



# RFC FLYER

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

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Fall 2005

www.rfcdallas.com

## RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month (excluding December) at 7:30 PM. **Jan 17, 2006** 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. A recent weather program was presented at which participants received WINGS credit.

RFC Board meetings are also open to all members, and occur at Million Air.

## Mystery Airport



Identify this airport and win a **free** subscription to the RFC Online Newsletter! See pg 6 for hint.

## Treasurer's Report

By Jim Marberry

We flew 190 hours during October, down from the higher levels of summer but still reasonable for the season. Distribution among the five planes was quite good, from the low of 26 hours for the Cherokee to 52 hours for the Debonair. Our fuel price declined from \$4.29 to \$3.84 over the month, still somewhat above the \$3.64 on which current rental rates are based but not enough to require another change at this time. When we changed the rental rates for the planes we tried to achieve a more even distribution of revenue from them, and this has been successful.

It's more meaningful to discuss financial data for the two months of September and October together because of a suspense carryover item between the two months. Non-flight net revenue was a negative \$1940 while flight net revenue was a plus \$920, for an equity decline of \$1020. Our cash flow for this period averaged \$32,100 per month. Accounts-in-arrears has declined below \$7,000, with four accounts being reviewed for alternatives for resolution.

Active membership has declined to 95 members. We can accept new members easily at this time.

One termination is worth a special note. Ralph van Kerkhove ['Van'] was unable to keep his medical current, and the effort to regain it is not reasonable in his view. Ralph's application to the club tells his aviation story: with the Air Force in WWII and after, he piloted P-40s to F-86s. With American Airlines he flew planes from the DC-6 to 747s. When American 'retired' him he hadn't had enough, so he flew Beech 99, King Air E-90, MU-2, Jetstreams et al in the corporate world until joining the club in 2003. In the club he was satisfied to fly only the Cherokee to add to his 32 300 hours. In his note requesting termination he said he'd enjoy riding right seat if anyone is looking for a companion on a flight.

## What You See, Is What You Get - Maybe

You're driving down the freeway on a sunny day. Glare attacks you from every reflective object...haze, cars, roads, buildings. Better reach for those polarized sunglasses. Ahhh! Relief! If these lenses can help on the ground, imagine how helpful they will be in the airplane.

**Not so fast, Red Baron.** According to the FAA\*, polarized lenses are not recommended for pilots, because they can reduce/eliminate the visibility of instruments that incorporate anti-glare filters as well as masking the glint that reflects off the shiny surface of another aircraft's wing or windscreen. Not good for collision avoidance!

In hazy conditions, Rod Machado recommends using yellow-tinted lenses instead of polarized lenses.

\*The Federal Air Surgeon's Medical Bulletin, Fall 2003

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# FLYING TO TELLURIDE

By Stuart Thompson

When I picture undisturbed, peaceful mountain serenity....Telluride, Colorado, comes to mind. Nestled in a box canyon surrounded on three sides by beautiful red rock 14,600 ft. peaks, it's one of the prettiest places on the planet. The small town looks right out of a western movie (if the streets were unpaved), centered largely around main street. In the late 1800's, Telluride was a thriving mining town until silver prices crashed in 1893. Then the Telluride Ski Resort opened in 1973 and Telluride reinvented itself. It is readily apparent that the town is committed to preserving its historical architecture. This charming town's roof lines all mesh together perfectly with varying colors of painted houses and red brick buildings. Most of the land in Telluride is Parks and Wildlife controlled and can not be developed. The people are very friendly, unpretentious, and laid-back. The airport is close to town, so it's great not needing to rent a car.



The Mountain Village is the fastest growing area of Telluride. Located at mid-mountain at an elevation 9,500 feet is the famous Peaks Resort and Spa. It's my favorite vacation resort providing, breath-taking panoramic views in every direction. The golf course is voted one of the most scenic in the world, and your golf ball really will go further there. The health club, pools, and locker rooms are all fantastic. A mountain Gondola provides free transportation from the Mountain Village to town and is a wonderfully scenic ride going up and down the steep mountains.



Initially, I only flew to Telluride during the Winter for snow skiing. Some friends I made there recommended that I try to visit during the Summer as well. Now, it's my favorite

time to spend there. The best time is July and August to beat the Texas heat. When it's 100 degrees in Dallas, it's 70 in Telluride. Like other ski town's, off season summer rates are very reasonable.

