



# RFC FLYER

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

GH Hodges, Editor – rfcnews@hotmail.com

Summer 2006

www.rfcdallas.com

## RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month (excluding December) at 7:30 PM. 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 usually follows with an informative and entertaining program. David also organizes club excursions that are educational and safety oriented. Recently, David organized a trip to the FAA High Altitude Training Center in Oklahoma City (story follows).

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 Flyer!  
Info in on page 5.

## Cheap Fuel – Doing Your Part

In April, the Board authorized increases in our aircraft rates effective May 1<sup>st</sup> based upon the \$4.44 per gallon fuel price we were then paying Million Air. Since then, Million Air's fuel rate has gone up and we are now paying \$4.79 a gallon. You can help us hold off on further aircraft rate increases by looking for cheaper fuel when you are purchasing fuel away from Addison. According to AvWeb's Fuel Finder at [www.airnav.com/fuel/local.html](http://www.airnav.com/fuel/local.html), **Sherman Municipal, Gainesville, Mesquite, Dallas Executive, Midway, Lancaster and Northwest Regional**, to name a few close by airports, all have fuel for **\$3.99 a gallon or less**. When returning from a trip, whether a long cross-country, a short trip for lunch, or a training flight, consider stopping at one of these nearby airports and filling up the plane before returning to Addison. Admittedly, doing so will certainly add some time (both on the clock and on the Hobbs meter) to your trip, but the fuel cost savings you achieve for the Club will help us keep the aircraft rates lower for your future flights. A couple of weekends ago, I filled up the Cherokee at the self-serve at Midway for \$3.80 a gallon. As the plane only took 8 gallons, the savings to the Club was only \$8.00, but if I had been returning from Galveston or South Padre in one of the Beechs, the savings to the Club would have been more like \$40.00 to \$60.00.

*Thanks, John Rousseau, RFC President*

## AIRCRAFT RATE INCREASE EFFECTIVE MAY 1, 2006

Due to a recent increase in the cost of fuel, your Board of Directors has approved increasing our aircraft rental rates, effective May 1, 2006, as follows:

N4746L (Cherokee 180C) .....	\$79.00 per hour
N7592V (Cardinal 177RG) .....	\$99.00 per hour
N5893J (Debonair C33 w/300 HP) ....	\$149.00 per hour
N4416W (Bonanza F33A) .....	\$152.00 per hour
N903V (A36 w/300 HP) .....	\$159.00 per hour

We don't like having to raise the aircraft rental rates, but we must keep aircraft rates high enough to cover the costs incurred by the Club. Each member can help keep our costs low by (i) looking for less expensive fuel (and always asking for a discount) when purchasing fuel away from Addison, and (ii) properly leaning the mixture when in level cruise.

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

**The Debonair** has returned with a new Millennium Cylinder Engine and is now back on line. She once again attains 2,000 FPM and 180 TAS. The Deb also sports some new paint, so she looks as good as she performs.

## Treasurer's Report

Total flight time during May 2006 was 164 hours, slightly up from the two previous months. A casual impression is that we probably are flying less than in the days of lower fuel prices. This idea is supported by comments and actions of members moving down to the lower-cost planes for some flights.

The Board will continue to monitor the situation for all options to keep our costs as low as possible. The distribution of flight times among the planes was normal except for 903V, which flew only 19.7 hours. *Jim Marberry, Treasurer*

## ScheduleMaster: "How Things Work"

by Tom Taylor

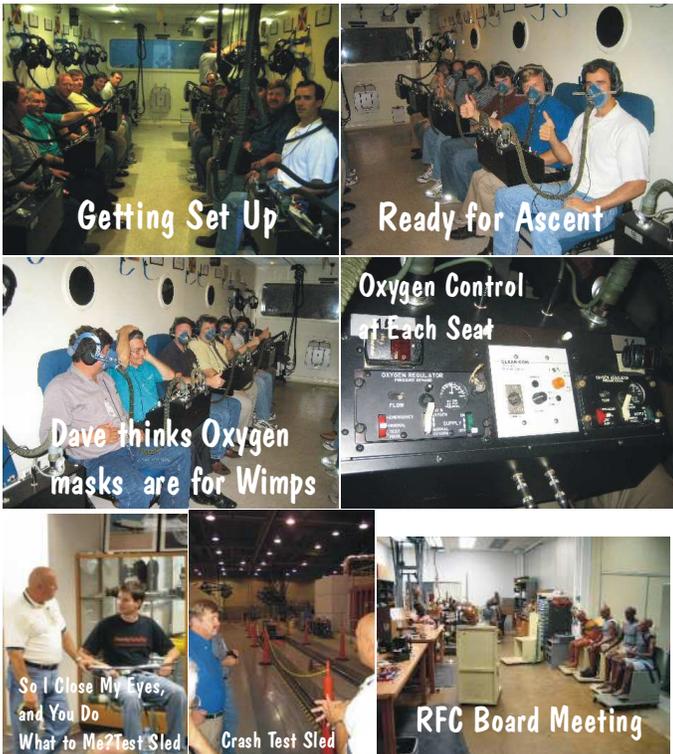
By now, most of you have realized that Schedule Master is "policing" our club rules on Annual Flight Reviews (AFRs) and Medicals. The system is set up to warn our members of expirations 30 days in advance and then remove scheduling privileges thirty days after an expiration.

