RFC Dallas - Monthly Meeting
RFC Dallas meetings are the 3rd Tuesday of each month at 7:30 PM. April 20th 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.

NOTE: Prospective members will find an RFC Officer at this meeting location on April 20th, however, many of the members will be attending an event at FTW Center.

The Program for April is a tour of Ft Worth Center. 30 RFC members, who have already signed up, will be attending this event at 7:30pm on Tuesday, April 20th. Unfortunately, the space allowed has limited us to a maximum of 30. There is a possibility of a similar tour of Regional Approach in an upcoming month, when we hope others may be accommodated.

Addison is resurfacing the asphalt in the vicinity of our “Patio-Hangers”. Work is beginning on the North side of our hangars this week, so two of our aircraft have been moved to Hangars. Similar work will be done on the south side of our hangars at a later time. Gate Codes and Padlock Combos will be sent via email.

Bonanza N 903V 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.)
Last month I published a couple of DFW chart ‘snippets’. Since those graphics were rather small, I’ve attempted to recreate them below, with a bit more real estate available.

I received two interesting letters, and some other nice comments about the charts. With their permission I’ve published letters from Spike Cutler and Van Morrison, which follow the charts.

These charts were probably sent to me by someone in RFC, but I don’t recall where I got them. The only information I have (and it is somewhat dubious) is that one chart is from 1964. If anyone has additional information, let me know.

As always, interesting pictures, charts, articles, etc. are most welcome.
I am taking a stab at the two "chart chunks" in the newsletter.

The first one, I have to be pretty vague about; I have to say that it was somewhere around 1966 to 1968; likely the early side of that time frame? My reasoning:

1. Highland Park and Park Cities airports both still active;
2. 31L/13R at Love not yet active (but the old east-west runway is gone);
3. ADS apparently tower controlled (but it still had the crosswind runway where Uniform is now);
4. Eagle Mountain Lake NAS still active;
5. Lake Ray Hubbard not on the chart (it was "impounded" about 1968, I think);

The second one, I feel I can be a bit more precise about; I think it is about 1971-72 or so...

1. Highland Park and Park Cities, both gone (HP closed shortly after LBJ Fwy. opened);
2. DAL has 31L/13R;
3. Airpark is open;
4. GSW is "still" open (DFW almost finished by this time...).
5. Eagle Mountain Lake NAS shown as abandoned (Ken Copeland Ministries maintains jets there now, private).
6. Shiloh Airport is open.
7. Lake Ray Hubbard exists.
I note with fond memories the existence in both charts of Dallas-Garland, the first airport from which I ever flew in a GA aircraft, Comanche 6540P, a PA24-250, not that anyone cares(!); and of White Rock, where I used to go crawl around on a number of aircraft which surely left there in pieces, on trucks (2 Cessna Bobcats, "Bamboo Bombers," for instance).

Also noted the existence of several VORs which no longer exist (GSW, one out near Lavon and another south of Cedar Hill).

That's the best I can do; great fun, and I managed to avoid working for an hour while I fussed over that. Thanks (I think?).

/s/ Spike
Sewall C. Cutler, Jr.

In response to the questions about the area charts. I grew up in Grapevine and graduated from dear ole GHS in 66' (that's 1966).

First thing that jumps out at me is that where DFW is now located, a former airport called Amon Carter Field was operational. Spent lots of time daydreaming about that place. This particular chart could be mid 50's to very early 60's. I attended the opening day ceremonies for Amon Carter Field while sitting on my grandfather's shoulders. That was maybe 1952 (I was pretty small).

The second chart shows that Amon Carter Field has changed to Greater Southwest International Airport. Best I recall, this would be early 60's to mid-60's time frame. My memory fails me for the exact year that occurred. Remember it was supposed to be a 'Big Deal', only it never really amounted to anything. Lots of rivalry between Fort Worth and Dallas in those days. Dallas won.