I made my first flight to Telluride in February 1996. I had recently bought a Colemill (600hp) Baron and the Rockies had just been "dumped on" with a foot a fresh powder. The skiing was great. With the twin, I simply flew direct, climbing up to 16,500 once I encountered the mountains in New Mexico. Yes, I had oxygen. Descending from that altitude only after clearing all terrain, then gear down spiraling down into the 9,078 elevation runway. I continued to fly that route when in the Baron over the three years that I owned her.



However, I recommend flying a slightly southerly route when flying to Telluride in the Bonanzas. This will keep you south of the higher terrain, thereby avoiding the use of supplemental oxygen and reducing probable headwinds. There will of course be more headwinds in the Winter than in the Summer as the Jet Stream lowers down from Canada. I always fly at 4,500- 6,500 until approaching New Mexico. After climbing to around 13,000 to clear the mountains east of Angel Fire, Nm.(AXX), I fly about 20' degrees south of direct TEX. After passing the terrain around Angel Fire, you can descend to 10,500 or 12,500 for the next 100 miles or so. Then climbing up slightly as needed the last 40-50 miles to 13,000. When due south of the airport (TEX Bearing 350 and about 20 DME), turn right and when clear of terrain, put gear down and begin descending thru the valley direct to the runway. There is a large mountain with a small finger-like formation located on the left of the valley that will serve as a visual reference. Keep those mountains to your left. This provides a smooth unobstructed descent. If you do take oxygen and want to fly higher, usually 2,000 feet above the highest terrain and above any clouds will provide the smoothest ride. Remember that when you fly at high elevation airports, your V speeds will not change. Thus, your TAS (true airspeed) will be much faster (i.e. indicating 90 knots at 10,000). The higher TAS and groundspeed will necessitate a much longer landing area. Elevator controls will be lighter, particularly if you've flown non-stop burning off 4 hours of fuel. When flying into mountain airports it is quite

### *Telluride continued...*

easy to fly the pattern too high and be high and hot on final. To remedy this, you need to watch you altitude and airspeed closely, fly a longer final and use the PAPI, when it is available.



The airport is on a plateau that runs East/West. There is a large bow in the center of the runway that will create a downhill grade on landing and an uphill grade on the long takeoffs required.

Always takeoff on Rwy 27, where there is little terrain on the departure end, and land on Rwy 9, unless the winds do not safely permit this. There is a very strict noise abatement procedure on the east end of the field that necessitates a very tight turn to final, if you do land on 27. All traffic patterns are flown south of the field with a right hand pattern for 9 and a left hand pattern for 27. There is a PAPI visual approach on both runways and a Localizer on Rwy 9. The airport is open from Sunrise to Sunset. The fuel and tie-down rates are reasonable for a resort destination airport.

As with all high density airports, getting in is not the problem, taking-off is more of a chore. My Baron would climb-out of ADS at 2,500 fpm standard day. At TEX it would only climb-out at 500fpm. The Bonanzas are extremely capable, but it's obviously best not to take-off heavy in the higher temperature late afternoon during the summer. As you might imagine, the Deb, the F33A, then A36 provide the best mountain flying climb performance in that order.



From ADS, TEX lies 619nm bearing 297' degrees. Your four-hour flight will go AMA-AXX-TEX (20' degrees south) then TEX. Proper wind and fuel management is needed if flying nonstop. If flying IFR, usually ATC vectoring will necessitate a fuel stop. Taos, Nm. (SKX) has reasonable self-serve fuel. Keep in mind that if flying the entire trip IFR you will need oxygen to fly the 16,000 or higher MEA. Your fuel burn during your mountain flying will be much less, and increase the endurance of your flight. However, since headwinds will typically be stronger in the mountains and your TAS at attitude will

be less, you must properly time your fuel burn when not refueling enroute.

I always depart for TEX in the morning around 7 am. Like all flying, the earlier you fly the smoother the air will be, particularly in the mountains. You will also have less possibility of CB that are very typical in the afternoons. It makes for a great flight when you arrive gaining an hour(time change), and you are there early enough to enjoy the day. It truly seems as though you are there much longer than the 3 day weekends trips that I usually make.

