

RFC Dallas Flying Club

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www.rfcdallas.com

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RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the 3rd Tuesday of each month. The next meeting will be Tuesday, **Nov 18th, 7:30 p.m.** The meeting place is the Addison Airport Fire Station.

Note: There are times 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 Million Air FBO at Addison.

REMEMBER: DUE TO THE HOLIDAYS, WE DO NOT HAVE A GENERAL MEMBERSHIP MEETING IN DECEMBER (EVER)!!!



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Aircraft Scheduling

By John Rousseau, RFC President

It's critical to the smooth operation of the Club that all members closely follow not only the letter, but also the intent, of your Club's reservation policies and procedures.

Remember, "**Reserve only the time you need; Fly the time you reserved; and Release any used time.**"

If at the last minute you have to cancel a trip and you think others might want to know that the plane has suddenly become available (there's almost always someone who wants one of the Bonanzas), send an email to our Newsletter Editor, Al Benzing albenzing@compuserve.com, and he will send an email to all members advising that the plane is available. ❖

Bonanza Engines - Time Before Overhaul (TBO)

By Stuart Thompson (Owner of the Club's Bonanzas)

I've been asked to notify all RFC members that both our F33A and our A36 are currently being operated past their engine manufacturers' recommended TBO of 1,700 hours.

TBO is an actuarial figure providing the engine manufacturer's best guess of how long a typical engine will be able to operate before needing an overhaul. Flight schools, flying clubs, and FBO aircraft rental operations may operate without regard to any mandated manufacturer TBO. Noted Bonanza and Baron author Larry A. Ball writes, "The manufacturer's rated TBO is strictly a recommendation and has no legal or regulatory force for FAR Part 91 operations. Legally, a private owner may run his engine as long as they are airworthy, and in many cases it is prudent to fly well beyond the official TBO. An astonishing number of aircraft owners seem to believe that their engine's TBO is a sacred number.... that going over TBO is like breaking the law, voids you insurance, causes legal ramifications, or just shouldn't be done. None of this is true."

Mr. Ball lists the following 14 factors to be considered when operating a particular engine past TBO: type of engine, engine utilization, average length of flight, calendar time since last overhaul, quality of most recent overhaul, engine operating technique, frequency of oil changes, oil analysis, oil consumption, cylinder compression, engine repair history, instrument readings, preventive maintenance history, and condition of accessories. Using this checklist, both of these Bonanza's easily qualify to be flown past TBO.

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President's Report

By John Rousseau, RFC President

At the General Membership Meeting held on October 21, 2003, Captain Edward Oglesby (USMC) walked us through a slide show regarding his experiences earlier this year as the commander of a tank platoon in Iraq. Ed Oglesby joined RFC late last year, but very shortly thereafter his unit was activated and he was on his way to Iraq. Ed's presentation was riveting and kept Club members in their seats for hours (something your president has never been able to do). For those of you who weren't at the meeting, the tank retriever (Ed tells me that it was an M88) that toppled the statue of Saddam Hussein in front of the whole world (i.e., on CNN) was in Ed's company. Thanks Ed.

Where Are We Going? How Will We Get There? Strategic Planning Meeting

At the suggestion of Robert Johnson, your Board of Directors recently held a Strategic Planning Meeting at which we discussed where we are, how we got here, where we are going, and how we are going to get there (at least, that was the concept). Among other topics, we discussed what are the optimum membership levels and aircraft mix for the Club. Given our financial needs and our current volunteer structure, we decided that our current membership level is a good place to be. In addition, it appears that our current aircraft mix is meeting the needs of our membership. We are planning to hold similar meetings on an annual basis and welcome your input. So, if you have ideas on where the Club should be either now or five years from now, please discuss those ideas with one of your Board members.

