

RFC Dallas Flying Club

Volume 3, Issue 9

www.rfcdallas.com

December, 2003

Editor: Al Benzing albenzing@compuserve.com

RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the 3rd Tuesday of each month. The meeting place is the Addison Airport Fire Station. There will **not** be a membership meeting in December.

Christmas Party:

RFC members are invited to Million Air's Christmas party. It begins at 6:30 PM, Thursday December 11, 2003. The location is at Addison Airport at 4300 Westgrove. Hors d'oeuvres and desserts will be served. Cocktail attire is in order. This is always an enjoyable event. Come and visit with your friends in the flying community.



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Reservation System – Shortcuts

By Tom Taylor

The reservation system that RFC Dallas uses is a rather old DOS based system, which runs on a "486 processor". The software was bought from Wilder Engineering in California. Although the system is old, it has been successfully scheduling our reservations since 1995, so no upgrades are planned. (If it ain't broke, don't fix it.)

For your convenience, following are a few short cuts that will help in the scheduling of aircraft.

The # key is essential to using the short cuts.
(continued on next page)

News Items:

From Stuart Thompson:

- There is a new door lock in the Debonair (N5893J). The following is Important!

The right end of the door handle must be pushed firmly against the door to enable the lock to be locked or unlocked. This must be done simultaneously while turning the key. The lock can not be turned otherwise.

- RFC member G.H. Hodges earned his instrument rating today! (November 13, 2003) Congratulations & Well Done!

From Al Benzing:

Just a comment on notifying other RFC Members of flight cancellations. I've been very pleased with how conscientious you members have been about sending me an email to "broadcast" when an aircraft comes available. This process is working very well.

There have been other situations when I've sent email to members, on various RFC subjects. In most cases I'm only the "Messenger". Please be sure to reply to the correct party if responding.

1. To access a certain aircraft, enter the last 2 characters of the aircraft's call sign, then the # key. Ex: For Cardinal N7592V, when the system asks for the aircraft to check, enter "28 #" (V – is the number 8 on the phone)
2. The system "remembers" the last aircraft you checked on, so when asked for the aircraft number, simply push the # key if you want to access the same aircraft.
3. The # key is used to indicate Today's Date.
4. Once you have entered a start date, if the end date is the same date, just push # when prompted for the end date.
5. For the beginning reservation time, # will enter the Current Time.
6. The system default flight time is 2 hours (you can change this time for your account).

If you want to use your default time to schedule a flight, after you have been prompted and entered the start time, entering # will advance the end time by 2 hours (or your default time).

I have sometimes called and found a member with back-to-back reservations. Once you are on the system, no one else can call in, so you can cancel a reservation to then "re-reserve" the plane for an extended time. In other words, schedule N1234 for Friday from 8 am until 3 pm. Plans change and the plane is needed until 10 pm on Friday. Once on the reservation system Cancel the 8–3 flight, then Add the 8–10 flight. Remember, you are only allowed 3 future reservations.

When backing up the system or doing other maintenance, I must shut the system down. I usually will connect a voice phone to the reservation number so that I can let the caller know how long it will be until the system is back up. As an aside, I have to call to make reservations, just as other Club members.

Remember, we are a club and should be conscience of other members wanting to fly, so please, cancel any unused reservations. If you get in earlier than planned, cancel the balance of your reservation!

Editor's Note: Be a good neighbor and advise other members if you've cancelled a flight. You can do this by sending an email with the details to albenzing@compuser.com. I will send an email to the entire membership. ❖

PROPER PROCEDURES

By John Rousseau

It is Club policy that prior to every flight that the Club Member open the timesheet book in the airplane to (i) check the squawks, (ii) check to make sure that the last pilot properly wrote down the ending Hobbs and Tach times, and (iii) write down his or her name in the timesheet book prior to starting the engine.

