

# RFC Dallas Flying Club

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

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## RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month at 7:30 PM. **September 21<sup>st</sup>** 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.

Dave Siciliano will present a program on his trip up to Wisconsin, out to Virginia, then to the Bahamas, Mobile, Dallas, Wisconsin and back. He'll have some interesting stories to tell, pictures and video.

"Tight Formation" is the rule with the Blue Angels.

Courtesy of Alvin DeVane, ADS ATCT

## Treasurer's Report

By Jim Marberry

Our financial status continued well this month. One flag came up, in that there was some heavy flying in July, and several of those accounts were not cleared by month-end. As a result, accounts 30 days in arrears increased from \$12,000 to \$19,000. If you are one of those people, we have the option of requiring payment in advance for you to have access to the reservation system to do more flying. We'd rather have you stay current on the money side and keep active on the flying side.

Our net worth is satisfactory, at \$8,650. Cash flow is good; I measure it primarily by the checking balance after paying the owners and Million Air. We made a larger payment than historically on our insurance, but the balance after Million Air was still quite satisfactory at \$13,200.

Flight activity decreased after a busy July. We flew 200 hours in August, down from 280 the previous month. The Beech pilots really wanted to fly 16W; it flew more than 80 hours in August. 46L also had an above-average month, at 32 hours.



## INSIDE THIS ISSUE

1	<a href="#">RFC Meeting Schedule/Treasurer's Report</a>
2	<a href="#">Trip to Oshkosh - Pictures</a>
3	<a href="#">Thoughts from Oshkosh – Robert Johnson</a>
4	<a href="#">Oshkosh - Pictures</a>
5	<a href="#">Oshkosh 2004 – John Rousseau Article</a>
7	<a href="#">ADS – New Tower &amp; meeting info</a>
8	<a href="#">User Fees - Article</a>
9	<a href="#">Calendar of Events: Texas, and lesser States</a>
10	<a href="#">RFC Dallas Flying Club - Information Page</a>



Robert Coppotelli

Robert Johnson



Robert Coppotelli

John Rousseau

Robert Johnson



Robert Coppotelli

Somebody gets to unload the  
airplane...

## Thoughts from Oshkosh 2004 By Robert Johnson

Oshkosh is truly an amazing experience. For the second year in a row, I was lucky enough to be able to travel to OSH with John Rousseau and Bob Coppotelli and camp with a group centered around John's brother and sister in law. For those of you who don't know, they own a company called "Women Fly" and are exhibitors at OSH. They have a group of people who have camped with them for years, and the group keeps getting larger and more diverse each year.

Tom Benenson wrote a great article in the AirVenture newspaper (<http://www.airventure.org/2004/satjuly31/flying.html>) which sums it up pretty well – He says Oshkosh is about the people, and I couldn't agree more. The group we camped with is an odd assortment of people that included airline captains, policemen, nurses, historians, A&P's, and a whole bunch of people who just love airplanes. It is a wonderful place to meet people who you wouldn't have otherwise, and the common thread is simply a love of things that fly.

Of course, you can't talk about Oshkosh without talking about planes. As Bob and John will attest to, it's a pretty short list of airplanes I *didn't* drool over at the show and threaten to buy. Like many pilots, I'm like a kid in the candy store at Oshkosh, and I want one of each type of airplane there!

There is one airplane which sticks out however. It's called the Mermaid and is made in Czechoslovakia. It is an amphibian which looks like a small Lake and is designed to meet the new Light Sport Aircraft (LSA) standard. They plan to sell it for around \$85,000. That's for a complete flyable airplane, not a kit. I've always been a sucker for amphibians, and a small partnership around one of these airplanes sure sounds like fun.

Most of the LSA type airplanes are small and seemingly fragile. Many of them are simply overgrown ultralights, and guys my size (6'3" and 210) have a hard time sitting in them, much less flying them comfortably. The Mermaid, however, took my height in stride and I fit into the cockpit very well. The airplane also appears to be very well manufactured and didn't look like your typical Oshkosh prototype. It was, by my definition at least, a "real" airplane.

I suspect that the new LSA rules will change the low-end of the aviation business considerably. The ability to purchase new, factory assembled airplanes for the price of a new luxury car will change how sport pilots perceive aviation and can only be a good thing.