We have a process in place to get the information to the proper people. When you fly an AFR, the instructor should initial the airplane's log sheet indicating that you have complied with the club standard for an AFR. Please, remember that time sheets are picked up at the beginning of the new month, so it may take some time before your information is retrieved and entered into SM.

When you get a new medical, a copy should be mailed to our treasurer at the RFC post office box. He will record the information and let me know to update your Schedule Master record, then he forwards the copy to our safety officer. As a club, we only track third class medicals, so no matter what class you get, your expiration will be the end of the month 2 years or 3 years from the date of examination. Members can enter the expiration date of their own BFR if they desire and the system will remind them of the expiration 30 days in advance.

## RFC Trip for FAA High Altitude Training

**Dave Siciliano**, arranged for RFC Day at Okla City for simulating high altitude situations. Thanks to **Ed Wagner** for the great photos.



## IMPORTANT

### Operational and Security Issues

There have been three significant breakdowns in procedures recently:

1. **Key Box was left open.**
2. **Master Switch left on.**
3. **Recorded Oil Usage noticeably low for the time flown.**

#### Suggestions to keep these things from happening...

The **key box should never be left unlocked**, even, as it says in the welcome letter, "in case the plane needs oil". **Open the box, do what you're doing, and lock it up.** It's not that hard to reopen if you need to do something else. Don't walk away from the box with it unlocked. **"Lock Before You Walk"**

Here's a **simple going-home checklist** for leaving the plane:

1. **Two gas off (ie, Mixture & Throttle)**
2. **Two electrical off (Master & Mags)**
3. **Doors and windows closed/locked**
4. **Tie downs fastened!**

It doesn't take long to check these basic items.

The best way to remember to put added oil on the checklist is to record it when you've done it. This hasn't seemed to be a problem in the past, but April was definitely less than normal.

Flying is a structured activity. Make sure you have things in control, and we won't have basic problems.

## Cool Websites Submitted by Our Members

#### Thanks to John Rousseau:

On-line aeronautical charts: <http://skyvector.com/>

A cool look at weather:

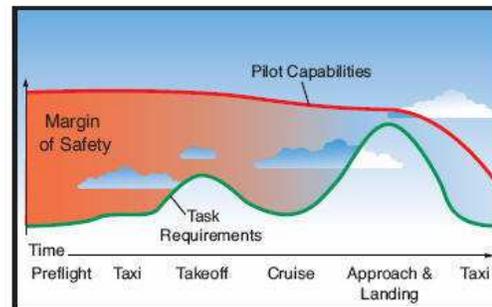
[http://www.srh.noaa.gov/ridge/Conus/full\\_loop.php](http://www.srh.noaa.gov/ridge/Conus/full_loop.php)

Fuel Finder: <http://airnav.com/fuel/local.html>

#### Thanks to Robert Johnson:

Really practical and comprehensive info on flying:

<http://overtheairwaves.com>



## Boeing to take on Airbus with (1000 seat) giant 797 Blended Wing plane

Boeing is preparing a 1000 passenger jet that could reshape the Air travel industry for the next 100 years. The radical Blended Wing design has been developed by Boeing in cooperation with the NASA Langley Research Center. The mammoth plane will have a wing span of 265 feet compared to the 747's 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide. The **new 797** is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers.

Boeing decide to kill its 747X stretched super jumbo in 2003 after little interest was shown by airline companies, but has continued to develop the ultimate Airbus crusher 797 for years at its Phantom Works research facility in Long Beach, Calif. The Airbus A380 has been in the works since 1999 and has accumulated \$13 billion in development costs, which gives Boeing a huge advantage now that Airbus has committed to the older style tubular aircraft for decades to come.

There are several big advantages to the blended wing design, the most important being the **lift to drag ratio which is expected to increase by an amazing 50%**, with overall weight reduced by 25%, **making it an estimated 33% more efficient than the A380**, and making Airbus's \$13 billion dollar investment look pretty shaky. High body rigidity is another key factor in blended wing aircraft, it reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the **797 a tremendous 8800 nautical mile range** with its 1000 passengers flying comfortably at **mach .88 or 654 mph cruising speed** (another advantage over the Airbus tube-and-wing designed A380's 570 mph)

The exact date for introduction is unclear, yet the battle lines are clearly drawn in the high-stakes war for civilian air supremacy.

<http://www.newtechspy.com/articles06/boeing797.html>

*Thanks John Rousseau for submitting this article.*

### "Rain Check" for RFC

David Siciliano has arranged an extraordinary Control Center class called **Rain Check** for RFC. These are difficult to arrange and have quite a backlog.