The reason for checking squawks is self-explanatory (if you do not do this, please either terminate your membership immediately or, at least, do not fly a Club aircraft until you have thoroughly reviewed this issue with an instructor); The reason for checking that the last pilot properly wrote down his/her ending Hobbs and Tach times is that you don't want to be charged (and you very well may be charged) for time which the prior pilot flew; And, the reason for writing down your name prior to starting the engine is that it is a tremendous hassle for the Treasurer and other Club officers every time a Club Member forgets to put his or her name down on the timesheet. If you write your name down on the timesheet when you are checking the squawks (if you don't check squawks, see my note above), then, even if you forget to write down your time at the end of your flight, your name will already be filled in on the timesheet and the next Club Member to fly that plane, following this same policy, will see that you forgot to write down your ending Hobbs and Tach times and will do so for you so that he/she will not be charged for the time you flew (if you ever need to do this, please put the Hobbs and Tach times on the next line down on the timesheet along with an explanation of what you did and who you are).

It really is a good system if everyone would just follow it. This past month, our Treasurer (Jim Marberry) and the keeper and minder of our reservation system (Tom Taylor) spent considerable time and effort tracking down the names of three members who had neglected to write their names down in the timesheet book both prior to and after flying an aircraft. Now that you know why we have this policy, please follow it. ❖

CHEROKEE MAINTENANCE

By John Rousseau

The main gear struts have been serviced (again) and we have been assured by our mechanic that they should be fine now. We will have to wait and see. The starter has been removed and is being rebuilt, so the plane should be back online by Sunday, December 14th. For those of you who have had to endure our old starter, we have appreciated your patience with us in getting this problem fixed. As soon as we can get it scheduled, we plan to get Comm #1, the DME, and the cursor button on the GPS repaired. When reinstalling the dipstick, please tighten the dipstick only so its snug, not tight. It tightens in flight and becomes very difficult for the next pilot to remove if you overtighten it. ❖

Treasurer's Report

For October 2003 Flying

By Jim Marberry - RFC Dallas Treasurer

This is the time of year for other things besides a long report. In summary, we continue to do well. Flying was down from the previous months, but winter is like that. We flew 186 total hours, as follows:

A/C	flights	hours
16W	25	59.6
03V	11	25.2
46L	10	22.7
92V	8	31.4
93J	15	47.6

92V's numbers were helped noticeably by one flight of 17 hours. If you're gonna go, make it a good one!

We have a new member, Greg Coffey, whom I hope you welcome when you have a chance to meet him. Toby Rogers has resigned his membership.

Financially, the reduced flying resulted in the club operating in a breakeven mode in net worth. This is good in the slower season. Take the opportunity to get out when we get the good weather spots the next few months. ❖

'Twas the night before Christmas,
he lived all alone
in a one bedroom house
made of plaster and stone.

I had come down the chimney
with presents to give,
and to see just who
in this home did live.

I looked all about;
a strange sight i did see:
no tinsel, no presents,
not even a tree.

No stocking by mantle,
just boots filled with sand.
On the wall hung pictures
of far distant lands...

With medals and badges,
awards of all kinds...
A sober thought
came through my mind.

For this house was different.
It was dark and dreary.
I found a home of a soldier,
once i could see clearly.

FAA - Mitigating Factors

The following is the third 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
kevin@kgoodlaw.com

Last month, we briefly reviewed some of the information in the FAA Enforcement Sanction Guidance Table. We also looked at the mitigating and aggravating factors considered by the FAA in evaluating the range of sanctions to be imposed. This month, let's look at some of the specific facts that have led to a reduction of sanctions due to the presence of mitigating factors.

In the NTSB database of Opinions and Orders, there are 38 cases listed where mitigating factors were argued and addressed in some fashion. In some instances, the mitigating factors were rejected summarily due the nature of the violations, e.g., intentional falsification of medical certificate, use of an aircraft in a criminal activity, etc. In other cases, mitigating factors were thoroughly discussed, evaluated and applied to the specific facts involved. Recognizing that each case will have its own peculiar facts, it is informative to review some of the reported cases to get a flavor of how the NTSB has dealt with mitigating factors.