Membership at all time High We Busted the Century Mark

For the past couple of years, we've generally had between 75 and 85 active members at any one time. But, due to a recent surge in our membership ranks (perhaps the economy really is getting better), our current membership level is currently hovering around 100 active members (at one point, we got up to 103 active members). While this puts us at the top end of what the Club has historically considered to be its optimum membership range of 15 to 20 members per airplane, the Board has decided to not take any action (e.g., a membership cap) at this time other than to monitor aircraft usage and availability. Because of this increase in membership, each member's cooperation is requested in only reserving the plane for the time you need, flying the time you reserve, and promptly releasing any unused time whether due to cancellation of your trip or an early return from your trip.

Bonanza – TBO – *Continued from Page 1*

Bonanza 4416W's original factory new engine was overhauled with 2,201 hours on July 28, 2000 by Firewall Forward, one of the premier engine builders in the country. She received a brand new crankshaft and new Millennium cylinders. Additionally, the entire engine and accessories were balanced and blue-printed. With only 39 months in operation since that overhaul, she has flown 1,800 smooth running hours, flying an average of 46 hours per month. The compression's continue to be excellent with 78/80 readings on all cylinders. Airspeed continues to show no degradation with TAS in excess of 180 knots. Oil analysis shows only normal wear.

Bonanza 903V's factory remanufactured engine was rebuilt and given a new crankshaft and pistons in late 1999. I bought her with only 10 hours on that rebuilt engine in February 2000. Since that time, she has flown 1,700 hours, flying an average of 40 hours per month. She received a complete Millennium cylinder top overhaul only one year ago, which now has only 450 hours of operation. All compressions are an incredible 80/80. TAS continues to be 174 knots or greater. Oil analysis shows normal wear.

These engines will of course not be operated indefinitely, and most probably will be overhauled in the next year or so, when conditions merit their complete teardown and overhaul.

Please feel free to call me with any questions at (214) 707-2075.

Second Notice – I have your Flashlight!

Earlier this year, I found a Mag-Lite Flashlight that had been left in one of the aircraft. I was able to contact the owner of this flashlight and made arrangements to return it to him (I was supposed to put it in the keybox so he could pick it up), but dropped the ball and have lost the slip of paper that had his name and number on it (I seem to remember that he had an 817 area code). If you are that member and will contact me (John Rousseau) at (214) 969-1671, I will see that you are reunited with your flashlight. **John Rousseau - President**



Treasurer's Report

For October 2003 Flying

By Jim Marberry - RFC Dallas Treasurer

Flying in October continued at a favorable level overall. Flight time on the Cardinal was down noticeably, however. Keep the Cardinal and the Cherokee flying, keep the owners happy, keep the planes in the Club. The mix of planes that we offer our members is one of the significant benefits of membership.

The totals were as follows:

<u>A/C</u>	<u>Hrs</u>	<u>Flts</u>
4746L	28.7	14
7592V	11.8	7
5893J	49.6	20
4416W	72.7	34
903V	59.9	13
Totals	222.7	88

Financial Status

The fuel cost data for October are not available as of this writing. Since our flying this month was comparable to that of last month, an estimate of net worth based on the September bill from Million Air would give a more modest increase than last month and similar to the first two months of this fiscal year, i. e. about \$1000. This is still good progress toward our goal.

Cash flow is reasonable, although several members' balances were large enough to attract attention. The 'service charge' data is a measure of accounts in arrears. Total service charges this month were \$75, which means \$5700 in accounts 30 days in arrears. Most of the 14 accounts in arrears are modest in their level; but three are over \$1000. Here's a reminder of the probation rule passed this summer by the Board: accounts greater than the member's deposit must be cleared within 10 days to avoid probation. If this isn't done, access to the reservation system can be suspended. Flying can continue, but it must be paid in advance for a year. Let's keep things simple and pay-as-you-go.

