

RFC Dallas Flying Club

Volume 4, Issue 7

www.rfcdallas.com

December, 2004

Editor: GH Hodges, rfcnews@hotmail.com

Treasurer's Report

By Jim Marberry

Our flying declined noticeably during November. We flew only 111 hours. The weather was probably a factor; there were numerous reservations cancelled during the month.

Our cash flow was negative as a result of the low flying hours. However, October's activity had put us above our nominal target area for net worth.

November's decline put us at a normal level of about \$8,000.

Membership has been in a slow decline all fall. We had three members go inactive this month. One new member joined. Please welcome Elliott Brackett when you have a chance to meet him. Our membership stands at 91 active members currently. We are more comfortable with a level of about 100 active members, so encourage friends to join by telling them about the benefits of the club.

Accounts in arrears are at a minimum. Giving recognition to our one long-term problem account, the value of 30-days arrears is about \$1,500 spread over 10 members. This compares with about \$18,000 a year ago. Keep up the good work, guys!

The Board has received and approved requests for increasing the owner's rates, and therefore your rental rates, for the three Beechcraft and the Cardinal. The incremental rate increase is \$5.00/hour. The **new rental rates will become effective 2/1/05. They are as follows: N5893J, \$124/hr; N4416W, \$130/hr; N903V, \$139/hr; and N7592V, \$85/hr.** The reasons given for these rate increase requests were (i) increased maintenance costs with respect to the Beechcrafts, and (ii) with respect to the Cardinal, rescinding the \$5/hr. temporary rate reduction the owner requested (and the Board accepted) in December of 2002.

The Board has also approved, in concept, going to an internet-plus-telephone reservation system. This is a first notice, as the details for implementing the system and informing the members are yet to be confirmed.

News Flash: 7592V Upgrades!

The Cardinal has been upgraded with a **Garmin GNS430** and a **new CDI with glideslope**. The #1 King KX155 was moved to the #2 position providing **dual glide slope capability**. The **Loran remains, providing a second "Direct To" capability**. Also added was a **new PS Engineering 7000 audio panel with marker beacon**, and a **new vertical compass card**. The auto pilot is being repaired and should be finished by the end of the year. 7592V also **received its 2-yr year IFR certification**.



Mystery Airport

Identify this airport and win a **free** subscription to the RFC Dallas Online Newsletter!

(See last page for hint.)

RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the **3rd Tuesday** of each month (excluding December) at 7:30 PM. **January 18, 2005**, is the next scheduled meeting.

The meeting place is the Addison Airport Fire Station. Note: There are times that this location is not available. For example: When the nation is under a HIGH Security Level. The **alternate** location is at the Million Air FBO at Addison.

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

INSIDE THIS ISSUE

- | | |
|----------|---|
| 1 | <ul style="list-style-type: none">• RFC Meeting Schedule/Treasurer's Report• Mystery Airport |
| 2 | <ul style="list-style-type: none">• Editors Note• Club & Aviation Related Photos• Tips and Tricks |
| 3 | <ul style="list-style-type: none">• Greetings from Santa |
| 4 | <ul style="list-style-type: none">• Calendar of Events: Texas, and Lesser States• RFC Dallas Flying Club - Information |

A Note From the Editor

Thanks for your patience during this transition of newsletter editors. Much has been happening over the last couple of months that has resulted in a longer than expected delay for this newsletter issue. **Al Benzing** deserves a **BIG THANKS** from all of us for the exemplary job he did as Editor. Al raised the bar pretty high, and I hope to reach close to his performance.

Hopefully you will enjoy a few new features to the newsletter. For example, plans include a new section each month featuring an instructor and/or instructor comments and insights. Originally, I planned to profile all of the instructors, since many new members haven't a clue which would be most compatible with their needs. That was, in fact, such a good idea that the board had it before I did and began including similar information on the club website this month. With the help of RFC Instructor Coordinator, **Tom Johnson**, we will still have monthly contributions by individual instructors as they choose to participate.

In the end, this newsletter is as good as you make it by sending your contributions. Any articles, photos, words of wit and wisdom are welcome. With your help, we will make this newsletter an even more useful and entertaining resource.

Personally, I have been a club member for nearly three years, and an IFR-rated pilot with 250 hours, about half of which are in RFC Bonanzas. Since August, when our youngest of two kids went to college, Gaila and I are empty nesters and one of our favorite pastimes is taking little overnight trips like the one in the photo below to Fredericksburg, TX. It's amazing how much time you have to enjoy a destination when you don't spend a lot of time getting there.

