

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 meeting place is the Addison Airport Fire Station.

Note: There are times that this location is not available. For Example: **When under a HIGH Security Level.** We will advise you via email if there is a change of venue. The **alternate** location is at the Million Air FBO at Addison.

Such an email was recently sent to indicate the Fire Station would not be available, however, the Security Level has since been lowered. With a little luck, the Fire Station will be available after all. Standby for more email!



We're Moving!

The Club has received relocation notices from Addison Airport with respect to the upcoming construction along the north side of our patio hangars. **This will affect the Cardinal and the A36.** Hangars, further south from our current location, are being offered as **temporary** parking for these aircraft. This construction is scheduled to begin in early January and last for approximately 3 months.

Details, including hanger Padlock Codes, and an airport diagram will be sent to each of you via email.



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Treasurer's Report

For October 2003 Flying

By Jim Marberry - RFC Dallas Treasurer

The club's financial status is quite satisfactory as we reach the middle of our fiscal year. After a decline in equity in November, we returned to the positive side with a net income of \$1 400. Our equity increased to \$7 250, the level that we wanted to reach at the beginning of the fiscal year. Our cash flow is also very satisfactory. The value of accounts in arrears is about half the value last July, at \$10 856. Half of this is in one account which we will probably have to write off. For this purpose we have begun transferring funds to a reserve account. Other arrears accounts are expected to be cleared in a reasonable manner.

We have a new instructor in our group! Congratulations to David Goldstein, who completed his CFI test recently. Two members joined the club in December, Jim Shuster and Scott Benson. Both have taken their first flights, which for Jim was his first as a student. He's training with Tom Johnson. Scott is a 200-plus hour pilot with IFR and complex experience. A relatively short term member, Dan Sampson, terminated his membership due to time constraints from other activities.

Total flight activity was reasonable for a winter month, at 213 hours.

The Cardinal was almost abandoned by its friends, however; it flew only 14 hours. The Cherokee was closer to normal at 22 hours. Think of flying these planes for your short trips so it will be easier for the owners to continue to lease them with us, and therefore easier for us to provide the range of aircraft that we do.

Holiday weeks and weekends are tough on your treasurer! With that in mind, here are a few words on How Things Work: Timesheets!

I start checking the reservation system about the 25th of the month, or even earlier if it's a weekend with prospects of significant activity.

GPS – A Standalone Navigation System?

By Al Benzing

Just a few words of perspective about GPS.

It has been a long time coming, and is an outstanding system for navigation. But, there is still much to be done before GPS can be used as a truly standalone navigation system, for IFR flight.

Properly installed units, with up-to-date databases have been available for enroute navigation and *Non-Precision Approaches* for some time.

Use of GPS for Precision Approaches, to replace ILS's and like approaches is often promised, with the dangling of WAAS and LAAS in front of us. Minimums as low as 250' have been advertised as coming soon. But, we're not there yet. In fact, there has been some recent backtracking from that goal.

New and upgraded GPS units can be WAAS capable, which improves accuracy. Whether you'll be able to use that accuracy for lower minimums depends on more FAA testing and approval of reduced minimums on approach charts. This seems to be a moving target, which unfortunately has only moved in a later direction. They have "turned on" the WAAS signal, somewhat to my surprise, which does keep the ball rolling in the right direction.

Use of GPS in lieu of DME or ADF:

An excerpt from the AIM:

Effective July 16, 1998, pilots may substitute IFR-certified GPS receivers for DME and ADF avionics for all operations except NDB approaches without a GPS overlay.

GPS can be used in lieu of DME and ADF on all localizer-type approaches as well as VOR/DME approaches, *including when charted NDB or DME transmitters are temporarily out of service*. It also clarifies that IFR GPS satisfies the requirement for DME at and above Flight Level 240 specified in FAR 91.205(e). This approval represents a major step toward removing the need to retain DME or ADF in our cockpits for any reason.