With two terminations and two members going inactive, our active membership is 99. With weather reducing flight activity, we should see a reasonable level of aircraft availability for the winter months. This is also a season in which fewer prospective members will be calling. If you know of anyone interested in joining, talk to them about joining now and avoiding the spring rush [i.e. the crush for checkout instructors]! ❖

FAA Enforcement Sanctions

The following is the second of a series of brief newsletter articles that deal with legal issues relating to flying and pilots. John Yodice, the AOPA General Counsel, held a day long seminar in Dallas on August 15, 2003 and distributed a substantial amount of information and materials, some of which should be of interest to all of the members of the RFC Flying Club. As this information is general in nature, it is not nor is it intended to be specific legal advice on any particular situation.

Compiled by Kevin Good

972-934-6592

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Last month, we reviewed the FAA's SAAP, the Streamlined Administrative Action Process. This month, let's take a look at the guidelines published by the FAA on enforcement sanctions. It is located at Appendix 4 of FAA Order 2150.3A Let's look at these guidelines not only to learn about the penalties that the FAA has the discretion to impose for violations, but also to examine our own habits and practices to assure that we are complying with the applicable FARs.

In the introduction of the Enforcement Sanction Guidance Table, the FAA cautions that the sanction table is for general guidance only and that all mitigating and aggravating factors should be considered. On a national scope, if there are an inordinate number of violations of one particular regulation, e.g., violations of TFRs, then more severe sanctions may be necessary to assure appropriate vigilance and deterrence. Importantly, the sanction guidelines presume that the alleged violator has no prior violations and that the actual or potential safety hazard was not greater than what would ordinarily be associated with the violation.

Here is a sample of the listed violations along with the guideline sanctions:

Operation w/out a valid airworthiness or registration certificate:
30 to 90 day suspension.

Operation w/out pilot or medical certificate in possession:
Admin. to 15 day suspension.

Operation w/out valid medical certificate:
30 to 180 suspension.

Failure to comply with special conditions of medical cert.:
90 day suspension to revocation.

Operation with known physical deficiency:
90 days suspension to revocation.

Failure to obtain preflight information:
30 to 90 day suspension.

Deviation from ATC instruction or clearance:
30 to 90 day suspension.



Dave Siciliano RFC Safety Chairman & Program Director with his pride and joy, a beautiful A-36 Bonanza.

The RFC Annual Autumn Club Social was held on a Saturday, October 18, 2003 at David Siciliano's hangar. The weather was great, Jake Smith and others did a great job on the grill, and all seemed to have a great time. Cal Young, past Club president, flew to the party (from Airpark) in his Debonair N3090T that many of you will recognize as the Club's first Bonanza; it was great to see both Cal and 90T. When you see them next, please express your thanks to both Dave, for providing the place (and the margarita machine), and Robert Coppotelli for spearheading the planning, setup, operation and cleanup of another successful Club event.



Failure to comply with VFR cruising altitudes:
30 to 90 day suspension.

Careless or reckless operations:

Fuel mismanagement/exhaustion:

30 to 150 day suspension.

Wheels up landing:

30 to 60 day suspension.

Taxiing collision:

30 to 90 day suspension.

The Enforcement Guideline Table lists the following specific mitigating and/or aggravating factors that will be considered:

1. Significance in degree of hazard to the safety of other aircraft, persons or property in the aircraft or on the ground, created by the alleged violation;
2. Nature of the violation – inadvertent or deliberate
3. Past violation history (since past compliance should be the norm, this factor is considered only to assess the need for a greater than normal sanction);
4. Alleged violator's level of experience;
5. Attitude of the alleged violator;
6. Nature of the activity involved – private, public or commercial;
7. Ability of alleged violator to absorb the sanction; and
8. Demonstrated lack of qualifications.

The entire Enforcement Sanction Guidance Table is available and can be e-mailed to anyone interested. Once again, the purpose of this brief review was not only to learn about the FAA published guidelines, but also to review our own habits and practices in light of the FAA guidelines. ❖



Come fly our pretty airplanes! Winter is typically “slow season” for Club flying, but there are many good weather days. Not too Hot, not too Cold, just right for a fun Flight.