It's fun to see where Mangham Airport (North Richland Hills) and Bedford CAP used to be located. Civil Air Patrol was a big part of my life as a kid, was a cadet in Bedford from 1961-1967. Started and finished my private license at Mangham 1966-67. The FBO was Clarks Flying Service. Had a hard time finding the money to fly those brand new expensive Cessna 150's. Block time was $100 for 10 hours, otherwise they were $12/hr! Instructor was an outrageous $2 per hour. These two places are now luxury apartments and big fine homes.

Also, near Keller TX, northeast of Fort Worth, there was a small field called Alta Vista Airport where in 1973-75 I finished my commercial, multi-engine and instrument. The school was called Texas Aircraft and Engine Parts. Owned and operated by Meryl Simpson, a colorful old guy that flew Lodestars, DC 3s and DC 4s for American Flyers during WWII. Come to think of it, Meryl was about the age that I am now! Did all of that flight training on the G.I. Bill. Uncle Sam paid for 90% of everything. Yep.....got my instrument in a weak knee'd ole Piper Apache for the whopping sum of $5.50 per hour. Military pilots were getting out by the hordes in those days, no chance for a civilian trained pilot. Even Rio Airways (formerly Hood Airlines) out of Killen Tx couldn't find any open slots for me. Think they were all waiting for me to have my flashbacks from Viet Nam. Funny thing... I never did.

Thanks for the walk down memory lane............. Van Morrison
March Treasurer’s Report  
For February 2004 Flying  
By Jim Marberry - RFC Dallas Treasurer

All the data were rather constant this month except flying. It declined to 71 flights for 166 hours. The details were as follows:

<table>
<thead>
<tr>
<th>A/C</th>
<th>Flts</th>
<th>hrs</th>
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</thead>
<tbody>
<tr>
<td>16W</td>
<td>4</td>
<td>12.8</td>
</tr>
<tr>
<td>46L</td>
<td>16</td>
<td>29.2</td>
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<td>03V</td>
<td>15</td>
<td>39.1</td>
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<tr>
<td>92V</td>
<td>14</td>
<td>32.2</td>
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<tr>
<td>93J</td>
<td>22</td>
<td>52.7</td>
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</tbody>
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A specific value of net worth isn’t available at this time, but it should have continued level or in its uptrend. [Delay in picking up the time sheets, imperfections in reconciling it all, and Al’s desire for early input to the newsletter were the causes! It’s always something!]

Accounts in arrears continued at $11,000, with name changes as usual, and cash flow was steady. Finally, membership was steady, too, at just under 100.

Below are some detail items which I hope you read closely to find out if you’re involved in any of them.

**How Things Work**

HTW #1: The people who designed the key box had a smart idea. They wanted to make the process of putting oil in the planes easy. So they made room for oil, and they put a yellow funnel in the box. They also put a drain in the bottom so the box wouldn’t get oily.

This drain is not being used. The box has gotten very oily recently. It’s easy to fix this, so let’s make things work. Look in the left rear corner of the bottom shelf. You’ll see a short section of pipe which is open to the ground. Put the funnel in it and, voila, no oil in the box.

You can also put the can of brake fluid next to the funnel so that any drips of brake fluid also go to the ground. Good idea, right?

HTW #2: Changes in reservations at the end of the month [EOM] cause me problems. It’s a problem in that I can’t pick up the time sheets on a schedule and therefore am delayed in getting the statements out. I’ve mentioned this problem before, but it’s time to get your help in taking care of it.

The specific situation is one in which a plane is to be away from ADS over EOM. If there is such a plane I want to pick up the time sheets before it departs. I start checking the reservation system a few days before EOM to learn if this is happening. However, reservations have been changed in the last hours of that day over the past few months, due to weather or whatever. I’ve made my plans based on a check of the system before that change happens.

What to do? The best thing is for you to recognize the situation.

