

RFC Dallas Flying Club

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www.rfcdallas.com

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(New Email Address)

RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month at 7:30 PM. **June 15th** 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.

Our next program for the Club will be at the meeting on June 15th and will be a presentation on the Garmin series of GPS's. Stewart Thompson will present a VHS tape program that explains several of the functions of the Garmin. He will try to condense the program; however, if there are requests and enough interest, we may have a second program with more features.

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Addison is resurfacing the asphalt on the **South** side of our "Patio-Hangars" so, **3** of our aircraft have been moved to Hangars. **Gate Codes and Padlock Combos are available on the Reservation System.**

Bonanza N 5893J Has been relocated to the following hangar:

Unit: **200-2** Building: Q-1
Type: 40' enclosed hangar w/pad
Gate: A-3 (George Haddaway Rd.)

George Haddaway Rd is the road south of the turn to Henley's.

Cardinal N 7592V Has been relocated to the following hangar:

Unit: **200-8** Building: Q-1
Type: 40' enclosed hangar w/pad
Gate: A-3 (George Haddaway Rd.)

Cherokee N 4746L Has been relocated to the following hangar:

Unit: **200-14** Building: Q-1
Type: 40' enclosed hangar w/pad
Gate: A-3 (George Haddaway Rd.)

N4416W - Before



The adjacent picture was taken last year and shows a nice looking Bonanza.

However, those who saw this airplane up close remember that it was in need of a new paint job.

N4416W – After the Makeover



Is this the same airplane?

As I drove up to it this morning, I first thought it was the Debonair – **Blue!**

The new design and paint and very attractive, giving this airplane a 'New' look.

Let's take good care of it!



Treasurer's Report

For May 2004 Flying

By Jim Marberry - RFC Dallas Treasurer

Flight activity picked up this month. We flew 82 flights and 218 hours [average flight 2.7 hours], and all planes participated in the increase from the previous month. 92V had the lowest total, at 30 hours, but was off-line for a while for a top overhaul. Its oil consumption declined dramatically after this work. 93J flew 52 billable hours, the other planes were in the 40s.

Net worth increase back to a desirable level, \$8,083, after a dip last month. Cash flow is good, while accounts in arrears increased somewhat, as a few members didn't come through with their normal payments.

Several factors combined to delay mailing the statements this month. **A ballot for Board of Director elections is included which requires immediate action.** Please take care of this pronto.

Al seemed to be forwarding notes about cancellation of reservations often, this month. Weather was definitely a factor, but we hope everyone is being reasonable in their use of the system. ❖

Hangar Doors

Caution advised!

As you may know, three of our aircraft are temporarily located in T-hangars off of Taxiway Quebec. *The hangar door on hangar #2 (where the Debonair is currently located) was recently found to be off its track at the bottom.*

We have been advised by airport management that sometimes high winds can cause this problem, but their best guess is that gravel was kicked into the track and that caused the wheel on the bottom of the door to jump off its track.

The door has been fixed, but the airport suggests that in order to avoid this problem in the future we should be sure that the track remains free of debris, and that the doors are opened smoothly and not too fast.

One other thing, please remember to close the doors while you are out flying; *when our doors are in the open position, they block the entrances to the neighboring hangars.* ❖

Report on the Club tour of Ft Worth Center

By Dave Siciliano

We began in the classroom by seeing a movie of lighter plane pilots where the husband had a cardiac arrest and the controllers turned her over to a flight instructor who flew up next to her and helped her land. Lots of good questions were asked and he answered.

Went to the simulator room where Andy actually defined what the lines were on their radar screens and the other information they saw. He also answered a lot of good questions about hand-offs, flying around weather, visual separation and acknowledgement.

They showed the weather capability of the Center. They showed lightening strikes, satellite imagery, NexRad Radar and PIREPS were put on the screen very quickly and any thunderstorm watches, directed segments or tornado watches are shown graphically on the air routes and around the Metroplex area. The Ft. Worth Center is one of four Level Four Centers in the nation along with Atlanta and Chicago. There are some TRACONS that are also a Level Four, but they are indicative of the busiest Center in the nation. They have a chief meteorologist on duty part of the day during the normal day and then a meteorologist on station here helping the controllers.

