

RFC Dallas Flying Club

Volume 4, Issue 2

www.rfcdallas.com

February, 2004

Editor: Al Benzing albenzing@compuserve.com

RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month. **February 17th** is the next scheduled meeting. For February, a representative from the Flight Service Station plans to come out and talk about the services they offer and how to use them.

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.



NEED AWOS? JUST CALL ON YOUR CELLPHONE

From Dave Siciliano – an excerpt from AvWeb.

In a nifty new service for pilots, a quick toll-free phone call can now connect you to any AWOS in the U.S. -- if you don't mind having to listen to a short advertisement before you get to the weather. The service, aptly called "anyAWOS," is a new product offered by Mackinac Software.

After dialing the toll-free number (877-any-AWOS, or 877-269-2967), callers can enter any three-digit airport ID and -- after choosing from a list of possible matches, and listening to a word from their sponsors -- they will be connected to that airport's AWOS or ATIS.



INSIDE THIS ISSUE

1	RFC Meeting Schedule & Program
2	Treasurer's Report
2	Get Rid of Turbine Engines
4&5	Photo Gallery – Ugly pictures this time
6	Calendar of Events: Texas, and lesser States
7	RFC Dallas Flying Club - Information Page

Get Rid of Turbine Engines

Submitted by Norwood Band

----- Here's to the old days.

DeWitt

We gotta get rid of turbines, they are ruining aviation.

We need to go back to big round engines.

Treasurer's Report

For January 2004 Flying

By Jim Marberry - RFC Dallas Treasurer

Our net income was negative this month [\$431], resulting in a decline in equity to \$7 790. This is a historically correct level. The income decline is not significant compared to our monthly cash flow of \$25-35 000.

Cash flow itself was more than adequate to pay the bills.

Accounts in arrears continued at a historic level at \$13 800. The monthly level of service charges is a good measure of the amount in arrears. For the past six months, the values have been 181, 141, 98, 75, 140 and 116. The names in arrears change, but someone is always late or involved in something else [like Christmas and New Year's].

Pay on time and the service charges will disappear on our books.

Flying was at a recent low at 136.7 hours, but this is normal for January. The Cardinal's friends responded to last month's comment, with the hours jumping to 31, while 03V was unusually low at 13 hours. The removal of 16W for its engine work kept it at 35 hours for the month.

On a personal note, my cataract surgery on Jan 22 was routine. I'm not currently legal to fly, however, with the right eye vision not good enough as yet. Will get the first refraction Feb 9 and go from there.

Thanks for the calls from those checking up on things. ❖

Anybody can start a turbine, you just need to move a switch from "OFF" to "START," and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it.

Turbines start by whining for a while, and then give a small lady-like poot and start whining louder.

Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar.

We like that. It's a guy thing. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute.

This helps concentrate the mind.

Turbines don't have enough control levers to keep a pilot's attention.

There's nothing to fiddle with during the flight.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall. I gotta go.

Ron Caldwell

POWERMASTER

Bill Cunningham, pilot, master craftsman, skilled and detail-oriented engine re-builder. With the proper combination of components, balling and assembly techniques, PowerMaster provides the optimum performance engine. PowerMaster also offers highly detailed installation, in-flight dynamic balancing and vibration spectrum analysis. For quality, value, and the longest warranty in the industry, the Superior Millennium Engine built by PowerMaster is the only way to fly. See the quality, feel the difference.

- Certified Superior Millennium Engine Manufacturing Facility
- 5-year warranty on TBO • Custom baffle installation for improved cooling
- New ignition, starter and fuel injection systems included
- Custom sealings and platings • BAM camshafts, GAMI fuel injection nozzles • FAA CR5 P46R287Y

POWERMASTER
AIRCRAFT ENGINES

9027 S. Airport Way Tulsa, OK 74132 Jones/Riverside Airport (RVS) 1-800-395-9857 pmrvs@aol.com

N4416W - New Engine and more... From Stuart Thompson

The F33 will be back in service in two weeks, 11 days ahead of schedule. Many of you have asked about her.

She is getting a new Millennium Engine from Powermaster in Tulsa, Ok., one of the premier shops in the country. It will be another balanced and blue-printed masterpiece with Millennium II cylinders, Slick Mags and harness, new camshaft, overhauled crank, heavy case, new fuel system, new oil cooler, overhauled alternator, starter, starter adapter. In addition, she is getting a new pair of Atlanta Aero headers like the Debonair has, for added horsepower and smoothness. I'm expecting as much as a 5 knot increase in True Air Speed!