**If you’re going to be gone over EOM and the old timesheets are still in the plane, start a new timesheet and put the old sheets in the key box** [But not in the red folder! That’s not my territory, and I won’t necessarily look there.]. If it’s convenient, you could also call me, but putting the sheets in the box should take care of it.

HTW #3: Here’s an item on the Cherokee. A few times recently the door has been closed by the latch but not locked. What happens is that the upper latch has been engaged, but the door isn’t closed firmly enough for the lock to catch. Turning the key locks the handle, but the door can still be pulled open if the upper latch is released.

The secret is to leave the upper latch open at first. Close the door, lock it, test it, then turn the upper latch. This works.

**Continued next page, Left column...**
HTW #4: I don't know if this is significant or not, but it often seems that people are paying from a statement that is a month old. So far I've been successful in getting the statements to you the first week of the month. Payments seem to come in that week paying the month-old value, as if the end of the month showed up and you realized you hadn't paid yet.

This may be one reason we always have service charges every month. **When the middle of the month rolls around, pay your bill and help us eliminate service charges!**

HTW #5: If you're going out on an extended trip, take some oil with you. Our oil costs as little as one-half what you pay at an FBO. Do all of us a favor and help us save money.

HTW #6: Finally, a modestly unimportant thing. I spent a few moments some moons ago trying to find a way to change that "return with your payment" line on the top of the statement. I don't care if it comes back or not! However, there is a related aspect.

**Everything in the envelope should be identified, one way or another: the name on the check, the top of your statement, the return address.**

Occasionally there's problem with a letter with receipts, but no name, or an undecipherable signature.

It's your money, help me take care of it correctly! ✗

Jim Marberry also contributed the “Lion” pics.

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The new Denton (DTO) Control Tower will open May 3rd.

Hours of operation will be 8:00 a.m. - 8.00 p.m.

Tower frequency - 119.95;

Ground frequency - 123.95;

UNICOM - 122.7

You are a South African bush pilot. You fly in some critical medical supplies, enjoy a quick lunch at the hospital. It's a stifling 100 degrees in the shade and you're eager to get back up to the cool, high blue yonder. On the way back to your plane, you discover that the only bit of shade, within 1 mile, has become very popular . . . You start calculating the distance to the plane door . . and wonder . . "Do I feel lucky today?"

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FREE CONNECTION TO AWOS  anyAWOS provides access to any automated weather observation systems (AWOS) in the continental United States via one toll-free number (877/ANY-AWOS; 877/269-2967). Dial the number and key in the airport’s three-letter identifier. (You'll listen to a brief advertisement while the connection is made.) The company says it will continually update its database. If your airport has a publicly accessible AWOS but isn't included, send an e-mail or see the Web site for more information
The following three pictures are the result of a Midair between a Baron and a C-180. The obvious lesson is to keep your head on swivel and use Flight Following when it’s available. These were submitted by Stuart Thompson, Gregory Larson and Andy McCarthy.

If this Beech Baron had been flying a few inches to the right, we likely wouldn’t be wondering how Robert Hollis Gates, of Tehachapi, Calif., managed to land the plane safely after a midair with a Cessna 180 last Jan. 16. The Baron lost a section of fuselage, but Gates walked away with cuts and bruises. The 180 broke up in flight and the pilot, 40-year-old David Lazerson, a civilian test pilot instructor at Edwards Air Force Base and deputy director of the Joint Strike Fighter Integrated Test Force, was killed.

According to the NTSB report, Gates said he was in cruise climb between 5,500 and 6,500 feet near Tehachapi when he saw the right gear leg of the Cessna coming at him from one o’clock. He ducked, then saw a dirt strip and managed to set the Baron down.
The following NTSB report, submitted by Dave Siciliano provides some food for thought.

