** North Little Rock Municipal (1M1). Fly, Ride, & Shine EAA Chapter 165. Fly-In Aircraft, Motorcycle & Car Show. Contact Jerry Homsley, 501/517-6210.

**Sep 27 - 28 — Midland, TX.** Midland International (MAF). FINA-CAF Airshow 2003. 100 Years of Powered Flight. Canadian Snowbirds, B-29 Superfortress, SB2C Helldiver. Gates open 7:30 a.m., airshows at 1 p.m. daily. 915/563-1000.