When flying to Telluride in the winter months, I recommend waiting until a front has come thru and dumped a good amount of snow. The fronts usually move thru quite fast and are dry on the back-side with high pressure and clear skies. The only disadvantage to this is that the headwinds will be worst.

On the flip-side, I always depart early enough to be out of the mountains well before dark, and triple check the weather for possible build-ups. If you fueled in SKX, then you will have more than ample fuel to return there to top-off on the return trip home. Not fueling at Telluride will of course providing you more take-off and climb performance for you departure there. Your take-off should be made on the full length of the runway. Hold brakes and apply full power and manually lean your fuel flow back from full rich 2 gallons for the altitude. Your flight controls will fell very, very light. If you are aft loaded with passengers or baggage, your elevator controls will be the most sensitive. You want to be sure to not over-control the aircraft as this will decrease your performance. Apply just enough back pressure to rotate and keep the nose down. Keep your pitch just above the horizon, and hold the yoke perfectly still. Gear up as soon as feasible. If you're flying the A36 or Debonair, apply the proper amount of right rudder.

After departing, fly due west at least 10-15 miles while continuing your climb. Gradually begin a left turn toward the south, climbing again to at least 13,000. This course will take you over lower terrain. Then begin flying a easterly heading toward SKX/AXX. After clearing the mountains east of AXX, descend to 11,500 and your home.

*Happy Flying!*



*Learn more about the Telluride area:*

[www.telluride.com](http://www.telluride.com)

[www.thepeaksresort.com](http://www.thepeaksresort.com)

## Flying the Four Corners of America in 6 Days

By Ken Asleson

Most of you know me, but for those that don't I have been a club member for almost twenty years. I got all my ratings (except the multi engine ones) in the club and I have been a checkout instructor for the last several years. About 5 years ago I went to work for Flexjet flying the Lear 45. In response to GH's request for newsletter material I thought I would write about a recent 6-day rotation.

Flexjet is the fractional ownership division of Bombardier, the company that builds Learjet's and Challengers. If you're curious how much it all costs you can check out [www.flexjet.com](http://www.flexjet.com)

There really is no such thing as a typical week, some can be fairly boring flying up and down the East Coast. Others you might cross the country several times. This was an interesting week because we made it to all Four Corners of the country, literally.

The week started Sunday 5/8, so on Saturday afternoon scheduling called and told me I would be flying N607FX a 2004 Learjet 40. The fun thing about flying for Flexjet is the airplanes are all less than five years old. The Lear 40 is the newest model; it's really just a 45 with two seats removed. (6 passengers instead of 8). It has the same cockpit and requires the same type rating. They told me I would be departing Ft. Worth Meacham Sunday morning at 6:51AM for a position (empty) leg to Houston Hobby. Taking 2 passengers to Petersburg Alaska with a fuel stop in Billings MT. Then another position leg to Boeing field Seattle. I was excited, I've never been to Alaska. Scheduling also told me my First Officer would be George Walton, a man I with whom I had flown.

I set the alarm for 4:00 am and tried to go to bed early. I would need to be at Meacham at 5:51 for a 6:51 wheels up. Thunderstorms rolled through the Dallas area and awoke me several times during the night. The alarm clock did not even have a chance to go off. The last of the thunder got me up and out of bed. I went out to my truck at 4:45 am. It was cold, dark and raining outside. Oh, the glamour of aviation. At least on Sunday morning at that hour the freeway traffic was light.

At the FBO George started the pre-flight checks while I went inside to get my faxes. The company faxes us a Jeppesen weather package as well as flight plans and trip sheets. The trip sheet shows the airports and FBOs



to be used as well as passenger's names catering and transportation arrangements. It also has fuel ratings for all the places we would go that day so we could take on

extra fuel where the price was least expensive. The note for the FBO in Alaska said that fuel there was self serve. Ground radar showed a nice gap in the thunderstorms just to the east of Dallas. It shouldn't be too hard to find it, and past that the weather was good in the Houston area.