NTSB Identification: **FTW04LA092**

14 CFR Part 91: General Aviation

Accident occurred Monday, March 15, 2004 in Conroe, TX

Aircraft: Beech A-36, registration: N789SA

Injuries: 2 Serious, 1 Minor.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On March 15, 2004, at 0830 central standard time, a Beech A36 single-engine airplane, N789SA, was substantially damaged during a forced landing following a loss of engine power five miles north of the Lone Star Regional Airport (CXO), near Conroe, Texas. The commercial pilot and one of his two passengers sustained serious injuries. One passenger sustained minor injuries. The airplane was registered to and operated by the pilot. Instrument meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 business flight. The cross-country flight originated from CXO at 0825, and was destined for Wichita, Kansas.

One of the passengers reported that the pilot instructed the Fixed Base Operator to "top off the mains and fill the tips half full." The pilot rated passenger also stated that he did not see the pilot conduct his preflight, but the pilot mentioned to him that he checked the oil. The passenger checked the fuel tanks to see if "the fuel instructions had been completed," and the mains were full and the tip tanks were half full." At this time, the passenger "did not notice anything unusual."

The passenger informed the pilot that he had some work to finish and wanted to sit in the back. Due to the request of the pilot, he set in one of the seats facing backwards. The passenger also stated that the pilot started the engine and "no unusual sounds " were heard." While the pilot was going through his checklist, "the engine quit" and the pilot commented "hmm, never done that before." The pilot restarted the engine, and taxied out to the run-up area. Shortly after takeoff, the passenger stated he noted "the humming of the engine was not the humming sound that he was used to hearing in that [air]plane." The engine was "starting to misfire and sputter," as the passenger observed the pilot turning back toward the airport, "because of the unusual engine noises." Subsequently, at an altitude of 2,000 feet, "the engine quit and the airplane was in a steep what seemed to be a slip." The airplane impacted soft terrain near a residential area and came to rest upright.

Examination of the airplane by the FAA inspector, who responded to the accident site, revealed both main landing gears were crushed upward through both wing structures. The engine was partially separated from the airframe, and the fuel selector was observed in the "right" position. Examination of the aircraft fuel tanks revealed both wingtip tanks and main tanks were compromised. A "small sample of fuel consistent with 100 low lead fuel" was extracted from the left main fuel tank. A four-ounce fuel sample from the left wingtip tank was "consistent with JET-A fuel."

The manager of the fixed base operator (FBO) where the aircraft was last refueled reported that the fuel truck log sheets and interviews with company personnel indicated the airplane was refueled with 53 gallons of JET-A fuel. The lineman, who refueled the aircraft, reported he put 10 gallons in each wingtip tank and 33 gallons into both main wing fuel tanks. The manager stated the lineman was recently moved to the lineman position and had previously refueled four jets earlier that morning using the JET-A truck with supervision of another lineman.

At 0853, the automated weather observing system at CXO reported the wind calm, visibility 3/4 statute mile, 100-foot overcast, temperature 61 degrees Fahrenheit, dew point 61 degrees Fahrenheit, and an altimeter setting of 30.09 inches of Mercury.
April 2004

April 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;


April 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;

April 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

May 2004


May 1 — Beeville, TX. Beeville Municipal Airport (3R0). Beeville Air Services Spring Fly-In. Come by and join us for lunch served 11 - 2. Bring the entire family and visit Beeville Market Day on the square. Free shuttle to Market Day. 3R0 - High on hospitality - Low on Fuel $$$. Contact Tim Fitch, 361/358-0410; Event ID: 5334

May 1 — Grand Prairie, TX. Grand Prairie (GPM). Flying Thunder. Airplane Motorcycle Poker Run benefiting Challenge Air for Kids and Friends. Contact Mark Howell, 972-988-8609; Email. Website. Event ID: 5132

May 1 — Midlothian, TX. Mid-Way (KJWY). Texas 20 R/V Fly-In. The 20th annual Texas RV Fly-In will be held this weekend. Breakfast and lunch will be served. Contact Doug Reeves; Email. Website. Event ID: 5285


