



FLIGHTLINES

Newsletter of the Texins Flying Club

August 2004

CALENDAR OF EVENTS

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

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

26 August (Thursday) 7:30PM, Collin County Regional Airport Noise Study meeting, McKinney High School Auditorium

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Sam McClendon	1 st Solo	6/20/04	Bryan O'Neill
Ishwar Hosagrahar	1 st Solo	7/17/04	Dick Stephens

August NOTAMs at TKI

The Airport Administration will be conducting runway maintenance over two nights during the second week in August (8/9 - 8/13). The two days will be consecutive, but have not yet been determined. Maintenance will be conducted from 10 PM until 6 AM. During that time the runway will be closed, except for an emergency.

New TKI Gate Code

The gate code to open the TKI gates changed on 7/5/04. The new code is posted on the TKI web-site "Member Page", so you'll need to login to view it.

Combining Two Hobbies in One Trip

Tony Phillips

I was issued my Private Pilot (Single Engine Land) Certificate on a brisk February Morning this year, and have been looking for excuses to fly since.

My latest opportunity came during Mid-July, as my wife was having a baby shower in Topeka, KS, and wanted to drive up there with the family. She was also planning a two-night stopover in Claremore, OK, to visit some long-time family friends who moved from Wylie there last Summer. My opinion: Drive? HAH! Of course, I decided to fly and let the Minivan Express catch up with me (as well as being a darned good backup plan.)

Our departure came on Wednesday, July 14. I packed the minivan with my wife, four kids, and all the luggage they had packed, and watched them drive away at around 10:00AM. I sat around the house for about another hour, updating my charts, planning my flight, and listening to a FW AFSS briefer tell me about the beautiful weather all the way to Claremore Regional Airport (GCM), a nice GA field near Tulsa. FedEx showed up at 10:30 with my charts and AFDs that I had ordered on Monday (don't let anyone tell you that NACO isn't an efficient operation.)

I departed McKinney a little after 12:30, opened my flight plan, and started Flight Following. My intended route of flight was TKI direct vBYP V15 vOKM direct GCM, and my planned time enroute was calculated at exactly 2 hours for the 201nm distance. Climbing to 7500 feet, the few clouds at 5,000 were a nice view. The southerly component on the winds were a little more pronounced than forecast, so I eased up the throttle a little (86kt IAS, 95kt TAS, 105kt GS) so my flight would match my plan, instead of the other way around (better fuel economy being a bonus.)

Flight between TKI to OKM is beautiful, with lots of natural landmarks which exercise pilotage skills. By the way, if you've seen the signs for it driving along US HWY 69, but never noticed it from the air, the US Army Ammunition Depot in McAlester, Oklahoma is INCREDIBLY big (42,000 acres or 65 square miles), dotted with thousands of big white bunkers, making for a landmark you can see from 20-30 miles away aloft. Details about the place can be found here: <http://www.globalsecurity.org/military/facility/aap-mcalester.htm>

I arrived at GCM two minutes later than planned. GCM has nice facilities, and the FBO has two Chevy Caprices (ex Police Cruisers?) available for crew car use. I didn't need the car since I was meeting my family at the hotel, so one of the linemen offered to drive me into town (about 10 miles away) to the hotel we were staying at.

Claremore, OK is near the birthplace of entertainer and cowboy Will Rogers (of OKC's Airport fame, as well as the stretch of I-44 turnpike between Tulsa, OK and Joplin, MO). Situated squarely upon Historic Route 66, there are lots of museums and historical venues in the area, one of which is the J.M. Davis Arms & Historical Museum.

The JM Davis Museum is a must-see for anyone that is interested in firearms and their historical significance.

There are over 20,000 firearms on display here, ages ranging from 16th century handguns (and much older canon) to modern Uzis. World War Relics are on prominent display including German, Russian, and Japanese firearms, as well as the infamous Thompson Submachine Guns. The worlds smallest semiautomatic pistol (a Kolibri) and a large rifle (over 8 feet long) round out the size spectrum in the "Ripley's Believe It or Not!" case. My kids' favorites were the Bazookas, Gatling Guns, and Light Artillery pieces (what boy doesn't like machine guns!)

If you're not that into firearms, perhaps the thousands of Native American artifacts, Saddles and leather pieces, Civil War displays, musical instruments, more than 1200 German beer steins, Swords, Knives, and Daggers, and statuary would be of interest.

