



RFC FLYER

Newsletter of the RFC-Dallas Flying Club - Addison Airport - Texas

GH Hodges, Editor - rfcnews@hotmail.com

Spring 2005

www.rfcdallas.com

RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month (excluding December) at 7:30 PM. **July 19, 2005**, 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 the nation is under a HIGH Security Level. The **alternate** location is at the Million Air FBO at Addison.

While there is a required bit of club business to be discussed, Dave Siciliano, RFC Safety Director and Program Chairman always follows with an informative and entertaining program.

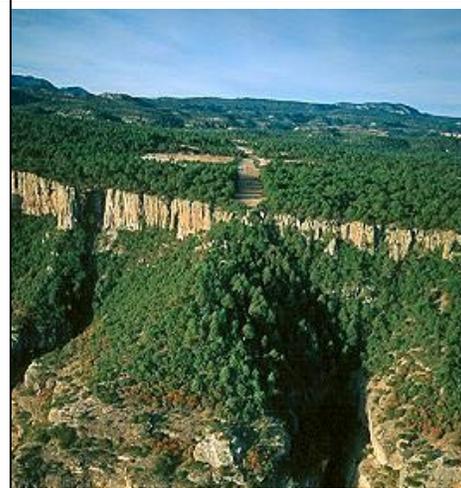
Board meetings are open to all members. The next Board meeting that will be on Tuesday, June 28th, at Million Air.

Mystery Airport

Identify this airstrip and win a FREE subscription to the *RFC Flyer* online newsletter. Information can be found on last page.

Note: Easy enough but anticipate possible strong downdrafts on final if landing into the cliff.

Suggestion... Do Not Land Short!



>>> Important Rate Information <<<

AIRCRAFT RATE INCREASE EFFECTIVE JULY 1, 2005

Due to recent increases in the cost of fuel, your Board of Directors has recently approved increasing our aircraft rental rates, **effective July 1, 2005**, as follows:

N4746L (Cherokee 180C).....	\$70.00/hour
N7592V (Cardinal 177RG).....	\$88.00/hour
N5893J (Debonair C33/300 HP).....	\$132.00/hour
N4416W (Bonanza F33A).....	\$135.00/hour
N903V (A36 w/300 HP).....	\$144.00/hour

We don't like having to raise the dues or the aircraft rental rates, and we will do our part to avoid future increases by trying to avoid (or at least forestall) additional cost increases, but we need your help. We need for each member to help keep our costs low by (i) looking for less expensive fuel (and always asking for a discount) when purchasing fuel away from Addison, (ii) properly leaning the mixture when in level cruise, and (iii) last, but not least, **taking extra care to make sure that you and your passengers take care of and don't cause damage to our aircraft.**

If any Club member has questions or concerns regarding these changes, please contact one of the members of the Board of Directors.

2005 Board Election Results

Congratulations to John Rousseau, Jim Marberry and Tom Taylor on their reelection to the Board of Directors.

Treasurer's Report

By Jim Marberry

The equity of the club stands at \$14 600, with no recognition of an accounts payable of \$3 000 not yet booked. Equity increased by \$990 during May, 3.3 percent of the cash flow of \$30 100. Accounts in arrears over 30 days stand at \$18 800. One-third of this is our long-term problem account, one-third-plus are accounts not considered problems, and the status of one account has not been classified as of now.

The recent increase in equity is in non-flight activity, primarily coming from the dues flow from the increase in membership to the current level of 104 active members. On a cash flow for the fiscal year to date, the flight data show a negative of \$629 on a cash flow of \$217 000.

We flew 203 hours during May. The three Beechcraft averaged 50 hours each and the other aircraft averaged 26.5 hours each.

Airplane rental rates will be increased as of July 1 to cover the most recent fuel price increase. Final numbers will be determined at the Board meeting on June 28. Some of the increase at Million Air may be rescinded; as of now, expect increases in the three to five dollar-per-hour range.

Email Addresses

Despite our efforts to maintain a current and accurate roster of email addresses, there continues to be a few emails that are rejected by the recipients' email system as undeliverable. If you know anyone who is not receiving notices of airplane availability, etc, please have them contact us at rfcnews@hotmail.com. Thanks.



How does standby scheduling work?