On perhaps a rather comical note, the NTSB rejected a claim by a pilot that sanctions should be reduced because a forty (40) day suspension of his ATP would adversely affect his ability to earn a living. This pilot ran out of fuel on a flight from Asheville, N.C. to Atlanta, GA, landed on a highway, refueled at the nearby Texaco station and resumed his flight. Finding that his conduct was an intentional violation of Section 91.31 (a), the NTSB denied his request for a reduced sanction.

In two taxiing cases involving communications with ATC, one of which involved an actual collision on a taxiway, mitigating factors were considered and resulted in the reduction of sanctions imposed on the pilots. After landing at Syracuse, NY in bad weather and limited visibility, a Part 135 Beech 1900C was instructed to "turn right [off the runway] when able ground point seven leaving the runway." Upon turning off the runway on to a diagonal taxiway and switching to ground, ATC gave an immediate instruction to hold short of an upcoming intersecting taxiway. At the end of the transmission by ATC, the ELT on the Beech 1900C sounded. It had collided with an MU-2 taxiing on the intersecting taxiway and talking to ATC on a different frequency.

After fully discussing the obligations of the pilots to "see and avoid" and holding them accountable for the collision, the NTSB then focused on the contributing conduct of the ATC personnel. It noted that the local and ground controllers were "decertified"

The soldier lay sleeping--
silent, alone--
curled up on the floor
in this one bedroom home.

The face was so gentle,
the room in disorder;
not how i pictured
a united states soldier.

Was this the hero
of who I'd just read?
Curled up on a poncho;
the floor for a bed?

I realized the families
that i saw this night
owed their lives to this soldier
who was willing to fight.

Soon 'round the world
the children would play,
and grownups would celebrate
A bright Christmas day.

They all enjoy freedom
each month of the year
because of the soldiers
like the one lying here.

I couldn't help wonder
how many lay alone
on a cold Christmas eve,
in a land far from home.

The very thought
brought a tear to my eye.
I dropped to my knees
and started to cry.

The soldier awakened
and i heard a rough voice,
"Santa, don't cry.
This life is my choice."

"i fight for freedom.
I don't ask for more.
My life is my god,
my country, my corps."

the soldier rolled over
and drifted to sleep.
I couldn't control it;
i continued to weep.

I kept watch for hours,
so silent and still;

for five (5) days and required to be retrained. The NTSB specifically held that ATC could have taken preventative, cautionary action as ATC was in communication with both aircraft and was aware of their relative position as a result of the communications with them. The pilots, on the other hand, were not aware of the relative positions due to the poor visibility and being on different frequencies. The NTSB reduced the suspensions from 90 days for the Captain and 60 days for the First Officer to 30 days for both. (**Note:** AIM Section 4-70, now AIM Section 4-3-20, was changed following this accident and now specifically provides that upon landing, “[i]n the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway even if that requires the aircraft to protrude into or cross another taxiway, runway or ramp area. This does not authorize an aircraft to cross a subsequent taxiway/runway/ramp after clearing the landing runway.”)

In the other taxiing case, a UPS aircraft was given clear instructions, but failed to hear them correctly and read them back incorrectly. The NTSB upheld the finding of violations against the pilots, but eliminated the suspension of the pilots' ATP certificates (30 days for the Captain and 20 days for the First Officer) finding that the Ground Controller failed to perform her duty properly and failed to listen, hear and correct the incorrect read back from the UPS aircraft.

