



FLIGHTLINES

Newsletter of the Texins Flying Club

April 2005

CLUB CALENDAR OF EVENTS

6 April (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

9 April (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room, Program: TKI Tower Talk with Dave Roesch!

11 May (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

14 May (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Charlie Weinberger, Jr	Solo	2/27/05	Mike Baulch
Dan Dunnam	PPSEL	3/17/05	Dick Stephens

Welcome New Members!!

Wolfgang Gunter

Peter Lee

Richard Mayfield

Scott Mischnick

Jane Moran

Jason Sanders

Charlie Weinberger, Sr

Scott Williams

TKI Tower Talk with Dave Roesch!

At our April membership meeting (Saturday, April 9, 0830 Donuts/Coffee, 0930 Program) Dave Roesch, Air Traffic Manager here at TKI will be giving a talk on traffic patterns (flying friendly) and communications. He has been making the rounds to the different flying clubs and flight schools and has been kind enough to offer to be our program Saturday morning. Come on out for the discussion!

Autopilots: Their Role in Cockpit Workload, Safety and Convenience

Gene Robinson

Introduction

Autopilots can serve as a valuable and useful resource. There are two basic types of autopilots; a position-based system and a rate-based system. This is intended to look at the S-TEC autopilot and to explain how autopilots can reduce workload in the cockpit, increase safety in all flight environments, and enhance the enjoyment of flying. Most of this information is from S-TEC's booklet AUTOPILOTS.

General Overview

An autopilot is designed to serve two primary purposes:

- Enhance a pilot's flight control capabilities, and
- Reduce cockpit workload.

The typical autopilot system consists of three basic components:

Mode Selector/Programmer - This allows the pilot to program the autopilot function for intended flight profile. The function could integrate the autopilot with other avionics components for the task at hand; i.e., a NAV system that is defining an airway to be tracked.

Computer - The computer receives and interprets the information together with any additional data input from integrated avionics components. It then sends an appropriate signal to the system's actuators.

Actuators - Also known as servos, actuators receive the computer's signals and move the control surfaces to achieve the necessary change in attitude and/or flight path.

S-TEC Rate-Based System

The rate-based autopilot system uses rate gyros and/or accelerometers as primary sensors. The S-TEC rate gyro is an all-electric turn coordinator. Because of their sensitivity, rate sensors have been used to derive attitude synthetically, which, in turn, drives autopilots as well as attitude instruments. The accelerometer sensor gives the autopilot more authority and improves overall system performance. The accelerometer measures second-order rate or rate-of-change of rate. Vertical accelerometers detect vertical motions and rates of pitch attitude change. It can be a direct, sensitive indicator of any attitude change and a means to control high G forces. During normal operation, vertical acceleration can limit pitch maneuvering. During abnormal operation, it can limit pitch excursions.

Advantages of Rate-Based Systems

In light aircraft rate systems offer significant advantages over position-based autopilots.

Safety – A rate gyro won't tumble in an unusual attitude. Pilots are instructed to use the turn-and-bank or turn coordinator instrument to level the wings during recoveries. The safety factor is increased by the reliability of the system. In a light airplane, two of the least reliable systems are the vacuum system and the attitude gyro. The electric turn coordinator rate gyro and the autopilot do not depend on either. If the vacuum system or attitude gyro fails or experiences degraded performance, the turn coordinator and the autopilot will continue to fly the airplane.

Performance – Rate gyros function in any attitude because they don't tumble. They aren't damaged or worn excessively by unusual attitudes. Also, since a consistent turn rate requires a lower bank angle at lower airspeeds, rate autopilots often provide more precise aircraft turn control at low airspeed.

Position-based and rate-based autopilot systems can have the same features and functions. The difference lies in how they execute them. A dramatic example is how each system handles turbulence. Position-based autopilots are extremely responsive. Their Pilot Operating Handbooks (POH) directs the pilot to disconnect in turbulence to prevent over-stressing the airframe. An S-TEC rate-based autopilot, sensing 0.6 Gs or greater, will disengage momentarily to prevent overstressing the airframe.