If you haven't made it to Oshkosh yet, make plans to next year. In the immortal words of Warren Miller, "Remember, if you don't do it this year, you'll be one year older when you do."



Camping...

Oshkosh style



Relaxing...

Oshkosh style

Pretty good gig, eh John?



How 'bout some Fly'n?

I'm guessing a Bearcat  
and a T6?

## Oshkosh 2004 By John Rousseau

The great part about being late to the airport before a big trip is that my fellow pilots often have the pre-flight done and the plane loaded by the time I arrive. And my fellow Oshkosh adventurers, Bob Coppotelli and Robert Johnson, didn't fail me this year. With the plane ready to go, we blasted off about 1:45 on Wednesday afternoon. The weather quickly went from MVFR to IMC, but Robert's WxWorks setup providing real-time weather in the cockpit took a lot of stress off of this pilot who only occasionally flies IMC. Having NEXRAD radar and lightning strikes displayed over a moving map on a laptop computer screen in the cockpit certainly seems like it should decrease the possibility of flying into an imbedded thunderstorm. We made a quick fuel stop at Lee's Summit in Missouri and Robert took over the controls of 903V from there.

I believe Robert will tell you that the most exciting part of his flight was flying the VFR arrival over Ripon and Fisk and then on into OSH; twice we were put into a hold, the second of which involved numerous aircraft circling Rush Lake at 1,900 MSL; a collective sigh of relief was heard in the cockpit when the Fisk controllers told us that aircraft in the hold capable of maintaining 135kts could climb to 2,300MSL (we seemed to be the only one). Bob and I, on the other hand, will tell you that the most exciting part of Robert's leg was his base to final turn at about 150 ft. AGL over Runway 27 with the stall warning horn blaring until touchdown. There is always a special feeling when one gets on the ground at Oshkosh and this year was no different. After parking the plane, we each grabbed a beer, a slice or two of the fifteen or so pizzas delivered to the Women Fly campsite by the ever accommodating Basler fuel guys and as many Hooters wings as we could eat (flown in from Appleton by Melissa in her Decathlon) and enjoyed watching the remaining arrivals land on 27 before the airport closed for the night at 8pm.

The days (and nights) at OSH all seem to run together. One morning, Robert and I looked at what seemed like every single Sport Aircraft on display. It's amazing how many manufacturers have already come out with aircraft that will be certified in the new "sport aircraft" category. The Mermaid (a Czech built amphibian) really caught Robert's eye. Unless they miss their pricing target of \$85K by a wide mark, I'd guess Robert will be flying a Mermaid or something like it before too long.

Another morning, Bob and I went looking for parts for the Club's Cherokee. While looking for replacements for the Cherokee's cracked copilot's windscreen and cracked right rear window, we also found slick new replacements for both the throttle and mixture controls, all of which should be installed in the near future. Along the way we saw a peculiar single-engine aircraft that looked a lot like a Cessna 414; in fact, it originally was a Cessna 414, but is now an experimental aircraft as its owner has removed the engines and engine cowlings from the wings and replaced them with a single turboprop in the nose; that's certainly one way to get rid of all those pesky cylinder problems.

This year I finally made it to the Seaplane Base located on a small protected bay at the edge of Lake Winnebago. While, as we had been warned, the world moves a bit slower down by the water's edge, Robert and I both enjoyed the experience. We took a pontoon boat tour (only a \$2 donation to the Poberezny children's fund) around the DeHavilland Beaver, the Lake amphibian, a multitude of Sea-Rays and a flotilla of other float planes and amphibians moored in the bay. In the process of checking out the Seaplane Pilots Association's (SPA) booth, we met Mark Twombly who, while best known as a writer for AOPA Pilot, recently got his seaplane rating and was helping man the SPA booth. Luckily, we were on the bus coming back from the Seaplane Base when that afternoon's gully washer hit; for those of you who have never been