Go to the [Texas Aviation Association site](http://www.txaa.org/) <http://www.txaa.org/> for more Texas events.

November 2003

Nov 15 — Conroe, TX. Montgomery County (CXO). EAA 302 Fall Flyin. Come out and see what we have built. Static displays. Several raffles. Pancakes for breakfast and hamburgers for lunch.. Contact Butch Carr, 936/756-0127

Nov 15 — Fort Worth, TX. Hicks Airfield (T67). AYA South Central Grumman Fly-In. Join us for a great home/hangar cookout at the Reddicks' and a short tour the special WWII museum of one of the residents. Meet at the Rio Concho restaurant ramp parking area. Contact Mike Reddick, 817-439-0234

Nov 15 — Gladewater, TX. Gladewater Municipal (07F). EAA 972 Pancake Breakfast Fly-In. EAA Chapter 972 is holding a Pancake, Bacon, Sausage, Coffee and Tarmac Fellowship Breakfast for a \$5 Donation starting at 8am to 11am on November 15th, 2003. Contact Bob Tippens, 903-535-6959

December 2003

Dec 6 — Granbury, TX. Granbury Municipal (GDJ). Fly-in Breakfast. The last breakfast of 2003. 817/573-7514.

Dec 6 — Houston, TX. Houston Hobby (HOU). AYA South Central Grumman Fly-In. Come enjoy the fantastic hospitality of FletchAir. They'll give us a tour of their facility, allow us to check out the many different Grumman's, and take pictures beside the new Tiger. Arrive by 11 a.m.. Contact Garner Rice , 800-FA-WINGS

Dec 12 — Midland, TX. CAF Headquarters. Seminar Series--Voyager. Join retired USAF test pilot Dick Rutan for dinner as he describes the epic non-stop flight around the world in the Voyager. 7 p.m. in the CAF hangar. 915/567-3009.

Dec 17 — Houston, TX. William P. Hobby Airport (HOU). Centennial of Flight Celebration and Museum Sneak Preview. The 1940 Air Terminal Museum will host a Centennial of Flight Celebration and Museum sneak preview on Wednesday, December 17, 2003, the 100th Anniversary of the Wright Brothers first powered flight. The Festivities will begin at 9:00 a.m. central time. Contact Drew Coats

RFC Board of Directors & Officers

John Rousseau, President
Robert Johnson, Vice President/Membership

Jim Marberry, Treasurer
Robert Coppotelli, Secretary

David Siciliano, Safety Officer/Program Director
Steve Caruso, Operations Officer
Tom Taylor, Ombudsman

Mike Major, Maintenance Officer*
Al Benzing, Newsletter Editor*
Ed Wagner, Webmaster*

*Not a Board Member

RFC Dallas Website: www.rfcdallas.com

RFC Club Check-out Instructors

Richard Aron
Ken Asleson
Oz Asleson
Kenneth Campbell
Tom Johnson (Cherokee only)
Jim Marberry
Bob Schneider
Stuart Thompson

RFC Aircraft Rates & Maintenance Contacts

Rental Rates (wet), Hobbs time plus tax

Cherokee 180C	\$63/hr.	John Rousseau
Cardinal 177RG	\$76/hr.	Bob Botts
C-33 Debonair	\$111/hr.	Stuart Thompson
F-33A Bonanza	\$119/hr.	Stuart Thompson
A-36 Bonanza	\$129/hr.	Stuart Thompson

Membership Deposit, Initiation Fee, and Dues; Insurance Deductible

Membership Deposit	\$500
Initiation Fee	\$65

Monthly Dues - Tiered dues structure:

Cherokee Only	\$45
Cherokee & Cardinal Only	\$55
Bonanzas and other Aircraft	\$65
Family Membership – Add	\$20

Insurance Deductible \$2,000 – **REMEMBER**, the Club Member is responsible for **all** damage to the aircraft; however, in the event of a "covered loss", the Club Member's responsibility is limited to the insurance deductible which currently is \$2,000 per incident)