Autopilot Functions - Roll

Wing Stabilizer (Wing Leveler) – In the stabilizer mode, the autopilot holds the wings level, and the pilot can make right or left turns. This is the most basic function that the autopilot performs to relieve pilot workload.

Heading Mode – When in the heading mode, the autopilot holds a heading and/or executes a turn to a selected heading. The autopilot maintains more precise control over the aircraft than a wing stabilizer. *Note: The heading mode is operational only if the aircraft is*

equipped with an optional heading system, such as a directional gyro with a heading bug or an HSI.

Course Tracking and Coupling – The autopilot's ability to calculate and fly the intercept of an en route or approach navigational signal is the essential difference between tracking and coupling. A tracker does not have the capability to fly an intercept. To operate a tracker, the pilot must either hand fly the aircraft, or use the autopilot's heading function to a point on the navigation course where the CDI indication is centered and the aircraft is flying in the direction of the navigation course. Then the tracker can be engaged to track the course. Coupling, on the other hand, enables the autopilot to intercept, couple and fly VOR, RNAV, Loran, GPS or LOC (REV for backcourse) signals.

Course Deviation Warning – As its name reflects, the warning alerts the pilot that there is significant deviation in the course tracking. This feature proves extremely valuable when the pilot's attention is divided during high activity flight phases.

Dual Mode Intercept – The intercept feature allows the pilot to select the intercept angle for coupling. The pilot can then follow an ATC controller's instruction, "Fly heading 060° until intercepting the localizer, then cleared for the approach." The autopilot flies the assigned heading in the heading mode. Then it automatically intercepts and tracks the selected navigational signal.

Roll Steering – Roll steering integrates the autopilot with a GPS Navigator that outputs roll steering commands. Rather than following a CDI needle movement, it flies direct left/right steering commands from the Navigator.

Autopilot Functions - Pitch

Altitude Hold – When the aircraft reaches the desired altitude, the pilot has the option to engage the altitude hold mode to maintain that altitude.

Pre-Selected Altitude Capture – This function is most often accomplished with the addition of an optional Altitude Selector/Alerter.

Vertical Speed – The vertical speed command allows the pilot to command and hold a rate of climb or descent.

Glideslope Coupling – The autopilot will intercept and track the glideslope of an ILS.

Trim – When the aircraft's elevator is out of trim, some pitch-axis autopilots like the S-TEC autopilot will annunciate the condition. Many systems come with manual/electric or automatic/electric trim.

Control Wheel Steering – The pilot can hand-fly the aircraft without disengaging the autopilot. The pilot can then synchronize the autopilot to the current attitude by releasing the wheel-mounted control switch.

Common Cockpit Tasks

As you know, flying an aircraft demands full-time attention to every detail. An autopilot is a useful and sometimes necessary resource. It can reduce workload, enhance safety and increase the enjoyment of flying.

Maintaining Assigned Altitude and Heading – One of the most critical tasks is to hold a prescribed altitude and a heading. Without an autopilot, the pilot must keep one hand on the controls while checking charts, tuning radios and communicating with ARTCC. A basic two-axis autopilot that controls roll and pitch can serve as a virtual copilot.

Navigation – Autopilots are capable of:

- Holding a heading
- Tracking a VOR, GPS, LORAN or LOC signal
- Intercepting the course

All the pilot has to do is tune in the signal frequency, dial in the course and engage the desired autopilot mode. If the autopilot has a tracker, the pilot has to fly the airplane on course before engaging the tracker. GPS Steering (GPSS) has made navigating an aircraft even easier. The autopilot will fly the entire flight plan programmed in the GPS. It will anticipate leg changes and make the correct turn to fly from centerline to centerline. This benefit results in a dramatic reduction of pilot workload.

Approaches – Flying an approach can be easier with an autopilot. It simplifies the intercept calculations and ensures a successful glideslope capture. With a GPS system to output roll steering commands, an autopilot with GPSS capability will fly a GPS approach from the system's data bases.