If your chosen aircraft is already booked by someone else, and you wanted to schedule it for the same or an overlapping period, Schedule Master will allow you to make a **standby** schedule for the period of time when the aircraft is already booked. When the original reservation (to which you have a standby reservation) is cancelled, you will receive an email advising you of the cancellation and asking you to confirm your wish to keep your reservation. You will be given a specific deadline in which to respond. If you respond per instructed, your standby schedule becomes primary. If you do not respond by the expiration time, your standby schedule will be deleted. For more information on this topic, visit the FAQ section on the <http://www.schedulmaster.com>.

Thanks to Jeff Ellefson for submitting this info.

Aircraft Scheduling

As we come into the summer months and our peak flying season, its critical to the smooth operation of the Club that all members closely follow not only the letter, but also the intent, of your Club's reservation policies and procedures. Remember, "**Reserve only the time you need and truly intend to fly; Fly the time you reserved; and Release any unused time.**" And, if at the last minute you have to cancel a trip and you think others might want to know that the plane has suddenly become available (there's almost always someone who wants one of the Bonanzas in the summertime), send an email to our Newsletter Editor, GH Hodges (rfcnews@hotmail.com), and he will send an email to all members advising that the plane is available.

Club Security

On a number of recent occasions, the Club's keybox at the airport has been left unlocked. Given the tight insurance market and the current security climate, the potential ramifications of someone forgetting to close and lock the keybox could threaten the future existence of the Club. **Don't walk away from the keybox without closing and locking it.**

To those of you who open the box and grab the aircraft's keys, but don't lock the box while you are doing your pre-flight inspection in case you might need some oil, PLEASE just grab a quart of oil and lock the keybox (or lock the keybox and then come back for the oil if you need it). Neither you nor we can afford to have an unauthorized person gain access to our aircraft because you forgot to lock the keybox.

"Lock Before You Walk"

Cherokee Returns To Service

The Cherokee returned to service in mid-March after being down for an annual inspection, repair of damage, and some upgrades. During the time the Cherokee was out of service, the engine mount was removed and repaired (to repair the damage caused by a hard landing on the nose gear), and the trim tabs on the horizontal stabilizer were replaced (due to dents and a crack caused by mishandling). In addition, both windshields and both rear side windows were replaced, and the throttle and mixture controls were replaced with improved versions thereof. During the annual, among other things, efforts were made to stop the oil leaks (it appears that we were partially successful), the magnetos were rebuilt, one of the mufflers was replaced, and one of the rubber engine mounts was replaced. Based upon our own experience and the reports we've received from Club members who have flown the Cherokee recently, she drives better on the ground, she flies better in the air (some say faster), and the replacement of the rubber engine mount appears to have dampened the vibration we had been experiencing.

After the new windows were installed, we discovered that the story we've all been told about paper towels being rough enough to scratch Plexiglas is true. So, please use ONLY the microfiber cloths which are in the Cherokee together with water (preferable) or a non-ammonia based cleaner to clean the windows.



Tips & Tricks

Yet another good aviation website from Kevin Good:

Take a look at www.enflight.com.

It is a subscription service to which I was referred and signed on with my AOPA number for **no** charge.

If you are an AOPA member, see if you can sign on without any fee.

It is a pretty good service and I find it more user friendly than DUATS. Also, the weather is color-coded which, as you might recall, is one of my favorites.



Current Events

Richard Aron CFH

Have you checked recently to verify that YOU and your Equipment are current?

As pilots, we know that Federal Regulation require us to remain current by documenting recency of flight experience in our logbooks. The rules for currency of piloting skills vary depending on the type of flying we do. Some factors affecting recency of experience include: VFR vs.. IFR, Tricycle Gear vs.. Tail wheel, Day vs. Night, Personal vs. Commercial, and the almighty Flight Review. Then of course there is the Medical Certificate, which has rules which vary depending on the type of flying and age. Lets not forget that the FARs make the PIC responsible for ensuring that the equipment we are flying is also current. These checks can include: An Airplane Annual, Pitot/Static Checks, ELT Battery Checks, IFR GPS Database updates, AD's, and the 30 Day VOR checks with a corresponding entry in the aircraft (Hint, Hint).

Furthermore, RFC Dallas has certain requirements regarding currency. The club rules require us to have an Annual Flight Review. Additionally, if you are flying one of the High Performance Aircraft, the club has a 90 day rule for recency of experience.