GH Hodges



Robert Johnson and his A-36 "crew"

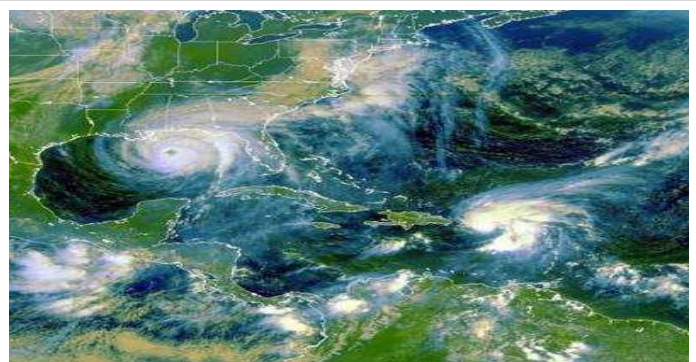
Tips & Tricks

Radial or Runway Reciprocals

Need a quick way to compute the reciprocal of a radial or a runway? Try "**Moving the 2.**" Simply subtract 2 from the first digit and add it back to the second digit. (Reverse this if runway is single digit.)

Let's use our home port of Addison for an example. What is the reciprocal of runway 33? Solution:

$$\begin{array}{c} 33 \\ \swarrow \quad \searrow \\ 2 \end{array} \begin{array}{c} 15 \\ \swarrow \quad \searrow \\ 2 \end{array} \quad \text{OR} \quad \begin{array}{r} 33 \\ -2 \\ \hline 13 \\ +2 \\ \hline 15 \end{array}$$



Above: **Hurricane Ivan and Friends** on Final Approach to US
Below: **SpaceShipOne**...Cleared for FL62 (miles, that is)
RFC member **Mike Majors** was there to watch the initial launch. Mike says in Burt Rutan's very un-NASA style, the tug that pulled the ship into position was not a specially designed multi-million dollar vehicle, but rather a Ford F-150 pickup.



Thanks to **Dave Siciliano** for sending this...

The Night Before Christmas

*'Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care,
In hopes that come morning, they all would be there.*

*The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.*

*When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.*

*He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick".
I ran to the panel to turn up the lights,
The better to welcome this magical flight.*

*He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Beechcraft-built sleigh, with eight Continental
Reindeer!*

*With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?*

*While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."*

*He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh
And stopped on the ramp with a "Ho, ho-ho-ho..."*

*He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.*

*"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"*



*He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed thru the
night,*

*"Merry Christmas to all! I have traffic in sight."
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.*

*And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell,
"Clear!"*

*And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"*

*He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed thru the
night,
"Merry Christmas to all! I have traffic in sight."*

--Anonymous

Aviation Events

Monthly

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

January 2005

Jan 1, 2005 — Carthage, TX. News Years day fly in dinner. Panola Co (4F2), Join us at the Panola Co. airport News Years day for a traditional News Years dinner. Cabbage, black-eyed peas, cornbread, ham and dessert. A small donation will be accepted to help cover the food cost, but not Mandatory. Please, no large donations, this is a "fun" raiser, not a fund raiser. If you would like to bring your favorite desert, that would be great. Fuel, 100LL-\$2.25, jet fuel-\$2.25 at this time. Contact: Glenn Watson, glwat@earthlink.net

February 2005

Feb 5 — Kenedy, TX. Kenedy (2R9). AYA South Central Grumman Fly-in. Karnes County Airport. Lunch at Barth's Restaurant and tour of aircraft paint shop. Contact Tom Jackson, Jr., 361/228-9008

March 2005

Mar 12 — Fredericksburg, TX. Fredericksburg (T82). AYA South Central Grumman Fly-in. Lunch and activities in Historic Fredericksburg. Contact Les Staples, 817/573-2250

RFC Aircraft

2004 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

**Rates will increase 2/1/05. See page 1 -Treasurer's report*

Front Page Mystery Airport

Catalina Airport - Santa Catalina Island, CA
Elevation: 1602 MSL Runways: 4-22: 3000X75; asphalt
Charts: LOS ANGELES; L3

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*

**Not a Board Member*

RFC Dallas Website: www.rfcdallas.com
RFC Newsletter email: rfcnews@hotmail.com

RFC Club Check-out Instructors

Richard Aron
Ken Asleson
Oz Asleson
Kenneth Campbell
Tom Johnson (Cherokee and Cardinal only)
Jim Marberry
Bob Schneider
Stuart Thompson

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)