Summary

With an autopilot, the pilot retains command by choosing how much of the flight to hand fly and to use the autopilot while tending to other important duties knowing that the flight is under reliable, second-in-command control. With an autopilot to reduce workload on long cross-country flights pilots tend to be more relaxed, more comfortable, and safer pilots.

TKI Runway Safety Action

Team (RSAT)

Bill Moore, TFC Safety

The TKI RSAT (Runway Safety Action Team) meeting was held March 16th in the Airport Administration conference room.

Nine people attended. Represented were McKinney City, TKI management, TKI Tower, TKI maintenance, DFW Tower, DFW area control, and one flying club, TFC (Art and myself).

Issues from the last meeting were discussed. They included the recognition of Taxiway A and D as a "Hot Spot" (potential area for Runway Incursions to develop). A "Hold Short" line was added along the parallel taxiway (Taxiway A). Some pilots were and still are unfamiliar with TKI and start for the runway. The Tower can control this area since the "Hold Short" line was established making the movement area and non-movement area easier to see.

Another issue was vehicles speeding, unauthorized, and under-aged drivers. The City addressed these issues.

A new Potential for gridlock is at the intersection of Taxiway A and C when the Taxiway C extension is completed. All aircraft using this route must pass through the intersection of A and C. When aircraft are taxiing out, aircraft that are headed in from the runway must hold somewhere. At present, the temporary taxiway that is used to access these hangars is off of the ramp (a non-movement area) where aircraft can hold clear of taxiways. The extension of Taxiway C cannot be controlled by the tower because it will not be in view, so it must be classified as a Taxi Lane (non-movement area).

Possible solutions, the aircraft leaving the runway on Taxiway C could taxi into North Ramp area until the aircraft on the C Extension has taxied past the aircraft leaving the runway. There is no room on C Extension for aircraft to pass.

Another possible solution is for the aircraft leaving MHOA and Crossmark/WingsPoint hangars to taxi out one way and taxi in another way.

Presently aircraft moving from/to the MHOA and Crossmark/WingsPoint hangars use the UNICOM on 122.95. Since most aircraft don't monitor this frequency, it may be a better idea to communicate with Ground on 121.875.

This was the main issues at the meeting. The meeting started at 10:00 am and completed by 11:00 am.

This may not affect TFC aircraft a lot, but could if several a/c are moving at the same time one of TFC's a/c is moving from/to tied down.

Construction at TKI

Chris Rozansky, Airport Operations Manager

The construction that will close the northern 1,200' of Runway 17 and Twy A has been rescheduled to start on 4/11/05 and run through 5/7/05. 5,801' of runway will be available for taxi, takeoff and landing during this period. The runway distance remaining signs, PAPIs, runway approach lighting (MALSRs) and glideslope antenna will be out of service because of the temporary relocated threshold. The appropriate markings and temporary lighting will be in place to identify the closed portion of the runway and the temporary relocated threshold.

Please continue to monitor all active NOTAMs since conditions may change.

Please contact me with any questions you may have. Before this phase of construction ends, I will forward you additional details about the next phase of construction that will take place at the threshold of Runway 35.

TFC Accounting and Statement Cycle Changes

Bob Moran, TFC Treasurer

Texins Accounting has required TFC to change some accounting reporting deadlines. These changes are forcing TFC to change our member statement cycle and due dates. TFC previously had until the 15th of each month to complete our accounting process, we now must have it complete by the 5th of each month.

- Starting in April, TFC Member Statements will be generated between the 5th and the 10th of the month.
- Member's Statement Cycle will include data entry from the first day of the month through the last day of the month, except in April (actual flight dates still can precede accounting data entry by a few weeks due to availability of aircraft when logs are collected)
- The April member statements (TFC Statements sent between 4/5/05 and 4/10/05) will only include activity entered from the 6th of through the end of the month to keep ending balances on statements synchronized.
- Member payments will be due by the 25th of the month to get payments entered, so tax reports can be filed.
- Instructor charges need to be in by the 2nd of the month or billing will not be seen on member statements until the next month.