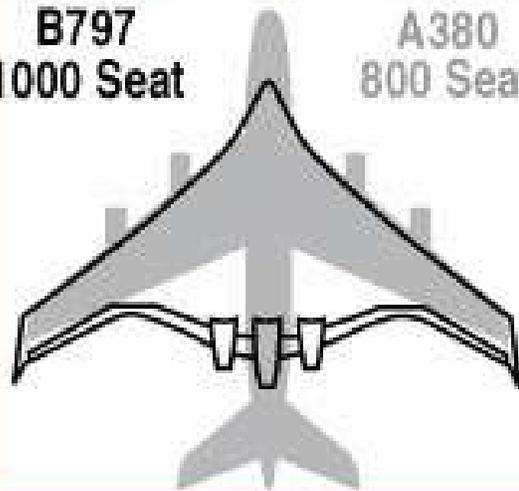
Rain Check is an all day affair with a half day in class/half in the simulator separating traffic or watching those attempting. Not a lecture, it is more free wheeling Q&A discussion event.

The class can accommodate 15 attendees. We may be able to arrange a second class if we have strong interest. Date will be Aug 12 or 19. Contact Dave directly if you are interested.

## Blended Wing 797 vs. A380

B797  
1000 Seat

A380  
800 Seat



# BOEING 797



# AIRBUS A380



# THIRD ANNUAL GASTONS FLY-IN

by Spike Cutler

It's all pilots and pilot families, families, beautiful river views, a well-groomed grass runway and tons of really cool airplanes.

For three years, now, a loosely-affiliated group of pilots from all over the map have been congregating at Gaston's White River Resort (3M0, Memphis Sectional) in early June, just to celebrate the magic of flight. The whole thing started two years ago, when a gaggle of folks, known to each other only by their writings and reputations at the AOPA Web Board, decided to get together at a central location, and Gaston's met the specification to a tee. It is well-located, the accommodations are plentiful and (as resort prices go) reasonable; the strip is 3,200' and only moderately challenging, and they even have pretty good food.

My first step into the pond was last year, when my wife, son and I flew the Deb up to Gaston's; the weather was "VFR" but atrociously hazy and hot... but that did not stop a big crowd from making the scene, from as far away as Oregon, Florida, Illinois and Arizona. This was my first experience with a "fly-in," and I was hooked! A crowd of people, connected only by their love of flying, became in a couple of days a new extended family of friends.

This year, my wife stayed home, but Tommy and I went on up, June 9-11, and if anything, we had even more fun. I got rides in several very cool aircraft, including my first acro in a Citabria (loop, rool and ... ulp, lets chill it down...), and some stick time in an absolutely stunning Cessna 195, owned by a UAL Captain from Kansas. Tommy got the thrill of a lifetime, with an acro ride in an Extra 300 (all the luck!). We had meals together, shared stories, had the Gaston's Fly-in Drive-In Movies Under the Stars, and even participated in the making of a special-edition Pilotcast Aviation Podcast. To my pleasant surprise, we had even more pilots there this year than last, and every CFI in the crowd was giving dual for Wings credit. Believe it or not, we got more pilots, from farther away, than before- one came in from Alaska.

It is amazing to see how the common bond of aviation can cut right through any modest differences we might have had, and with my first-year tentative friendships reinforced, I know I'll be back next year. I recommend Gaston's as a fly-in destination, and that anyone who wants to see just how great an impromptu, un-sponsored fly-in can be, mark their calendar for the second weekend in June. You'll enjoy it, and that's a promise.

Gaston's Fly-In participants congregate at the Pilots of America Web Board (<http://www.pilotsofamerica.com>), and the Fly-In has its own website, complete with great pictures and videos, at <http://www.gastonsflyin.com>. You can hear about it on Pilotcast (<http://www.pilotcast.com>). Gaston's is a scant 293 NM from ADS, and the field is only mildly challenging (you can see a great video of Dave Siciliano arriving there in his Bo at the [Gastonsflyin.com](http://www.gastonsflyin.com) site).

**See you there in '07!**



## **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”**

## **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](mailto:rfcnews@hotmail.com). Thanks.

## **RFC Club Member Honored by American Bonanza Society**

American Bonanza Society granted its 11th ABS Flyer Award to David Siciliano of Dallas, Texas, amassed 120 points for completing type-specific training in his 58P, a separate series of training events that earned him FAA WINGS Level 5, six seminars at the 2005 ABS Convention, and AOPA's on-line program "Navigating the DC ADIZ, TFRs and Special Use Airspace."

RFC member and instructor **Richard Aron** has received his **ATP** rating.

**Congratulations David and Richard!**

## **RFC Aircraft**

### **2006 Rates\* & Maintenance Contacts**

Rental Rates (wet); Hobbs time plus tax

Cherokee 180C ....\$ 79/hr ..... John Rousseau  
Cardinal 177RG ...\$ 99/hr ..... Bob Botts  
C-33 Debonair.....\$149/hr ..... Stuart Thompson  
F-33A Bonanza ...\$152/hr ..... Stuart Thompson  
A-36 Bonanza .....\$159/hr ..... Stuart Thompson

*\*Rates increased 5/1/06.*

## **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

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**

**Tuweep Airstrip** Cocoino County, AZ. Elev 4600', five mile walk to Grand Canyon North Rim & Vulcan's Throne. *Expect limited services!*