In the Center they showed how they can screen a flight. It showed that there were 4,200 flights in the system at same time. Thirty-Two hundred were tracking. They can isolate any flight, show its altitude, show its air speed, show its flight plan, they get screened by altitude, or aircraft type was very interesting. There was a tremendous amount of traffic coming in from the northeast going back-and-forth to Europe. ❖

Destin Florida, Revisited

By Stuart Thompson

Two weeks ago, the Byron Nelson Golf Tournament was in town bringing with it the usual rainy forecast. In fact, a front was predicted to produce rain from Texas to Florida over the entire weekend. A Bermuda high was also at work bringing wind and rain to the Atlantic South Florida coast.

After seeing evidence that the high pressure was slowing the front down and being an eternal optimist, a morning IFR departure was made for Destin. Flying at 11,000 feet we had a smooth ride with a slight headwind first above the overcast, then between layers, then VMC.

As we approached Pensacola we were vectored north then direct once we were due North of Destin. Flight time 3 hours 22 minutes. Not bad flying IFR with a headwind.

Destin remains my favorite beach destination from May – September. It has the finest beaches in the United States outside of Hawaii, which is a little out of a Bonanza's range.

Just 552 miles east of Addison, bearing 098 degrees lies Destin, between Pensacola and Panama City. Flying VFR, you take a direct route until 20 miles west of Destin turn south for a few miles, then fly east along the beach. This keeps you clear of R-2915B, which in my experience is always "hot".

The water of the Gulf becomes very clear and therefore much more blue as you reach Destin. This contrasts beautifully against the white sugar sand beaches. This makes for a very lovely flight. In my opinion, you really can't do better. Some Texas beaches are closer but hold no comparison. Other Florida beaches are nice, but require a longer flight and additionally are more of a transportation hassle - needing a rental car and a longer drive to get where you want to go.

The uncontrolled airport is quick-in and quick-out. It's a 4900ft. single runway, which runs 14-32 at 20 ft. elevation - left traffic with a GPS 14 approach. Understandably, there is usually a south flow. The FBO has fuel, although it is expensive over \$3.00 a gallon. I always have Unicom call for a cab as we taxi the aircraft in. Only one mile from the beach, you're at the ocean minutes later after a \$5 cab ride.

Therein, lies the charm for me – no downtime - just flying and fun. We were "wheels up" at ADS at 8:30a.m. and having lunch at the Backporch at 11:45. Flight time was 3 hours 10 minutes with the winds aloft light and variable. It's hard to fathom the change of scenery of the Florida Panhandle affords. It certainly makes Dallas look unattractive!

The Backporch restaurant is my personal favorite and the most popular eatery in Destin. After a hurricane came thru a number of years ago and damaged the old building, the

Backporch was permitted to rebuild closer to the water than the previous structure in front of the dunes, giving it a fantastic location. The food and service are very good with all the tables are "open air" having wonderful views of the beach. You hear the waves and feel the ocean breeze as you eat lunch or dinner, adding to the relaxation.

After lunch, you can walk right out to the water. There is a fresh water shower to use after your swim or walk on the beach on the fine white sand.

The departure out of Destin is just as spectacular as the approach taking off right over the beach, then turning westbound for home.

Give Destin a try. You won't be sorry. It's also a great day trip from New Orleans, La. or Gulfport, Ms., with flight times at one hour and 45 minutes respectively.

Happy Flying. ❖

AOPA Legal Services

By Kevin Good

I just finished representing a DFW area pilot through the AOPA Legal Services Plan and thought I would share some of the financial facts related to the case. The FAR that was allegedly violated was Part 91.13 entitled "Careless or Reckless Operation." This provision can also be titled "If something bad happens, the PIC is responsible." Something bad happened to my client. No one was hurt, but the aircraft suffered some damage and the FAA sent him a Letter of Investigation and a Notice of Proposed Certificate Action. We were able to satisfactorily compromise the case.

