

RFC Dallas Flying Club

Volume 4, Issue 3

www.rfcdallas.com

March, 2004

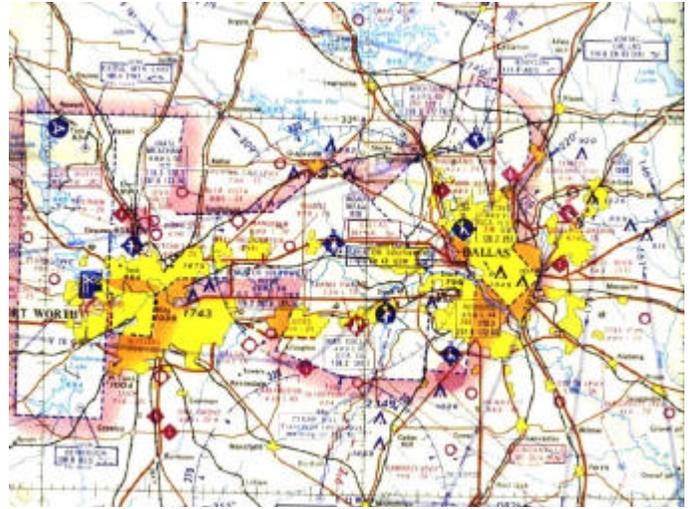
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RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month.
March 16th is the next scheduled meeting.

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.*
The **alternate** location is at the Million Air FBO at Addison.

There will not be a program in March, but you can look forward to a tour of FTW Center in April. Details to be provided via email. Thanks to Dave Siciliano!



Can anyone identify the year of these Area Chart pictures (same chart for both)? Airports?

Treasurer's Report

For January 2004 Flying

By Jim Marberry - RFC Dallas Treasurer

The numbers stayed nominally constant this month. Flight activity is beginning to pick up, with improved weather ahead and the holidays behind. We flew 60 flights and 190 hours, with the average flight thus over three hours. The latter has been a characteristic of the club's flying since 9/11. 03V and 93J were higher than usual while 16W was in the shop. The first two flew 62 and 65 hours.

Our equity increased \$1,200 to \$8,000 on a cash flow of \$29,000, all being reasonable levels. The total value of accounts in arrears was also stable. There is an observation on this item which interests me.

Most of these accounts are two to four months in arrears. When the owner does send in his payment, it appears that he's looking at the statement that's a month old, and there's a carry-over balance that contributes to the current arrears value. When the next statement comes out in early April, please pay from it, not from the February statement, which you just recently received! ❖

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From a Cirrus press release:

CIRRUS INTRODUCES BETTER SR22 MODEL

Cirrus Design realized long ago that one way to stay in business is to introduce new aircraft models. Another way to stay in business is to improve production efficiency. The SR22-G2 succeeds on both fronts, but it comes with a slightly higher price tag.

The G2 has an upgraded luxury interior, a Hartzell Scimitar Select three-blade propeller, a new cowl, and less visible improvements such as better door latches and a six-point engine mount.

The older model SR22 will go out of production. The new model is priced at \$328,000, compared to \$313,000 for the older SR22. Cirrus said the new model is easier to build and eliminates four workstations. The company reported its best month ever in February, with combined sales of 74 SR20 and SR22 models.



It's natural to drool a bit over the pretty SR22-G2 above. Yet, the RFC Dallas Flying Club has much to offer. One of our members was recently in Key West, FL paying \$139 for a rented C-172 – Enjoy!

FSS staff visit to RFC

By Dave Siciliano

On Tuesday, February 17th, Dave Womack and Lynn Auld from Fort Worth Flight Service were nice enough to make a presentation to club members. They had slides to accompany their talk and gave a great overview of the services FSS offers.

They briefly covered services to include providing weather information and pre-flight briefings. They pointed out that they are **required** to provide a full briefing for the route of flight unless the pilot requests an 'abbreviated briefing'. So, if you only want specific information, please request the 'abbreviated brief'.

Included in their talk was the fact that if you are flying IFR, they can see you on their radarscope, which greatly facilitates seeing your routing and looking at the weather enroute. When you call FSS, be sure to provide aircraft identification, location, altitude, IFR or VFR and destination. Location can be radial and distance from a VOR.