The leg to Houston was quick, just 48 minutes. This included some deviations for weather, which showed up well on our color radar. At the FBO in Houston we got our fuel topped off, our catering on board and a ground power unit hooked up. The GPU allows us to power up all the A/C systems without draining the batteries. George picked up our clearance, ATIS, calculated takeoff speeds and set up the avionics for the next leg. I paid for the gas and checked the weather in Billings, MT and Petersburg, AK and called in the flight times for the previous leg to dispatch. This was a process that would be repeated several times over the next six days. The flight plan called for a 3-hour leg to BIL and a 3.1-hour leg to PAPG (Petersburg). Nice weather was forecast for both places.

We loaded two passengers, their baggage and departed on time. They were going to Alaska to do some fishing and hunting. We found the same gap in the thunderstorms and crossed the line just south of the Dallas area. We climbed to our cruising altitude of FL470 in about 25 minutes. We have been flying long legs at either 450 or 470 (depending on east or west) in order to maximize fuel economy. The tough part for us is above 410 one of us has to have the oxygen mask on. Oxygen is cheaper than gas though so I took the first turn wearing it. The nice thing about the 40 and the 45 is they have a warming oven in the galley so after about an hour in flight we took turns eating hot breakfast. Not much to see out the window but clouds. George called ahead on the radio to tell the FBO in Billings we were 20 minutes out. He requested a quick turn top off and GPU. Same drill as in Houston and we were taxiing back out in less than 20 minutes. Almost 3 hours later we were descending for PAPG. The clouds had cleared and the view was



amazing well worth getting up early. Nothing but water and mountains everywhere. I took some pictures with my digital camera of a glacier that was melting. In the descent Anchorage center had us slow early, there was an Alaska Airlines 737 with a void time that owned the airport and the airspace around it until he departed and center could make radar contact. As we prepared to hold at the initial approach fix for the localizer approach,

**Four Corners continued...**

center made radar contact with the 737 and we were cleared for the approach. We picked up the airport visually, cancelled IFR as we passed over the top and made a downwind entry. Normally a sedan or limo is waiting to pick up our passengers. In this case it was a Cessna 185 on amphibious floats. We met the pilot and he helped us transfer the bags to the Cessna. The plan was for him to land next to the fishing boat where our passengers were going fishing. He admired the jet and thought we had a pretty good deal, I looked at the scenery and thought he had the better deal, in the summer anyway. We admired the scenery, ate our lunch, then I got up on the wing and pumped our own fuel. I tried to talk dispatch into letting us stay in Alaska but they wanted us in Seattle. We headed back to the lower 48 and landed at Boeing field an hour and forty-eight minutes later. As I closed out, dispatch said there were no trips on us for the next day. I hoped this wouldn't change, as I always wanted to take the Boeing plant tour.

**Monday** the plan did change and they had us reposition to Monterey, CA for a live leg to Destin, FL with a fuel stop in Pueblo, CO. Pueblo is one of those centrally located places that are easy to get in and out of and has cheap fuel. The north arrival to Monterey is beautiful - you fly right over the Pebble Beach golf course. We spent Monday evening having dinner on the beach in Destin.

**Tuesday** reposition to Miami for a live leg to Chicago Midway, then reposition to Trenton, NJ for the next day. The overnight at Trenton is not nearly as nice as Destin.

**Wednesday** live from Trenton to Raleigh Durham, wait around the FBO a few hours and then back to Trenton with the same folks. As we waited in RDU sprawled out on a recliner in the pilots lounge we watched Fox news coverage of the C150 that stumbled into prohibited airspace in DC and caused the capital to be evacuated. I'm sure glad I'm not his instructor. Once back in Trenton the company decides to send us on to Boston to be in position for the next day's trip.

**Thursday** live from Boston Logan to Montreal with two passengers. We arrive at the FBO and the line service man brings out a telephone and dials Canpass (Canadian customs). We give our landing time and Canpass gives us a clearance code. That's it, no strip search, no drug-sniffing dogs, just welcome to Canada. We deliver our passengers, and I update US customs of our arrival time in Charlotte, NC. The US customs agent is waiting for us as we taxi up to the FBO in CLT. He checks our passports, license and medical, asks if we have anything to declare and checks our customs sticker. It's a relatively painless process and the agent is friendly. We depart CLT an hour later with passengers for a quick trip to Charleston, SC.