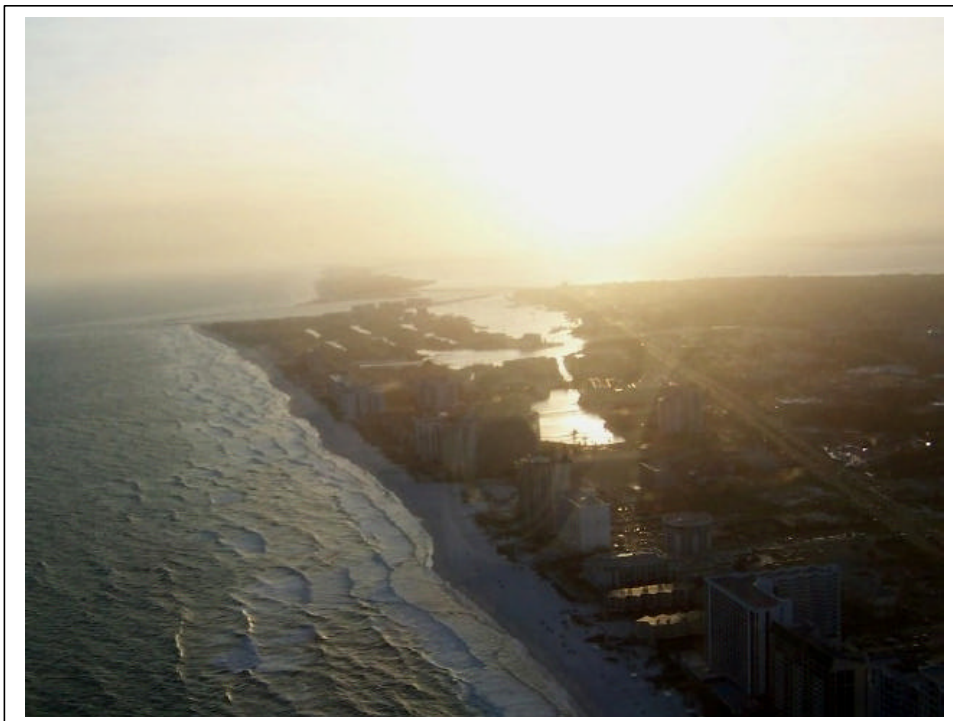
Here are some of the financial facts. I spent 10 hours handling the matter for my client. My regular hourly rate is \$250 per hour. That would have been a cost to my client of \$2,500. Because my client paid \$26 to the AOPA Legal Services Plan for Private Pilot coverage for the year, my representation cost him zero as I was paid by AOPA.

I can represent myself in any FAA matter, but I choose to pay the \$26 per year as well. Something about a lawyer who represents himself has a fool for a client. I hope I never need to use the AOPA Legal Services Plan, but from my perspective, the annual fee of \$26 is very easy to justify.

I do not get any commissions on the AOPA Legal Services Plan and my only interest in sharing this information with you is to bring to your attention a real fact situation and the costs involved. Any questions, give me a call. ❖

The following pictures were submitted by Stuart Thompson

Destin, Florida







The photograph above was taken by the crew on board the Columbia, on a cloudless day.

The picture is of Europe and Africa when the sun is setting. Half of the picture is in night. The bright dots you see are the cities lights. Note that the lights are already on in Holland, Paris, and Barcelona, and that's it's still daylight in Edinburgh, London, Lisbon, and Madrid

The top part of Africa is the Sahara Desert. Note that the Sahara is huge and can be seen clearly both during Daytime and night time.

The sun is still shining on the Strait of Gibraltar. The Mediterranean Sea is already in darkness. In the middle of the Atlantic Ocean you can see the Azores Islands; below them to the right are the Madeira Islands; a bit below are the Canary Islands; and further South, close to the farthest western point of Africa, are the Cape Verde islands.

To the left, on top, is Greenland, totally frozen.