EAA Program on Aviation Weather

The McKinney EAA Chapter meeting on April 14 at 7:00 PM. Channel 8 meteorologist Steve McCauley will be the featured speaker and the topic is Aviation Weather. The meeting will be at the Collin County Community College McKinney campus in Pike Hall. There is a flyer about this in the EAA display at the McKinney airport. Details and directions to the meeting place can be found on the chapter's website at <http://www.eaa1246.org/>

This is the regular monthly meeting for this chapter.

Historic Aircraft at Frontiers of Flight Museum

Hal Ticknor III

The Frontiers of Flight Museum at Dallas Love Field will play host to two historic aircraft April 4-6. A Boeing B-17 Flying Fortress and a Consolidated B24 Liberator will be on display and available for tours. These aircraft have been restored by The Collings Foundation and are on a tour called Wings of Freedom 2005 this spring.

The B24 is one of two remaining in flying condition in the US. It has recently been repainted in the colors of the 467th Bomb Group's "Witchcraft" from WWII. The B17 is named "Nine O Nine" and served in WWII as well. It is one of only 6 remaining in flying condition. Check the

Collings Foundation website at <http://www.collingsfoundation.org/menu.htm> for pictures of these beautifully restored aircraft.

Hours for seeing these aircraft will be from 3:00 PM to 6:30 PM April 4, 9:00 AM - 6:30 PM April 5 and 9:00 AM - 12:00 noon April 6. Admission for the ground tour is \$10.00 for adults and \$5.00 for children under 12. Museum admission is included. The aircraft will be flying passengers a couple of times each day. Cost for a flight is \$400.00 which is tax deductible. The museum is located on Lemmon Ave and University at the southeast corner of Dallas Love Field.

This is a rare opportunity to see two historic aircraft. Don't miss it!!!

Gates buys into \$400m aircraft start-up

Michael Kanellos

"Many of the traditional mechanical functions are performed by semiconductors and software"

Bill Gates is betting some of his considerable fortune on a new plan: energy-efficient aviation.

Speaking at Flight School, an offshoot of the PC Forum in Scottsdale, Arizona, run by silicon.com publisher CNET Networks, Eclipse CEO Vern Raburn acknowledged that the world's richest man - and his former boss at Microsoft - is one of the many equity investors in the company. Gates holds the second-largest stake, behind another Fortune 500 individual, he said. To date, Eclipse has not formally disclosed its investors.

The Albuquerque, New Mexico-based company is working on the Eclipse 500, a six-seater that can fly at a maximum speed of 375 knots. Designed for flights of about 300 miles to 600 miles, the plane, which will sell for \$1.3m, will likely be used by companies promoting on-demand flight services.

Raburn said he expects the company to get Federal Aviation Administration approval to use the planes in a commercial setting in about a year.

Raising money is a serious issue for the company and others with new ideas for transportation. Eclipse has designed the plane and said it will remain the manufacturer when it goes into commercial production. Production facilities cost money. So far, the 450-employee company has raised \$400m in debt and equity, and most of that total is equity, Raburn said. About \$175m alone was spent on nonrecurring engineering costs.

Planes also don't easily lend themselves to standardised components. "All of the parts are custom-designed. There are 40,000 parts in it," Raburn said.

Aircraft like the Eclipse 500, however, will eventually change the way planes are made. For one thing, the

engine, which comes from Pratt & Whitney, is incredibly small - about 14 inches in diameter. Smaller engines enable engineers to eliminate much of the weight of the plane, which leads to better fuel efficiency and distance. Mass production of such engines can reduce costs.

"All of the advances in this field have occurred because of breakthroughs in propulsion," Raburn said. The Wright brothers, for example, were successful largely because they were the first to use an aluminium block engine, "which changed the thrust to weight ratio", he said. (Raburn participated in a wind tunnel test of the Wright's plane, which determined that its prop was 82 per cent efficient.)

The Eclipse designers have also eliminated about 60 per cent of the rivets on the plane, using strong welds instead. Many of the traditional mechanical functions on a plane are performed by semiconductors and software, he added.

Besides cutting costs, these design changes also cut weight - key for airplanes.