DC3 or R4D

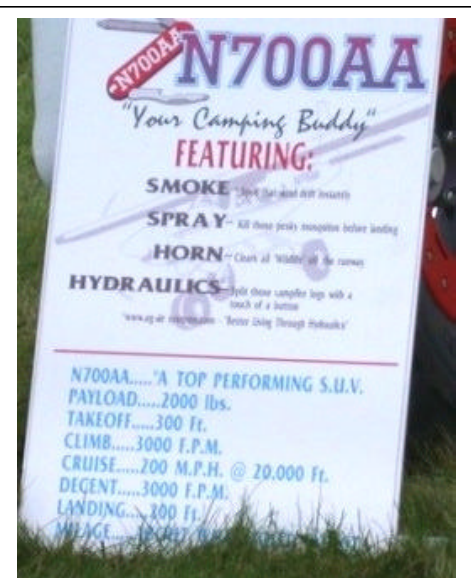
Leading a V of

F4U Corsairs

to OSH, just like in Texas, the weather changes quickly and often and, when it storms, strong winds and heavy rain are more common than not. I'm sure this is the reason that the EAA is so strict about making sure that ever airplane is securely tied down at all times.

Tom Johnson flew up to OSH in 4416W, but unfortunately our paths did not cross. Stuart Thompson and Holly flew up with former RFC club member Bill Kendrick in Bill's Bonanza and set up camp nearby. This was Bill's first trip to Oshkosh and I don't believe I've ever seen a happier man than Bill was sitting at our campsite in the North 40 watching all the departing aircraft takeoff after the airfield opens back up at the end of the day after the airshow. For me, sitting beside the runway and watching the departures, and then the arrivals, at the end of each day after the airshow is one of the most exciting parts of the Oshkosh experience.

This year I took a ride in the Disorientation Chamber run by the FAA's Aeromedical Division. They put me in an enclosed simulator flying a single engine aircraft that appears to be going straight and level in VFR conditions. Once I was stabilized, they told me to make a slow climbing turn to the left. About this time, they start to slowly spin the chamber counterclockwise; while I was unaware that the chamber was spinning,



The Ultimate SUV...

Photos, courtesy of *Keith Taylor*

they say that the motion is enough to get the liquid in my inner ear moving. After a minute or two, they told me that I had dropped my pencil by my right foot and to bend down to pick it up. When I looked down to my right, I immediately experienced a strong sensation that the aircraft was violently pitching up and to the left. They then had me look up and to my left as if looking at an overhead console, and this time the sensation was that the aircraft was pitching down and to the right. These sensations were unmistakable and would have been difficult to ignore whether in visual or instrument conditions. At that point they instructed me to level off and fly on my current heading. Unbeknownst to me, they also stopped the chamber from spinning at that time and I immediately had an extremely strong sensation that the aircraft was spinning to the right. This sensation was difficult to ignore, even though I was in visual conditions and the gauges showed I was in straight and level flight. I would recommend that every pilot, whether instrument rated pilot or not, take this ride. The experience was illuminating as to the various sensory illusions that a pilot might encounter.

Robert, Bob and I are indebted to Gregg Purple, a new RFC member who works for Flying magazine and who treated us to lunch at the Aero Club, probably the hottest lunch ticket on the field. Not only was the food much better than the average OSH fare, but we were able to sit in the shade and eat lunch with Gregg and others including well-known Flying writers, Tom Benenson and Peter Garrison (for the record, Garrison is just as cantankerous in person). While we were overjoyed with getting a free lunch, Gregg stole the show when he got a ride in a B17. Hopefully he took some pictures and will tell us about the ride.

All in, Oshkosh 2004 was a fabulous experience. Not only was it an opportunity to see almost every type of airplane, but pilots of all sorts from Chuck Yeager (also known as The Greatest Pilot Ever [an inside joke]), to the guy who flew to OSH in the RV4 he just finished building, to guys like me who are just in awe of it all, are all there and just about ever one of them is willing to talk as long as you are willing to listen.



And back home again...

Something new is coming to ADS...

A new Control Tower is under construction.

Put Tuesday evening, October 19th on your calendar. The tower is hosting another pilot meeting at the Cavanaugh Flight Museum starting at 19:00.

As usual we will be serving hot dogs, chips and drinks starting at 18:30, so please join us. I will be inviting representatives from DAL, DFW, ADS Airport Management, DAL FSDO, and TSA to join us.

Alvin DeVane – ADS ATCT

## User Fees? By Spike Cutler

I was researching the possibly doing some flying when next we visit Australia (I have family there), and found a couple of items of interest.

First of all, I found an operation in Melbourne with a number of Bonanzas (and other aircraft) to rent. I have spoken with them briefly by phone, and they seem to be nice folks.