Lastly, but most importantly, lets reconsider the notion that we should all have personally defined standards for our own currency. These should vary based on our own flying experience and the type of flying we intend do. When was the last time you flew a power off approach to landing? A short/soft field landing? A landing with a simulated electrical system failure at night? A simulated emergency non-precision approach to minimums with a handheld GPS? Are you really ready when the stuff hits the fan? Remember folks, these are not multi-engine jet airplanes. We don't have the redundant systems and co-pilots that are required of the airlines, so we need to be twice as good as them!

So, rather than enumerating all these rules let me make a suggestion. Ask yourself 2 questions: 1) Do you know the rules for your own currency? 2) Given the

plethora of considerations, can you say with confidence that you **are** current? If you cannot answer both of these considerations, can you say with confidence that you **are** current? If you cannot answer both of these questions with a definitive "yes", then make an appointment with your favorite RFC Instructor, and get current! Generally you can knock out nearly all of the currency requirements in a session or two, and feel confident that you are both safe and legal. Your passengers and the club's insurance provider will be very grateful you did.

NEW BONANZA CLUB CHECK-OUT INSTRUCTOR – TOM JOHNSON

Tom Johnson has been approved by the Board of Directors as a Club Check-out Instructor authorized to give Club Check Rides in all Club aircraft. Tom joins Richard Aron, Ken Asleson, Oz Asleson, Kenneth Campbell, Jim Marberry, Bob Schneider, and Stuart Thompson as Club Check-out Instructors authorized to give Club Check Rides in all Club aircraft.

Note: Instructor bios, aircraft questionnaires and club rules can be found on the RFC Dallas website at: <http://www.rfcdallas.com>

CLUB CURRENCY REQUIREMENTS

The Club is in the process of reviewing each active member's compliance with the Club's Annual Club Check Ride requirement. As you know, you may not fly a Club aircraft unless you have completed a Club Check Ride with a Club Check-out Instructor within the last 12 months.

In addition, you are not permitted to fly the Club's retractable gear aircraft unless, within the last 90 days, you have either flown such a plane or had a Club Check Ride with an Club Check-out Instructor in such a plane.

Failure to abide by these rules might give our insurance carrier grounds to disallow a claim and thereby subject both the offending Club member and the Club itself to a large financial burden; therefore, any violation of these rules will be considered a serious offense which may result in termination of the offender's membership in the Club.

If you are not in compliance with these rules, it is imperative that you get a Club Check Ride with a Club Check-out Instructor prior to your next flight as PIC in a Club aircraft.



Members' Gallery

A group RFC member **David McCutchen** flies with a group that was asked to do some fly-overs for the opening of "Taste of Addison" and the lead plane had someone with a camera who caught David in this fine pattern work at ADS.

Thanks, Dave for sharing these with the club.



BONANZAS TO OSHKOSH

By Stuart Thompson

Can you imagine a more beautiful sight than 100 Beechcraft Bonanzas flying in formation into the blue Wisconsin sky of OSHKOSH. The end of July is that time again where record numbers of Bonanzas in formation take to the skies. Members of the ABS participate in the very enjoyable flight into OSH.

Organized back in 1990 by Wayne Collins and a few friends in the American Bonanza Society, I was lucky enough to fly in the eighth annual event back in 1997. That year if memory serves, we had around 120 Bonanzas, a couple of Barons, and a Duke. It was a thrill.

This year is limited to 100 aircraft. The flight originates in Rockford, IL. (RFD) and takes place prior to the opening day of the EAA AIRVENTURE on July 25th. Anyone camping during OSH, will take note of the acres of Bonanzas parked to the Southwest of runway 9/27 near the showers. This is the group's designated area. It's always a wonderful collection of pilots.

RFC member, David McCutchen (pictured in 4416W on left of this page) is flying in this year's event, and will be doing formation practice this week at GYI. We'll look forward to hearing about this year's experience from David. I'm certainly jealous.

Read more about Oshkosh at: www.b2osh.org, www.bonanza.org, and www.airventure.org.