"We live and die by grams," Raburn said.

There will be no bathroom on the Eclipse 500.

"We modelled our airplane on a car, and most people don't have a lavatory in their car," he deadpanned.

From The Bleacher Seats

Craig Deaton

A photographer from a well-known national magazine was assigned to cover the recent Southern California fires. The magazine wanted to show some of the heroic work of the firefighters as they battled the blazes.

When the photographer arrived, he realized that the smoke was so thick that it would seriously impede or make it impossible for him to photograph anything from ground-level.

So he requested permission to rent a plane and take photos from the air. His request was approved, and arrangements were made. He was told to report to a nearby airport, where a single-engine plane would be waiting for him.

He arrived at the airport and saw a plane warming up near the gate. He jumped in with his bag and shouted, "Let's go!" The pilot swung the plane into the wind, and within minutes they were in the air.

The photographer said, "Fly over the park and make two or three low passes so I can take some pictures."

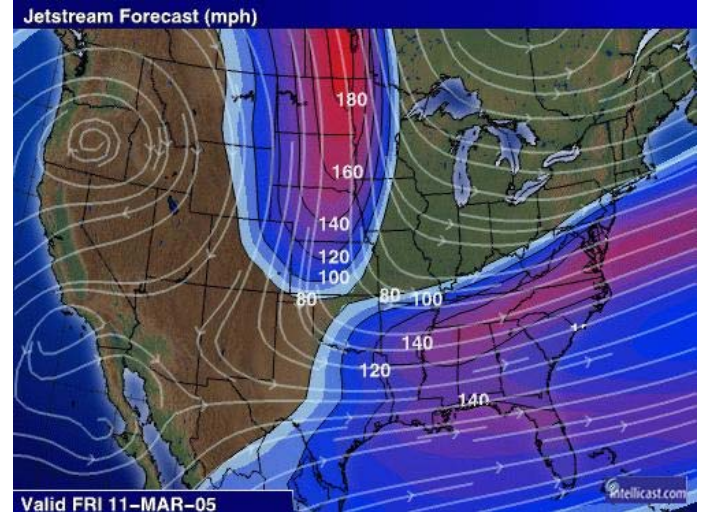
"Why?" asked the pilot.

"Because I am a photographer for a national magazine," he responded, "and I need some close-up shots."

The pilot was silent for a moment; finally he stammered, "So, you're telling me you're not the flight instructor?"

Speaking of Winds Aloft...

Keith Gutierrez



Quick Trip South or East! This jetstream forecast shows an unusually strong push of cool Canadian air headed straight for Texas. The strength is shown by the color coding of the wind speeds in miles-per-hour. The jetstream forecast along with handy graphical surface analyses are available from www.intellicast.com.

2005 Aviation Events

Calendar

April 2, Pancake Breakfast, Pineville, LA, 318-445-1772, <http://www.eaa614.org>, margaretaortigo@hotmail.com

April 2-3, Air Show, NAS JRB Fort Worth, TX, 817-782-7744.

April 2-3, 2005 Slidell, LA Open House/Air Show, Slidell, LA (ASD), 985-641-7590, bdunbar@cityofslidell.org

April 4-6, Wings of Freedom 2005 Slidell, Dallas Love Field, www.collingsfoundation.org/menu.htm

April 9, Test Pilot – A Remembrance of War Seminar Series at Commemorative Air Force Headquarters, Midland, TX, 432-563-1000 <http://www.commemorativeairforce.org>

April 9-10, South Texas Shootout, NAS Corpus Christi, TX, 361-961-4960.

April 12, FAA WINGS Safety Seminar, Topic: Aviation Weather, Single Pilot Resource Management, 7PM, Marcair, Inc. - Northwest Regional Airport (52F), 11310 Cleveland Gibbs Rd, Roanoke, TX,

http://www.faasafety.gov/SPANS/event_details.aspx?eid=4589

April 13, Single Pilot IFR Seminar, 7-9PM, Mountain View College, Dallas, TX, (512) 715-8844, etsinfo@eagletraining.net

April 14, EAA Chapter Meeting, Channel 8 Meteorologist Steve McCauley, 7PM, Collin County Community College, McKinney Campus, Pike Hall, <http://www.eaa1246.org/>

April 16, Fiesta, San Antonio, TX.