**Friday** morning live with passengers to a place called Rutherford NC. The plan was to drop them off and reposition to Greensboro for an American Airlines flight back to Dallas. Another Flexjet crew also in Charleston was getting ready. They had brought in folks the night

before and were repositioning to Hilton Head SC for a trip to Chicago Palwaukee. They started engines as we waited for passengers, our passengers showed, we loaded bags, started engines and taxied as they sat there with their engines running. I commented to George that they must have a problem to be sitting there so long. After a quick 40-minute flight we dropped off our folks and I called in times to dispatch. The other aircraft at Charleston did have maintenance problems and the company needed us to get over to Hilton Head as quick as we could to recover their trip. Another quick turn at Hilton Head, and we were off to Chicago. Two separate lines of thunderstorms to deal with on this leg but at least one of them was enroute. We top it easily and fly over the ower parts. The second line is just east of Chicago and I we deal with it in the descent. After several deviations we pass the last of the weather and are vectored out over Lake Michigan in order to avoid the O'Hare airspace. The flight phone rings and dispatch tells us that when we get to Palwaukee our Midwest salesman has a prospective owner that wants to look at the airplane, so we will need to clean up quickly and not close up the plane until the salesman is finished showing it. Palwaukee weather is 5 miles in haze 2000 scattered and strong winds out of the North. ILS 16 circle to land 34. Palwaukee is one of the only tower-controlled airports I've ever been to where in order to land to the north you have to cancel your IFR on downwind and land VFR. This is because with even a tight pattern when landing to the north brings you close enough to O'Hare that IFR separation minimums cannot be maintained. We deliver our passengers, clean the plane, and find the salesman. He shows the plane as I arrange a ride to O'Hare for an airline flight back to Dallas. He finishes, we get the plane closed up and put away and on our way to O'Hare in rush hour Chicago traffic.

We hurry to make it to the American ticket counter by 5pm for our 6pm flight. We are excited to learn we will be riding home on 777 until it is announced that there is a delay due to maintenance. We get comfortable in the terminal; our flight finally boards and departs 2½ hours late. We get back to DFW at 10:30pm, take a sedan to Meacham, pick up the truck and drive all the way back to Frisco...home just before midnight.

Six days, 19 legs, 33.6 hours, 10,485 miles, not including the airline ride home. I had been to all these places several times except for Alaska, still though an interesting week.



## A Couple of \$100 Hamburgers

By Ed Oglesby

It is with a heavy heart that I say that the \$100 hamburger website has now started charging a fee for there service. I do not know how much it is to join, it might only be a few dollars, but after it has been free, I have a hard time paying for it. In that same thought, I figured it would be a good idea to share a few spots I have recently flown that are close and have good food.

The first is called **Fireside**. Many of you have been there, but some might not be familiar with it. It is at Lake Murray just south of Ardmore, Oklahoma. The airport is nice and in good repair. There is no FBO, but they have a large parking area that is just off the runway (behind the golf shop). It is about a ten minute walk to fireside, or they will come pick you up. If you want to get picked up, I recommend calling in advance so they have a vehicle ready. The food is good and the appetizers are wonderful! The people are very friendly and will give you a ride one-way or both directions if you want/need it. The phone number for Fireside is 580-226-4070 and they serve dinner Tuesday through Saturday evening. One note of caution is that there are not lights on the field so you will want to get out of there before dark. Lake Murray State Parks identifier is 1F1 and it is 68 nautical miles NNW of Addison on a course of 349 degrees. CTAF is 122.8.

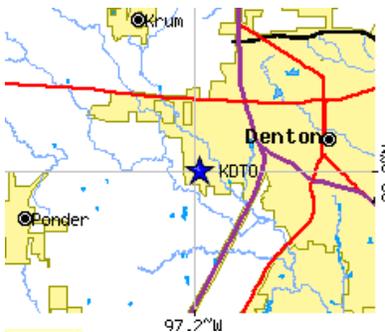


The second place to grab a bite that is even closer is the **Ranchman's Café** in Ponder, Texas (10 miles West of Denton). You can see the close proximity in the Map to the left. The food was inexpensive and tasty, the people were extremely friendly, and the atmosphere and decoration of the restaurant are right out of old rural Texas! I recommend the twice baked potatoes if they are available. The FBO at DTO is very friendly and has a Grand Am (it is brand new with satellite radio) that you can borrow. They close at 8 or 9 PM. I came in a little before close and they were very courteous and actually let me bring the car back after the time they had closed for the night. The gas was not a bargain, but as I was borrowing their crew car it was worth getting a couple of gallons. Denton (DTO) is a mere 23 nautical miles away from Addison on a course of 308 degrees. If you want more information on Ranchman's, check out their website: <http://www.ranchman.com/>

Go for a fun flight with your significant other or a friend and rediscover how much fun a \$100 hamburger

## Hamburgers continued...

can be! You might be surprised and find out that it is something you will want to do more often!!!