Flight Watch was also discussed and the point was firmly made that it is primarily for weather briefs including PIREPs. They will not take a flight plan unless it's an emergency, but can provide an FSS frequency if you're having trouble reaching FSS. Whenever the weather is not as forecast or is rapidly changing, they highly value PIREPs. **Even if you report information to Center, it does not usually get to Flight Watch.** So, please report tops and bottoms, storms, icing and other weather conditions that would benefit other pilots in the area.

Several handouts were provided. One on aviation weather formats discusses METAR and TAF formats. One provided High Altitude Frequencies. Another showed which areas are covered by which Flight Watch station. Still another provided 866- numbers to contact FSS when traveling.

Members asked numerous questions and Lynn and David provided ready answers. Fort Worth FSS is located near Meacham Field in Fort Worth if any of you are in that area. It is about ½ mile from the field; so, ground transportation would be required. ❖

Aviation Humor - some old, some timeless!
Submitted by Tom Taylor

Note: For those that don't know, "The Sled" is the SR-71 Blackbird spy plane from the 1960's.)

In his book *Sled Driver* SR-71 Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high.

"We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope.

"I heard a Cessna ask for a readout of its ground speed. '90 knots' Center replied.

"Moments later, a Twin Beech required the same. '120 knots' Center answered.

"We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, 'Ah, Center, Dusty 52 requests ground speed readout.' There was a slight pause, then the response, '525 knots on the ground, Dusty.' Another silent pause.

"As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. 'Center, Aspen 20, you got a ground speed readout for us?' There was a longer than normal pause.... 'Aspen, I show 1,742 knots' (That's about 2004.658 mph for those of you who don't know).

"No further inquiries were heard on that frequency."

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft).

The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it."

He was cleared immediately.

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?" "To be honest sir," the navigator replied, "I'll know we're lost before you will."

When Hillary Clinton visited Iraq last month the Army Blackhawk helicopter used to transport the Senator was given the call sign "broomstick one".

And they say the Army has no sense of humor!

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Taxiing down the tarmac, the 757 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "and it took us a while to find a new pilot."

"Flight 41, for noise abatement turn right 45 degrees."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

This arm patch shows our fighting soldiers haven't lost their sense of humor.



Radio Squawks?

By Tom Taylor

We have recently had several squawks with the radios in our club airplanes that the radio repair shop was not able to duplicate. We all need to be more specific when writing squawks on the aircraft (all squawks, not just radio squawks). Below is a list of things that would be helpful in trouble shooting problems with radios.

1. Are the circuit breakers/fuses open?
2. Is the volume turned up on your headset and the radio?
3. Have you tried different head sets or the overhead speaker? Checked the plugs on your headset for oxidation?
4. Is the intercom set up properly and squelch and volume controls adjusted?
5. How is the audio panel set up when the problem occurred?
6. Is the trouble only on one radio?
7. Is the trouble only on one frequency, if so what frequency, have you tried different frequencies?
8. Is the problem on pilot and/or copilot sides of the aircraft?
9. If it is a transmit problem, do you hear a side tone when trying to transmit?
10. Does the transmit indicator come on?
11. Have you tried a hand held mike?
12. Where did the problem occur, is it different with altitude and distance?
13. Can you turn different equipment on/off and rectify the problem?

The more information we can give the technician, the more likely he/she will be able to repair the fault. It is important to give them as much information as possible, including how things were set up and what you tried to rectify the problem.

Give as much information as you can so the exact situation can be duplicated. Please, feel free to use several lines on the squawk sheets or even add pages specific for the problem.

Good advice for any write-up. Details please! ❖



Following publication of the February issue of the RFC Newsletter, I received a very gracious email letter from Mr. Ken Peppard of Dumfries, Virginia. He provided some context to the way a Newsletter such as ours can affect others. First and foremost, it may have a wide distribution. I'm not under any illusions about thousands of readers, but it can be downloaded and further distributed by anyone. (I'd already promised John that I would no longer publish Gate Codes!)