April 23, LBX Spring Fly-In, Angleton, TX, Brazoria County Airport, 979-849-5755 airport1.com.

April 23-24, Lone Star Flight Museum Spirit of Flight Airshow, Scholes International, Galveston, TX, 409-740-7722.

April 23-24, EAA Chapter 614 Spring Fly-in, Pineville, LA (2L0), rivierja@cox.net

April 27-30, AEA's 49th Annual Trade Show, Gaylord Texan Resort & Convention Center, Grapevine, TX, 817-373-6565, tracy@aea.net

April 30-May 15, North American Top Gun: WWII Warbird flights and courses, Gainesville, TX, 940-668-4565, www.natg.com rep@natg.com

May 6-8, Central Texas Airshow, Temple, TX, 512-869-1759

May 7, Hangar Dance, Scholes International, Galveston, TX, 409-740-7722.

May 7, 7th Annual Salute to Armed Forces Day Fly-In of the Coyote Squadron of the Commemorative Air Force, Corsicana, TX, 800-731-4772 cwellspsi@icountry.net

May 7, Warhawks and Flying Tigers – A Remembrance of War Seminar Series at Commemorative Air Force Headquarters, Midland, TX, 432-563-1000 <http://www.commemorativeairforce.org>

May 7, Pancake Breakfast, Pineville, LA, <http://www.eaa614.org>, margaretaortigo@hotmail.com

May 7, EAA Chapter 912 Fly-In, Vidalia, LA, Concordia Parish (OR4), rivierja@cox.net

May 13-15, EAA Southwest Regional Fly-In/The Texas Fly-In, Hondo Municipal Airport, Hondo, TX, 830-997-8802, <http://www.swrfi.org>

May 14, Air Amistad 2005, Laughlin AFB, TX, 830-298-5490.

May 14, EAA Chapter 244 Fly-In, New Roads, LA, False River Air Park (HZR), rivierja@cox.net

May 14-15, Barksdale AFB Airshow, Barksdale AFB, LA, 318-456-5522

May 17-19, 14th Annual International Air Cargo Conference & Exhibit, Houston, TX, 321-783-0088

May 21, Denton Air Fair, Denton, TX.

May 21, Dyess AFT Open House, Dyess AFB, TX, 325-696-7470.

June 17-19, Aerospace America International Airshow, Oklahoma City, OK, 405-685-9546.

June 17-19, AIRFEST 2005 Airshow, Fayetteville, AR, 478-521-4947, www.arkairmuseum.org

June 25-26, EAA Chapter 541 Fly-In, Jennings, LA, (3R7), rivierja@cox.net

July 2, Star Spangled Salute, Tinker AFB, OK, 405-734-5328.

Sept 10, EAA Chapter 836 Fly-In, Monroe, LA, (MLU), rivierja@cox.net

Sept 24-25, Fort Worth International Airshow, Fort Worth, TX, 817-551-1967.

Oct 1-2, Bayfest, Corpus Cristi, TX.

Oct 1-2, FINA-CAF Airsho 2005, Midland, TX, 432-563-1000.

Oct 8-9, Amigo Airsho, Inc, El Paso, TX, 915-562-6446.

Oct 8-9, Wings Over Houston, Houston, TX, 281-579-1942.

Oct 15-16, TCU Ft Worth Airshow, Ft Worth, TX

Nov 13, Lone Star Flight Museum Fly-Day, Galveston, TX

Nov 15-17, NBAA 58th Annual Meeting and Convention, New Orleans, LA, 202-783-9000, nbaa.org

Highlights from March Member meeting – 03/12/05

The Saturday, March 12 TFC Member meeting was attended by twelve members and five TFC board members. Spent the first few moments going around the table introducing ourselves.

The February maintenance report was given by Fred Carvajal, our Operations VP. We had a general discussion on whether or not to fix, replace, or scrap the ADF in N737TY.