BONANZA TURNS SIXTY

by Stuart Thompson

How can you define success? In the oftentimes topsy-turvy aircraft industry, 60 years is an eternity. The first Bonanza flew in 1945, and is still built in the same factory in Wichita, KS today. Clearly designed way ahead of it's time in 1945, the Bonanza has proven to be the most popular selling, single engine, cross-country airplane of all time. Indeed, it is a rare combination of speed, handling, and comfort. Six decades later, it is still the standard by which other aircraft are measured.

Since it's introduction in 1968, some 3,600 BE-36's have been built, compared to 1500 BE-35's and 1,550 BE-33's during that time. The V35B was discontinued in 1982 and the F33A in 1996 after just a handful of aircraft were produced.

While touring the Bonanza/Baron factory last summer, I witnessed the birthplace of the Bonanza. It's really quite interesting. In 2004, 60 Bonanzas were sold along with about 30 Barons. Generally, 2/3rd's of production will be Bonanzas. The aircraft take four months to build - start to finish. There's about a six month waiting list for the \$667,000 A-36 now renamed G36 (see press release). The Baron G58 can be purchased much easier for only \$1,120,000. I guess if you can afford the avgas, you can afford the price.

When flying in to Wichita, Raytheon will meet you at the airport. Go early in the day during the summer, as the factory has no air conditioning.



Aviation Events

Monthly

Granbury, TX — **Granbury Municipal (GDJ).**

Monthly Pancake Breakfast. Contact John Holt, 817/570-8533.

July 2005

Jul 4 — Colorado City, TX. Municipal Airport. **43rd Annual Fly-In Breakfast.** Start time is 7:30am to 10:00am. Rewards will be presented for the oldest and youngest pilots, oldest and most unusual aircraft, and for journeying the longest distance to the fly-in. Contact J. O. Dockrey, Chairman, 325/728-2542.

Jul 4 — George West, TX. Live Oak County Memorial Airport (8T6). Airport Family Fun Fest and Pancake Breakfast. Showcasing the Live Oak Co Mem Airport, the event will feature a static aircraft display, live music, a field day of games for the whole family, and a delicious pancake breakfast. The event will run from 8:30 am to 12:30 pm. Contact Ross Cansino, 361/449-1448

Jul 9 — Lufkin, TX. Angelina County Airport (KLFK). Angelina County Fatija Fly-In. Free fatija's and reduced fuel prices. Contact Don Lymbery, 936-635-3144.

Jul 16 — Houston, TX. William P. Hobby Airport (HOU). Wings & Wheels Saturday at the 1940 Air Terminal Museum which invites the public and owners of vintage aircraft and cars to a monthly open house. All fly-ins are welcome, but encouraged to call ahead. Event features lunch, FAA Safety Meeting, Museum admission and more. . Contact Drew Coats, 713-454-1940;

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

GH Hodges, Newsletter Editor

Ed Wagner, Webmaster

Tom Johnson, Instructor Coordinator

*Board Member

RFC Dallas Website: www.rfcdallas.com

RFC Newsletter email: rfcnews@hotmail.com

RFC Club Check-out Instructors

Richard Aron

Ken Asleson

Oz Asleson

Kenneth Campbell

Tom Johnson

Jim Marberry

Bob Schneider

Stuart Thompson

Note: Bios of instructors are available on the RFC website for your review.

RFC Aircraft

2005 Rates* & Maintenance Contacts

Rental Rates (wet); Hobbs time plus tax

Cherokee 180C	\$ 70/hr	John Rousseau
Cardinal 177RG....	\$ 88/hr	Bob Botts
C-33 Debonair	\$132/hr	Stuart Thompson
F-33A Bonanza....	\$135/hr	Stuart Thompson
A-36 Bonanza.....	\$144/hr	Stuart Thompson

**Rates increased 7/1/05. See page 1 –Rate Reminder*

Membership Deposit - Initiation Fee Dues - Insurance Deductible

Membership Deposit	\$500
Initiation Fee	\$65

Monthly Dues - Tiered dues structure:

Cherokee Only	\$45
Cherokee & Cardinal Only	\$55
Bonanzas, Cherokee and Cardinal	\$65
Family Membership – Add.....	\$20

Insurance Deductible..... \$2,500
*(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 \$2,500 per incident)*

Front Page Mystery Airport

Copper Canyon Airstrip - Barranca del Cobre,
Chihuahua Mexico