Mr. Peppard discussed the great difficulty in defending Airports that are under attack my surrounding neighbors who are trying to shut them down. The task is much harder when they use aviation publications as ammunition. With that in mind, it is our responsibility to ensure that our Newsletter properly showcases our Club and General Aviation. While this applies to any articles submitted, it is mostly an issue for me, as Editor.

He is no doubt quite familiar with the newly opened NASM Annex at Dulles, and sent the stunning picture above. He indicated it might spark interest for some of us to head NE and enjoy the awesome collection of historic aircraft. A year or two ago, I had the opportunity to see some of these aircraft in their previous storage facility. Not pretty digs, but incredible non-the-less.

Who's first? When you go, please send pictures to share and write a few words! ❖

March 2004

Mar 27 — Granbury, TX. Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533

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;

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.

April 2004

Apr 2 - 3 — Dallas, TX. Addison Airport (ADS). PROP 2004. Pilot's Review of Proficiency (PROP) safety seminar programs are designed to enhance pilot decision-making. They feature presentations and discussions on aerodynamics, engine operations, maintenance test flights, emergency procedures, and more.. Contact Carol Cannon, 972-248-3108

Apr 3 — Fayetteville, AR. Drake Field (FYV). Angel Flight Wants You & Sharing the Skies With Military Aviators. A combination fly-in consisting of FAA safety seminars, avionics risk management presentation, Angel Flight question & answer session, military aircraft static displays, free food, and multiple door prizes. The day begins with coffee/donuts at 8:00 a.m., . Contact Dr. Vaughn DeCoster, 479-575-7993 ;

Apr 3 — Lockhart, TX. Martin & Martin Aviation - Lockhart Municipal Airport (50R). Breakfast Taco Fly-In & Most Unusual Chock

Contest. Starting at 10:30 am. Scrambled egg breakfast tacos, contest and awards for most unusual chocks and a game of coconut croquet for you "competitive eggs". Contact Cheryl Burrier, 512-376-9608;

Apr 10 — Burnet, TX. Burnet Kate Craddock Field (BMQ). Bluebonnet Air Show. "Warbirds and Wildflowers" featuring aircraft of the Commemorative Air Force. Contact Howard Martin, 512/756-226;

Apr 10 — Gladewater, TX. Gladewater Municipal (07F). EAA 972 Pancake Breakfast. Pancakes & Fix-ins \$5.00; Young Eagle Flights provided by members. . Contact Bob Tippens, 903-531-1549; [Email](#). Event ID: 5271

Apr 10 — Hinton, OK. Hinton Airport (2O8). AYA South Central Grumman Fly-In - 4. Join us for a visit to the local skydiving and sailplane clubs. Learn about the dynamics of skydiving and the aerodynamics of soaring with no engine. A special Grumman rate for skydiving may be available. We're working on a chance for some of us to soar. Contact Tom Jackson, Jr., 361/228-9008;

Apr 10 — Hondo, TX. Hondo (HDO). Young Eagles flight rally. EAA Chapter 35 is hosting a Young Eagles Flight Rally at the north ramp (just north of the Flight Line Cafe) from 1 pm. to 3 pm. . Contact Jim McIrvin, 210/275-7780;

Apr 21 - 24 — Oklahoma City, OK. Commodore Aerospace (PWA). Skymaster Fly In. Third annual Skymaster Fly In is being held at PWA this year.. Contact Gerry De Santis, 269-209-0809;

Apr 23 - 25 — Pineville, LA. Pineville Municipal Airport (2L0). CENLA Spring Fly-in. Louisiana's best fly-in. Camping available with restroom facilities. Amphib and floatplanes can use Lake Beulow. . Contact Nick Nicewarner, 318/640-1674;

Apr 24 — Granbury, TX. Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533. Event ID: 5214

Apr 24 — San Antonio, TX. San Geronimo (8T8). Young Eagles Flight Rally. EAA Chapter 35 Young Eagles Flight Rally from 9 a.m. to 1 p.m. Fly-in pilots welcome! . Contact Jim McIrvin, 210/275-7780; **Apr 24 - 25 — Port Aransas, TX.** Mustang Beach Airport (2R8). AYA South Central Grumman Fly-In - April. Beach, Friends, and Seafood Families Welcome -- RSVP REQUIRED. . Contact Tom Jackson, Jr., 361/228-9008

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)