Don Essenpries (Trainer Maintenance) provided an update on the upcoming private pilot ground school. Eleven folks were already on the list and few more were penciled in.

Bret Stewart (Communications) provided an update on class advertisements, flyers, and table tents. He also made his standard pitch for more needing more articles for the newsletter.

Bob Moran (Treasurer) provided an update on the billing schedule being shifted due to Texins tax reporting requirements

Roger Nordmeyer (El Presidente) provided an update on our capital projects. Autopilot quotes status were discussed as well as the successful request for member donations to add a second axis for the autopilot project on N7508J.

After the updates, we viewed a great video on mountain flying featuring many of the popular Rocky Mountain airports and mountain passes. Thanks to Keith Gutierrez for providing the video!

Highlights from March Board Meeting -- 03/09/05

Meeting called to order at 1835 by President Roger Nordmeyer. Attending were: Fred Carvajal, Don Essenpreis, Art Jones, Bill Moore, Bob Moran, Roger Nordmeyer, Phil Rains, Dick Stephens Bret Stewart, Rick Still, and members Keith Gutierrez and Gene Robinson.

Operations/Maintenance - Maintenance report for February 2005 (see February newsletter). The fleet flew 91.4 hours in February. 25 hours so far in March.

Communications – Class flyers distributed, ad in Infolink, ad will go in Texins monthly publication, note to membership on table tents, note in newsletter. Flyers also posted at other companies. Have had inquiries regarding instrument ground school. Multiple FAA Safety Seminar notices and TKI construction notices distributed. Newsletter assembled and posted. Texins web-server hosting company changed their company name and servers, so had to chase that down. Need more articles for the newsletter!

Controller - Training on accounting duties beginning.

Training – Discussion on instrument ground school on-going.

Treasurer – Sent several presentations. Flying club must report sales tax by the 5th of the month. We need to shift our accounting practices to adjust to that. Will need to have bills paid and close books by the 25th of each month. Beware that late payment date also moves. First time due on the 25th is April 25th. Instructors need to submit charges by April 2nd (no later than the second of each month).

Safety – Discussion on runway construction.

Membership – Running over budget with outsiders, but now back to even. Membership at 123 people. Got a call yesterday from a Raytheon person. Have had requests for ground school elsewhere. Art giving a ride tomorrow to an interested person in ground school.

XC Maintenance – GPS updating billing automatically headed to the account now. Autopilot – Review the hard estimates. Can make the STEC-20 without any help and with member donations we need about \$1400 to make the STEC-30, we are already close. Motion to purchase the 30 when the funds are available. Seconded. Passed.

Chief Instructor - New flooring and side panels in the 150s. Will continue with the 172s. Discussion on seatbelt tags.

President - Discussion of insurance document wording, treasurer is working on it.

Meeting adjourned at 2004.

TFC Fleet Maintenance March '05

6268K On-line

03/28/05 New landing light bulb installed.

7929U On-Line

03/07/05 New floor covering and recovered kick panels installed.

03/23/05 100 hour inspection complete.

737TY On-line

03/02/05 100 Hour inspection completed.

03/11/05 New remanufactured alternator installed.

03/12/05 bottom no.1 plug cleared.

03/22/05 Landing light repaired.

03/28/05 New floor covering installed.

733NB On-line

03/04/05 New ignition switch installed.

03/16/05 new rebuilt starter and new battery installed.

03/22/05 Transponder replaced with spare.

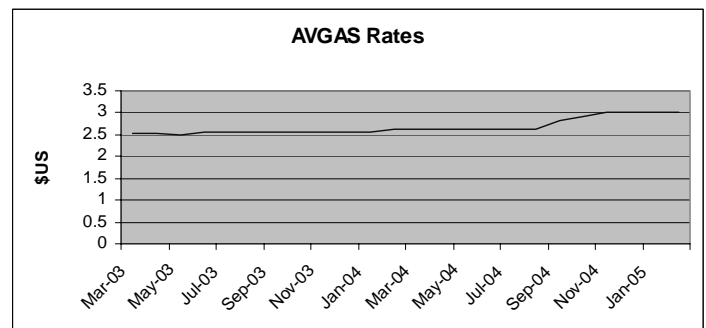
7508J On-line

03/07/05 Electric trim checked OK.