Submitted by Jim Marberry

June 2004

Jun 12 — Fort worth, TX. Fort Worth Meacham Airport (KFTW). Fieldtech Avionics & Instruments GPS seminar. Garmin GNS430-530 seminar followed by an Air Safety Foundation seminar (ASF) on GPS use. ASF seminar is approved for the "FAA Wings Program". Lancair of Texas will have a Columbia 350 on display. Discounted FUEL, door prizes and refreshments. Begins at 10:30. Contact Robert Gurno, 817/625/2719

Jun 12 — Monroe, LA. Monroe Regional Airport at Hanger One MLU, Inc. at south end of field where shell sign is at Monroe Regional Airport (KMLU). FAA Wings Flight Clinic on Pilot Fatigue. FLY IN: FAA will have rep. here on pilot fatigue. Angel flight rep (Ron Gregory) on benefits of angel flight. CAP rep will speak. Barbecue will be served. RSVP PLEASE Start at 10:30AM till 12:30PM. Contact Jill Brown, or Johnny Harvey RSVP required, 318-322-3444 or 355-6585

Jun 12 — San Antonio, TX. San Geronimo (8T8). Young Eagles Flight Rally. Free flights for kids 8-17! Start at 9 am and ends about 1 pm. Fly in just to have a good time, too!. Contact Jim McIrvine, 210-275-7780

Jun 18 - 20 — Oklahoma City, OK. Will Rogers World Airport (OKC). Aerospace America International Airshow. Great Show - Blue Angels, 3 days, kids program; sky market; fly-in's welcome; kids 12 and under FREE. Contact Lois Lawson or Don Schmidt, 405-685-8546

Jun 19 — Denton, TX. Denton Municipal Airport (DTO). AYA South Central Grumman Fly-In - Denton. Join Chelton Aviation and Aviatech as they host a good ol' Texas Bar-B-Que lunch Contact Tom Jackson, Jr., 361/228-9008

Jun 19 — Houston, TX. William P. Hobby Airport (HOU). Wings & Wheels Saturday. Houston's newest museum, the 1940 Air Terminal Museum at William P. Hobby Airport, will host Wings & Wheels Saturdays, featuring displays of vintage aircraft, vintage cars, special guests, food and family fun on the third Saturday of every month. . Contact Drew Coats, 713-454-1940

Jun 19 — Leander, TX. Kittie Hill (77T). Sills Aviation Services Annual BBQ/ Fly in.. BBQ lunch served from noon till it's gone. Flour Bombing contest. . Contact Joe Sills, 512-259-9104

Jun 26 — Granbury, TX. Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533.

July 2004

Jul 3 — Ponca City, OK. Ponca City, Okla. (PNC). Ponca City Aviation Booster Club, Fly In Breakfast.. Fly in Breakfast, 1st Sat of every month, Rain or Shine. Going on for 15 yrs. Huge.. Contact Edward Jones, 580-762-9797

Jul 10 — Rogers, AR. Rogers (ROG). Fly-In and FAA PACE Program. Fly-in pancake breakfast 0800-1100 benefits NW AR Children's Shelter. Make a reservation now for the FAA PACE courtesy examination. . Contact Don Williams, 479/640-1338

Jul 14 - 15 — Dallas , TX. Enhancing Safety Above and Below the Wing. Lessons Learned from Safer Skies: Enhancing Safety Above and Below the Wing is a symposium geared towards aviation professionals involved or interested in aviation safety. This event includes guest speakers, onsite accommodations, and many useful aviation. Contact Jayme Nichols, 928-777-3983

Jul 24 — Granbury, TX. Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533.

Jul 24 — Oklahoma City, OK. Wiley Post Airport (PWA). AYA South Central Grumman Fly-In - Wiley Post. Eat at Annie Okie's Runway Cafe. Arrive by 11 a.m.. Contact Tom Jackson, Jr., 361/228-9008

August 2004

Aug 21 — Fort Worth, TX. Fort Worth Meacham International Airport (FTW). Cowtown Warbird Roundup. Warbird Fly-in at the Vintage Flying Museum. Contact Chuckie Hoppers, 817-624-1935

Aug 28 — Granbury, TX. Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533.

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)