Compliance disposition, i.e. attitude toward safety and a proven track record of compliance and cooperation with the FAA resulted in rather dramatic reductions of sanctions in two other cases. In one where a holder of both an ATP and an A&P was preparing a DHC-4A, a deHavilland Caribou, a/k/a, a USAF C7, for a trip to Africa to be used in food delivery for a charitable organization, the NTSB found that the pilot/mechanic made mistakes that should not have been made and did, in fact, operate the aircraft when it was not in an airworthy condition. The NTSB noted, however, that the whole situation could have been avoided if the FAA inspector with whom the pilot/mechanic had been dealing had properly handled the Form 337 submitted by the pilot/mechanic, was more knowledgeable about the FARs and/or handed the project off to someone competent. The NTSB specifically found that the pilot/mechanic did not attempt to mislead the FAA in any way and had addressed all discrepancies raised by the FAA prior to the next flight. Interestingly, the NTSB also considered the charitable nature of the effort involved and while not excusing the violations viewed them as extenuating circumstances justifying a reduction of sanctions from a revocation of both the ATP and the A&P certificates to a 120 day suspension.

Another case of compliance disposition involved a pilot who was seeking to have an aircraft certified for Part 135 operations. An FAA inspector noted that stall strips were not installed and suggested to the pilot that they were required. Neither the pilot nor the FAA inspector could identify any authority in the Operating Manual or the Maintenance Manual requiring stall strips. The pilot flew the aircraft back to his home airport and discovered the requirement in the Illustrated Parts

and we both shivered
from the cold night's chill.

I didn't want to leave
on that cold, dark night--
this guardian of honor,
so willing to fight.

Then the soldier rolled over
and with a voice, soft and pure,
whispered, "carry on, Santa.
It's Christmas day, all's secure."

One look at my watch
and i knew he was right.
"merry Christmas, my friend,
and to all, a good night."

[This poem was written by a Marine stationed
in Okinawa, Japan. Submitted by Norwood Band](#)

December 2003

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

Dec 17 — Santa Teresa, NM. Santa Teresa/Dona Ana Co. (5T6). Centennial of Flight Celebration. Fly-overs and displays of military and civilian aircraft. The 62nd Army band and a whole lot more 8:00am to noon.. Contact Rich Rollins, 505-589-2000

Dec 20 — Lockhart, TX. Martin & Martin Aviation (50R). Christmas Party. A Christmas gift with free food and drinks to toast our friends and fellow pilots. . Contact Cheryl Hill-Burrier, 512-376-9608

January 2004

Jan 9 — Houston, TX. William P. Hobby Airport (HOU). Grand Opening of the North Wing of the 1940 Air Terminal Museum. The Grand Opening of the 1940 Air Terminal Museum's North Wing will take place on Friday, January 9, 2004. Grand Opening will mark the official opening of the 1940 Air Terminal Museum and will feature vintage aircraft, dignitaries and other surprise spec. Contact Drew Coats

Jan 17 — Houston, TX. William P. Hobby Airport (HOU). 3rd Annual Pops & Props Gala & Silent Auction. Elegant black tie optional gala dinner and silent auction. The evening features vintage aircraft, automobiles and the 18 piece Ronnie Renfro "big band" orchestra. If you wish to relive the glamour and excitement of the golden age of aviation, you will f. Contact Kirsten Coats

Jan 17 — San Antonio, TX. Stinson Airfield (SSF). AYA South Central Grumman Fly-In. Come to the annual San Antonio eat-and-meet-everyone gathering. For the fourth year in a row, Stinson Municipal Airport will be the first Grumman fly-in of the new year. Arrive by 11 a.m.. Contact Dave Contreras , 210-626-5677

Jan 24 - 25 — Austin, TX. Austin-Bergstrom International Airport (KAUS). Weather or Not - Aviation Weather Safety Seminar. This seminar is designed to provide the pilot with essential knowledge and web-based tools to minimize exposure to aviation's worst hazards, namely, icing, fog & thunderstorms. This two-day ground training course will introduce you to many aspects of w. Contact Kathy Dennstaedt, 410/379-5731

Jan 31 - Feb 1 — Fort Worth, TX. Fort Worth, Texas (KFTW) - Old Terminal Building (KFTW). Weather or Not - Aviation Weather Safety Seminar. See Item above for details.

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
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(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 currently limited to \$2,000 per incident)