03/11/05 Annual inspection completed.

03/30/05 New Vacuum pump installed.

AVGAS Rates



TFC Fleet Statistics (1H '05)

	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	88.8	91.4	116.3	0	0	0	296.5
6368K	20.1	9.7	15.1	0	0	0	44.9
7929U	14.4	17.4	17.9	0	0	0	49.7
733NB	23.9	21.8	38.9	0	0	0	84.6
737TY	23.2	26.8	25	0	0	0	75.0
7508J	7.2	15.7	19.4	0	0	0	42.3

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673		Roger.tfc@verizon.net
Ops VP	Fred Carvajal	(214) 536-8419	(972) 562-2128	jhcarvajal@aol.com
Trainer Maint	Don Essenpreis	(214) 567-8396	(972) 530-8648	esse@ti.com
XC Maint	Phil Rains	(972) 995-4776	(972) 664-0654	p-rains1@ti.com
Membership	Rick Still	(972) 344-8391	(972) 612-8443	r-still@Raytheon.com
Communications	Bret Stewart	(972) 927-5013	(817) 281-5239	Bstewart@ti.com
Controller	Dick Stephens	(972) 517-1647	(972) 517-1647	Stephens6@speakeasy.net
Treasurer	Bob Moran	(214) 567-5961	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	moore1213@sbcglobal.net

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I I	M E I	C O N V	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch (M)	*	*	*	*				(972) 843-2208	Mbaulch5@aol.com
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@classicnet.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu5@verizon.net
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis (M)							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@attbi.com
Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill	*		*				(972) 344-5770	(972) 562-4241	Bsofly@yahoo.com
Sherman Rattliff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick (M) Stephens	*		*				(972) 517-1647	(972) 517-1647	stephens6@speakeasy.net

(M) TFC Member/Instructor **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional Gear (Taildragger) Instructor; **SES** - Single Engine Sea; **CFIG** - Certificated Flight Instructor, Glider; **ATP** - Airline Transport Pilot-rated. **Note:** All instructors are assigned by TFC's Chief Flight Instructor (Art Jones).

ABOUT THIS NEWSLETTER: Inputs are encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Bret Stewart, email bstewart@ti.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
6368K	Cessna	150M Commuter	\$62.00
7929U	Cessna	150M Commuter	\$62.00
733NB	Cessna	172N(180) Superhawk	\$88.00
737TY	Cessna	172N Skyhawk	\$86.00
7508J	Piper	PA-28R-180 Arrow	\$103.00

- * Detailed aircraft features are listed in Club Handbook
- * Monthly Dues: \$35.00 for regular members
- * Instruction: \$21.00 / Hr
- * TFC measures aircraft rental rate using tachometer hour.
- * Rate includes cost of fuel (currently \$3.03/gal).
- * All non-instructional flights require additional 8.25% tax.

KEY CONTACT INFORMATION

McKinney & TFC

Aircraft Scheduling	www.texins.org/flyingclub
TKI ASOS Land Line	(972) 542-9659
Airport Manager	(972) 562-6080 ext 4053
WingsPoint @ TKI	(972) 562-5555
Monarch Air @ TKI	(972) 562-0717

General

DUAT	(800) 345-3828 www.duat.com www.duats.com
Dallas FSS/FSDO	(214) 902-1800
Ft. Worth Center	(817) 858-7300 (ZFW ARTCC)
FlightCom, Inc.	(800) 432-4342 (Josh Pruzek)
Southwest Soaring	(972) 251-5079 Metro
Monarch @ ADS	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(972) 885-4911
DE: Kendall Haley	(940) 321-2849
DE: Carol Walker	(214) 948-0440
Email:	WalkerCL@aol.com
FAA Medical: Gabriel Fried	(972) 361-0155

TFC COMMUNICATIONS & INFO

www	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
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