Their web site is found at: <http://www.lilydaleairport.com.au/>

Note that, when you are reviewing pricing, the Australian dollar is less valuable than the US dollar (though I wish it were still worth only \$0.50, as it was when I was last there!).

Next, as a cautionary tale about what happens when government regards all services as revenue sources, feast your eyes on the document which is linked-to here, and imagine what a detriment to safety (discouraging filing IFR, notably) this sort of scheme would be. We must remain vigilant, and support efforts by AOPA, etc., to fight privatization and user fees for the inherently governmental function of air traffic services.

[http://www.airservicesaustralia.com/services/price/contract2004/std2004\\_jul.pdf](http://www.airservicesaustralia.com/services/price/contract2004/std2004_jul.pdf)

Editor's Note: I've included just a sample of the document below. This was in the news this week, with Australian GA pilots vowing to turn off radios and transponders in protest. Not a good thing, but it does show the desperation of the situation.

### Standard contract terms 1 July 2004

#### 1 Basis of the terms

- 1.1 Under section 8 (4) of the Air Services Act 1995, we agree to make facilities and services available for use in return for your agreeing to pay the charges for them under these terms.
- 1.2 These terms do not apply to facilities or services that we provide under a signed and enforceable contract or under a determination under the Air Services Act 1995.

#### 2 Scope and nature of charges

- 2.1 These terms, including the Light Aircraft Pricing Option in Schedule 1, cover:
  - a) terminal navigation charges;
  - b) aviation rescue and firefighting charges; and
  - c) enroute charges.
- 2.2 The charges apply to all flights operated by you, both domestic and international, within an Australian flight information region except:
  - a) flights that you notify us (and you supply independent substantiating documentation) are maintenance or test flights, and we agree with such notification; and
  - b) operational missed approaches
- 2.3 The charges are calculated on each tonne of the maximum take-off weight (MTOW) as set out in the flight manual of the aircraft, with any part of a tonne charged on a pro-rata basis. Where an aircraft has both an Instrument Flight Rules (IFR) and a Visual Flight Rules (VFR) MTOW, the VFR MTOW will be used as the basis for charging.
- 2.4 All charges are inclusive of the Goods and Services Tax (GST) unless otherwise specified. If, however, GST is not payable the charge will be reduced by 1/11.

#### 3 Terminal navigation charges

- 3.1 The charge for terminal navigation facilities and services when a control service is available is:
  - a)(i) for each:
    - (A) landing;
    - (B) practice instrument approach; or
    - (C) practice instrument approach immediately followed by a landing,at an aerodrome with a control service for an aircraft with a MTOW of 5.7 tonnes or greater:

Aerodrome	From 28 July 2003 \$/ tonne	From 1 January 2005 \$/ tonne
Adelaide	\$9.74	\$8.86
Alice Springs	\$7.42	\$7.15
Brisbane	\$4.96	\$4.86
Cairns	\$8.75	\$7.96
Canberra	\$9.50	\$8.65
Coolangatta	\$9.99	\$9.09
Darwin	\$3.31	\$3.31
Hamilton Island	\$5.38	\$4.90
Melbourne	\$3.45	\$3.45
Perth	\$7.49	\$6.82
Sydney	\$4.82	\$4.48
Townsville	\$4.76	\$4.76
Albury, Bankstown, Camden, Coff's Harbour, Essendon, Hobart, Jandakot, Launceston, Mackay, Maroochydore, Moorabbin, Parafield, Rockhampton, Tamworth	\$7.42	\$7.42

## September 2004

**Sep 17 - 18 — Bartlesville, OK.** Bartlesville Municipal Airport (BVO). Tulsa Regional Fly-In. Experience the excitement of colorful sport aviation airplanes at one of the ten largest sport aviation fly-ins in the U.S. The fly-in normally attracts approximately 500 aircraft for the two day event. Public admission by donation. Contact Charles W. Harris, 918/622-8400;

**Sep 18 — Houston, TX.** William P. Hobby Airport (HOU). Wings & Wheels Saturday at the 1940 Air Terminal Museum. Wings and Wheels Saturday takes place September 18 at William P. Hobby (HOU). Hosted by the 1940 Air Terminal Museum. Features vintage aircraft, vintage cars, lunch, and special attractions. Fly-in visitors are asked to R.S.V.P. Contact Drew Coats, 713-454-1940;