Her interior is being outfitted with all new tan saddle leather seats and armrests accented by new wine colored carpet.

She has also had her left engine cowling door replaced with a new one from Beechcraft. Unfortunately because of delays at the paint shop, her new paint will have wait a month or two.

She is now available to schedule February 19th and beyond.

Apache shoots down two T-28's!

The pictures on the following two pages were submitted by Norwood Band. He is one of our long-time Club members, and one of the owners of the badly damaged T-28's.

The Apache, essentially destroyed, apparently lost an engine on take-off, and careened into the two T-28's and part of the hanger.

Amazingly, there were no fatalities.

The location of this unfortunate event was Hicks Field, north of Ft Worth.

Looking for somewhere to Fly??

Texas AAA monthly fly-in-Hicks airfield, FTW

Date: Saturday, February 21, 2004
Time: 12:00PM - 2:00PM CST (GMT-06:00)

Texas Chapter Antique Airplane Assoc. monthly fly-in Hicks airfield, FTW

<http://www.geocities.com/texasaaa/>

Apache shoots down two T-28s... Submitted by Norwood Band – one of the T-28 owners
A Russian pilot took his parents on a joy ride and lost an engine on takeoff....a tough day





February 2004

Feb 7 — Brenham, TX. Brenham (11R). AYA South Central Grumman Fly-In. Join us at the unique '50s-themed restaurant 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

March 2004

Mar 6 — Lancaster, TX. Lancaster (LNC). AYA South Central Grumman Fly-In. Arrive by 11 a.m. Lunch with Grumman friends. . Contact Tom Jackson, Jr. , 361-228-9008 ; [Email](#). [Website](#). Event ID: 4632

Mar 27 - 28 — Slidell, LA. Slidell Airport (ASD). EAA 697 Fly-In and Airshow. EAA 697 and City of Slidell will host an Airshow and Fly-In. Frank Ryder and Military demonstration teams will perform. Young Eagle rides for kids 8-17 and many static displays of military aircraft and civilian production and homebuilts. Contact Murray Seals, 985/649-5148; [Email](#). Event ID: 4973

Wings Program Ft Worth Hicks (T67) March 27th.

Hangar 101 (South end of field) 9-12 AM:

-Everything you wanted to ask about Aviation Medicals

-TFRs - where they come from, who is responsible, how to avoid them and (gulp) what to expect if you fail to avoid one.

- Landing Contest (weather permitting) in the afternoon.

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.

June 2004

Jun 5 — Frederick, MD. AOPA Headquarters (FDK). AOPA Fly-in & Open House. Mark your calendar for June 5 and plan to join AOPA for this annual event! Visit your organization's headquarters and meet the AOPA staff dedicated to serving the GA industry.

Southwest Regional Fly-In

Dick Van Grunsven, the innovative designer of the legendary RV series of aircraft kits, will be the guest of honor at this year's Southwest Regional Fly-In.

[Van Grunsven, founder of Van's Aircraft](#), will receive the fly-in's President's Award at the 40th anniversary of the Fly-In, which will be held at the [New Braunfels Airport \(BAZ\) on May 14-15, 2004](#). Past recipients of the event's President's Award include the late Tony Bingelis, Paul Poberezny, Charles Duke and the late Duane Cole.

Van Grunsven learned to fly in 1956 at the age of 16. He has logged 7,000-plus hours, 4,000 of it in homebuilts. He developed his first design, a modified Stits Playboy dubbed the RV-1, in the 1960s. His first original design, the RV-3, flew for the first time in 1971.

Since then, Van Grunsven has designed numerous other RV aircraft, including the most recent addition, the RV-10. Van's Aircraft has become the world's largest supplier of aircraft kits, with more than 3,560 RVs estimated to be flying from airfields throughout the world.

In addition to Dick Van Grunsven's appearance, there will be many other events for all to enjoy at this year's fly-in. Several enhancements have been added to the airport, including improved parking, a modified exhibitor layout and a new, more user-friendly, arrival procedure.

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 *and Cardinal* 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
----------------------	---------

(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)