The objective is to find the time(s) that I will be able to pick up the timesheets between flights and with all of that month's flights completed. For the record, if you have a plane out over the end-of-month (EOM), you should **date the flight as of your return**. It won't be charged until the month you get back.

If the last day of the month is in the middle of the week, there will normally be perhaps only one plane out on that day. That's not a big problem. The pickup will be made before the plane leaves. The other extreme is Dec 31st. Combined with normal changes in plans, the possibility of inclement weather affects all of us. Change is a constant.

This past EOM was particularly tough, for some reason. Plans changed and reservations changed, in one case in the few hours between the time I checked the system and the time I got to the airport. This is one of the reasons the statements were later than usual. Most months I get them in the mail by the 2nd, but things conspired to make it the 8th this month.

Life's like that. Just keep paying on time, and it will get straightened out in time! ❖

When is GPS for DME or ADF not allowed?

There are still three instances in which DME or ADF are still required.

1. NDB approaches that do not have an associated GPS overlay approach must still be flown using an ADF. *(Very Carefully or VFR!)*
2. **A non-GPS approach procedure must exist at the alternate airport** when one is required to be filed by regulation. *If the non-GPS approaches on which the pilot must rely require DME or ADF, the aircraft must be equipped with DME or ADF avionics as appropriate. **GPS substitution for DME/ADF is not permitted in this case.***
3. DME transmitters associated with a localizer may not be retrievable from your GPS until the manufacturer incorporates them in the database. Pilots are not authorized to manually enter coordinates. *(Not likely a problem with current databases, but do check!)*

Note: Pilots should exercise caution when selecting the appropriate DME and NDB/LOM locations to avoid erroneous distance information.

Obviously, where these caveats really apply are for those of us filing IFR, when an Alternate will be required. It pays to look closely at the Approach Charts for the Alternate to ensure they have Non-GPS Approaches, that you are equipped to fly. Note that it's not enough just to have an ILS approach; also be sure that the ILS doesn't require DME or an ADF, unless you have that equipment on board.

More experience with GPS, the addition of WAAS, and increased confidence in system integrity should eventually release us from the need for these backup procedures. For now, we need to be aware of how they may affect our planned flight.

The Garmin 430's in our Club Bonanza's are an awesome tool, with much capability. It would have been a welcome addition to the panel for my Instrument Checkride, and may have prevented an impromptu demonstration of unusual attitudes on my NDB approach!

We've all heard the saying about skydivers jumping out of a "perfectly good airplane".

How about burying a perfectly good Mig-25!?
Better than having it shot down – I guess.
Contributed by Norwood Band.



Awe-inspiring pictures sent by Richard Aron. The top picture appears to be from an Ore Carrier on the Great Lakes. The middle one is to avoid! And the bottom one reminds me of Mt. Hood, near Portland, OR. Is it?



January 2004

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. 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 and thunderstorms. This two-day ground training course will introduce you to many aspects of w. Contact Kathy Dennstaedt, 410/379-5731

February 2004

Feb 7 — Brenham, TX. Brenham (11R). AYA South Central Grumman Fly-In. Join us at the unique '50s-themed restuarant on the field, known for the poodle skirts and incredible Blue Bell Ice Cream. Park next to the restaurant. Arrive by 11 a.m. . Contact Tom Jackson, Jr. , 361-228-9008 ; [Email](#). [Website](#). Event ID: 4631

Feb 7 — Longview, TX. East Texas Regional Airport (KGGG). Flyin. KRS Express Inc. Aviation is hosting a flying Saturday Feb 7 from 11:00am till 4:00pm come and meet others in aviation and eat free food. Hope to see you there. Contact Adam R. Wagner, 903/643-2010; [Email](#). Event ID: 5000

Advance Planning

April 2004

Apr 13 - 19 — Lakeland, FL. Lakeland Linder Regional Airport (LAL). Sun 'n Fun Fly-In. One of the world's premier aviation events, Sun 'n Fun is a week-long celebration of flight with thousands of aircraft of every size and shape, plus hundreds of educational activities, daily air show and lots more!. 863/644-2431.

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)