**Sep 25 — Granbury, TX.** Granbury Municipal (GDJ). Pancake Breakfast. Contact John Holt, 817/570-8533.

**Sep 25 — Killeen, TX.** Skylark Field (ILE). Young Eagles Flight Rally. EAA Chapter 542 will be sponsoring a one day Young Eagles flight rally at the Killeen Airport/Skylark Field at the Central Texas College building/hangar beginning at 9:00 AM and ending at 4:00PM. Contact Gerry Nolan, 254-939-3801

**Sep 25 — San Antonio, TX.** San Geronimo Airpark (8T8). Young Eagles Flight Rally. 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 McIrvin, 210-275-7780

**Sep 25 — Tulsa, OK.** R L JONES (RVSP). WING-IT-WEEKEND. ROADHOUSE AVIATION is sponsoring a fly-in. Warbirds, manufactures, displays, motorcycles, and static displays. Contact MIKE KOLOFF, 918/299/3835

**Sep 29 - Oct 3 — Jennings, LA.** Jennings Airport (3R7). 25th Annual End of the Season Stearman Fly In. Lots of flying and fun; flour bombing, spot landing contests, formation flying, dining, and tall tale telling. Contact Willard Duke or Holiday Inn, 337-588-4015 / 318-824-5280

## October 2004

**Oct 2 — Huntsville, TX.** Huntsville Municipal (UTS). Fly-In / Fair On The Square. Huntsville Aviation will host a Fly-In in conjunction with the citywide Fair on The Square celebration. Transportation will be available to and from the airport and the fair. Airplane rides and other activities will be available. Contact Wade Gillaspie, 936-294-8136.

**Oct 2 — Nacogdoches, TX.** Nacogdoches, Texas Airport (OCH). AIRPORT OPEN HOUSE & FUN DAY. Airplane & motorcycle poker runs, airplane & powered parachute rides for 10-cents per lb, skydiving, food, tours. Contact BOB DUNN, 936-564-7212

**Oct 2 - 10 — Albuquerque, NM.** Balloon Fiesta Park. Albuquerque International Balloon Fiesta®. This is Albuquerque where the most spectacular, amazing ballooning event in the world occurs every October. Where hundreds and thousands of people arrive from all over the world. To fly. To watch. To photograph more balloons than you'll ever see at once. Contact Pat Brake, 505/821-1000 or 888-422-7277

**Oct 9 — Lufkin, TX.** Angelina County Airport (KLFK). Fajita Fly-In. Come to the "Pines of East Texas" for Free Fajita's and reduced fuel prices. Ya'll come ya hear! Contact Randy Carswell, 936/634-7511

**Oct 15 - 17 — Gordonville, TX.** Cedar Mills (3T0). Cedar Mills 8th Annual Safety Seminar & Splash-In. Seawings & Wings-Participants earn credit towards their Seawings & Wings awards. Contact Rich Worstell, (903) 523-4899

**Oct 16 — Gladewater, TX.** Gladewater Municipal (07F). EAA 972 Pancake Breakfast Fly-In. EAA 972 Hosts Pancake Breakfast Fly-in. Serving 8a to 10a. \$5 donation. Contact Bob Tippens, 903-531-1549

**Oct 16 — Houston, TX.** William P. Hobby Airport (HOU). Wings & Wheels Saturday at the 1940 Air Terminal Museum. Hosted by the 1940 Air Terminal Museum. Features vintage aircraft, vintage cars, lunch, and special attractions. Fly-in visitors R.S.V.P. Contact Drew Coats, 713-454-1940

**Oct 16 — Rockport, TX.** Aransas County Airport (RKP). AYA South Central Grumman Fly-In - Rockport. Lunch along the beachfront. Arrive by 11 a.m. Contact Tom Jackson, Jr., 361/228-9008

**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	\$ 67/hr.	John Rousseau
Cardinal 177RG	\$ 80/hr.	Bob Botts
C-33 Debonair	\$119/hr.	Stuart Thompson
F-33A Bonanza	\$125/hr.	Stuart Thompson
A-36 Bonanza	\$134/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	\$2,500
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(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)