[www.100dollarhamburger.com](http://www.100dollarhamburger.com)

*Editor's Note: Subscription rates for the web-based service are \$7.95, \$11.95 and \$14.95 for 1, 2 or 3 years, respectively. A paperback book is also available.*

## \$\$ Million Air Fuel Discount \$\$ by Richard Aron

As an Addison based customer, Million Air is now offering RFC Dallas a discounted rate on fuel purchases at locations other than Addison. Remember that all costs in the club ultimately are shared by the members. Of course fuel prices comprise a significant portion of our aircraft rates. So taking advantage of this discount will enable us to save money by helping us to keep our aircraft hourly rates lower.

Here is how the discount works. When you purchase fuel at a non-Addison Million Air, advise them that you are with the RFC Dallas flying club, a customer of their Addison Airport location, and that you would like to request their "base rate". The "base rate" can often be significantly less than the rate charged to transient aircraft. If there are any questions raised about the request, ask them *nicely* to contact the Addison Airport Million Air for verification at 800-248-1602. You will still need to pay for the fuel and submit your receipts as usual, because Million Air does not use a centralized billing system. The discount will vary from one location to the next because Million Air FBO's are independently owned and operated.

*Million Air locations are listed on their website at:*  
<http://www.millionair.com/interlink/html/locations.html>

## Front Page Mystery Airport

**Petersburg James A Johnson Airport (PAPG),  
Petersburg, Alaska** Elev: 107 ft Rwy 4/22 6000x150ft  
See ***Flying the Four Corners of America in 6 Days*** on page 4.

## Aviation Events

### December 2005

**Dec 10 — Lufkin, TX.** Angelina County Airport (KLFK). East Texas Fajita Fly-In. Last get together for the year. Nothing tastes better than FREE! Free Fajita's and reduced fuel prices. Come on in ya'll!!! Contact Randy Carswell, 936/634-7511; [Email](#). Event ID: 6869

**Dec 17 — Houston, TX.** William P. Hobby Airport (KHOU). Wings & Wheels Saturday at the 1940 Air Terminal Museum. The 1940 Air Terminal Museum hosts monthly open house. Fly-in visitors, vintage aircraft, vintage vehicles, museum tours, lunch and special attractions. Family friendly . Contact Drew Coats, 713-454-1940; [Email](#). Event ID: 7294

**Jan 25, 2006 -- Ft Worth** Time: 7:00-9:00pm  
**Do the Right Thing - Decision Making for Pilots** Ft. Tarrant Co College – NW Campus, 4801 Marine Creek Pkwy, Bldg WSTU, Rooms 1303 & 1305.

*Fun times were had by all at the **RFC Fall Hanger Party**. Thanks to **John Rousseau** for opening up his Eagles Nest Estates (2TS6) home and hanger to us, and to **Bob Coppotelli** for captaining the grill.*



## 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](http://www.rfcdallas.com)  
 RFC Newsletter email: [rfcnews@hotmail.com](mailto: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.*

## Membership Deposit - Initiation Fee Dues - Insurance Deductible

Membership Deposit.....	\$500
Initiation Fee .....	\$65
<i>Monthly Dues - Tiered dues structure:</i>	
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)*

## RFC Aircraft 2005 Rates\* & Maintenance Contacts

Rental Rates (wet); Hobbs time plus tax

Cherokee 180C....	\$ 74/hr .....	John Rousseau
Cardinal 177RG ...	\$ 93/hr .....	Bob Botts
C-33 Debonair ....	\$137/hr .....	Stuart Thompson
F-33A Bonanza...	\$142/hr .....	Stuart Thompson
A-36 Bonanza .....	\$152/hr .....	Stuart Thompson

*\*Rates increased 9/1/05.*