May 7 - 9 — Pawnee, OK. H97 - Pawnee Municipal Airport (H97). Oklahoma Steam & Gas Engine Show. The Oklahoma Steam & Gas Engine Show features dozens of antique steam powered machines, sawmills, threshing, plowing and other agricultural relics from the early 1900's. Biplane flyovers throughout the weekend. Pilots get plane side pickup. Contact Jeff Detwiler, 405-834-1447; Email. Website. Event ID: 5414

May 8 — Beaumont, TX. Beaumont/Port Arthur (BPT). AYA South Central Grumman Fly-In - May. Lunch at the Hangar Restaurant. Arrive by 11 a.m. Contact Tom Jackson, Jr., 361/228-9008; Email. Website. Event ID: 5147

May 8 — Granbury, TX. Pecan Plantation (0TX1). EAA Chapter 983 Annual Spring Fly-In. Lots of airplanes including EAA AirVenture cup winners. Hot dogs, hamburgers, soft drinks. Kid's area and spot landing contest. Rain date, May 22nd. Contact Dave Christman, 817/279-9899; Email. Website. Event ID: 4988

May 8 — Plainview, TX. Plainview Airport (PVW). Fly-In Breakfast. EAA Lubbock Chapter 19 Fly-In Breakfast 8 10am All you can Eat $5.00 Under 12 $3.00 Contact Thaxter D. Price, 806/792-5481; Email. Event ID: 5085
May 8 — San Marcos, TX. San Marcos Municipal Airport (KHYI). Phantom Squadron Pancake Breakfast Fly-In. Saturday from 7:30 to 9:30 a.m. Pancake Fly In Breakfast. 1000 1300 Wings Safety Seminar. SPECIAL EVENTS: Displays by Corporate Sponsors, Silent Auction, Poker Run, CAP Aerospace Education, and Commmemorative Air Force Static Aircraft. Contact Alan Fenter, 512/332-2062; Email, Website. Event ID: 5343

May 14 - 15 — New Braunfels, TX. New Braunfels Municipal Airport (BAZ). AYA South Central Grumman Fly-In - EAA SWRFI. Meet at vendor tables on Friday at 5 p.m. Wear your Grumman shirts and hats. Contact Tom Jackson, Jr., 361/228-9008; Email, Website. Event ID: 5148


May 15 — Greenville, TX. Majors Field (KGVT). Annual Majors Field Fly-In. Event times 10 AM to 3 PM. Features fly-bys, sky divers, static displays to include full size replica of the Wright Flyer and home built SkyBolt. Contact Dennis Mathis, 903 454-7957; Email, Website. Event ID: 5043

May 20 - 23 — Odessa, TX. Schlemeyer Field (ODO). USPA Spring Flyout. USPA Board and Member meetings, plus tour of Commemorative Air Force Museum, Rockhounds Baseball game, banquet, shopping. All pilots welcome.. Contact Jan Hoynacki, 417 338-2225; Email, Website. Event ID: 5439


May 27 - 31 — New Orleans, LA. New Orleans Lakefront Airport (KNEW). Vintage Aviation Festival & Stearman Fly-In. Annual event featuring Pan American Air Races, Commemorative Air Parades, Air Tours, New Orleans Food & Music, seminars and contests. The festival is being held in conjunction with National D-Day museum events.. Contact Kevin Langley, 504-669-6830; Email, Website. Event ID: 5425


May 28 - 30 — Marfa, TX. Marfa Municipal Airport (MRF). Wings & Wheels in West Texas. Airplanes, gliders, classic cars, motorcycles and vintage tractors gather at this annual Fly-In event near the Davis Mountains of west Texas.. Contact Burt Compton, 800/667-9464; Email, Website. Event ID: 5409


June 2004

Jun 5 — Frederick, MD. AOPA Headquarters (FDK). AOPA Fly-in & Open House. Mark your calendar for June 5 and plan to join AOPA for this annual event! Visit your organization's headquarters and meet the AOPA staff dedicated to serving the GA industry.
**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](http://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)