The museum is located at 333 Lynn Riggs Blvd. (U.S. Route 66), and admission is FREE. (Donations are graciously accepted.) You can find more information about the museum at <http://www.state.ok.us/~jmdavis/>

Our planned departure from Claremore to Topeka, KS was on Friday morning. Unfortunately, the weather wasn't cooperating, as there were showers, thunderstorms, and overcast conditions behind and along a cool front between GCM and TOP. If we would have had time to wait four or five hours, it would have cleared up, but then if I'd have had mechanical problems, I'd have been stuck with no ride. I elected to keep the airplane parked at GCM and would drive the with the family the rest of the way.

I was anticipating flying to Topeka Philip Billard (TOP) because it was closer to where we were staying, but there is much more action at the larger airport: Topeka Forbes Field (FOE), home of the Combat Air Museum. The museum is On Field, and the is marked on Taxiway direction signs directing pilots to a dedicated parking ramp for their hangars.

The Combat Air Museum has several dozen planes on display where you can get up close and personal. These planes include the F-14A Tomcat, F-4D Phantom, Lockheed EC-121T Super Constellation outfitted as the predecessor to the AWACs (which you can walk through), a T-33A, F-101B Voodoo, Sikorsky CH-54A Tarhe (Sky Crane) (That's ONE BIG HELO), Bell UH-1H Iroquois (Huey), and more.

For \$100, you can even get your tailwheel endorsement in a Douglass DC-3.

Just kidding.

They had a separated cockpit module from one of the fighter planes (can't remember which) that you can climb into and see just how uncomfortable it'd be as a 6'4" pilot in the USAF. You can also walk through their restoration hangar where they store their active restoration projects.

Admission to this museum was \$6.00 for adults, and \$4.00 for older children. More information can be found at <http://www.combatairmuseum.org/>.

While you're at the airport, you can also visit the Museum of the Kansas National Guard. While not as large as the other museums mentioned here, there are still some interesting displays, and admission is free. This very new museum (opening in 1997) displays the weapons, uniforms and other artifacts carried or worn by Kansas Guardsmen from the Civil War to the Gulf War. I was rather intrigued by the display of a General Electric Gatling Gun pod. Also on static display outside on their spacious property are several heavy artillery pieces, helicopters, and armored vehicles (including tanks.) See <http://skyways.lib.ks.us/museums/kng/>.

If I'd had more time, I would have also visited the Kansas Museum of History, but alas.

Monday morning was time to return back to Dallas. My wife dropped me off at the Claremore Airport at 8:00AM, and I departed around 9:00. I was rather glad to see a ground speed of 120kts with an IAS of 88kts. NORTH WINDS during the summer are a welcome rarity on a south-bound flight. How often does it happen that you get a tail wind on both your outbound and return flights? It took 1:41 to fly back to McKinney, where I arrived home about two hours ahead of the Minivan Express.

From the Bleacher Seats

I was doing some taildragging around the pattern over the July 4th weekend. It was busy, with perhaps 5 or 6 in the pattern, but it was also hot, so after a while everyone quit but me (true diehard). The tower said "Cessna 731, I've got good news for you." I was expecting him to say I was alone in the pattern, so I asked "OK. . . what's that?" The tower replied "I saved \$100 on my auto insurance!" Those guys are having way too much fun. . . -- Hank

Indeed, were it not for the noise, relentless hurricane-force wind sometimes mixed with bullets of rain in the face, occasional bug in the mouth, near impossibility of communication, danger of hypothermia, unshielded exposure to the sun's deadly gamma rays, nonexistent baggage space, low-pressure airflow over the cockpits that can suck out cigarettes and charts, dismal forward visibility and it's otherwise shameless impracticality, an open-cockpit biplane might just be the most ideal aircraft ever conceived -- surely, the most wonderous of all man's wonderous machines. (Pete Fusco)

Welcome New Members

Michael Maloy
Preston Park
Michael Womack

Flight Plans

As you know, all flights in TFC planes that are more than 25 nm from TKI are required to be on a flight plan. The following article helps explain some very good reasons for this. The article is reprinted with the permission of the author and the AOPA from the August 2004 edition of *AOPA Flight Training*. This monthly magazine is full of great articles and is available by joining the AOPA. If you are a student pilot, you can receive a free 6 month subscription. Contact them at www.aopa.org

Flight plan primer: Will you be ready if your airplane goes down? by Lou J. Wipotnik

While attending a Civil Air Patrol training class, I gained new insights and information about search and rescue procedures that pertain to the safety of general aviation pilots.

The FAA is the primary source of information on overdue aircraft. On VFR flight plans, an aircraft is considered overdue 30 minutes past its stated estimated time of arrival. IFR aircraft are overdue 30 minutes past their ETA over a specified or compulsory reporting point. Pilots without a flight plan are considered overdue when a reliable source reports that the aircraft is one hour or more late at its destination.

What happens when an aircraft is reported overdue? The FAA sends an *information request* (INREQ) to the departure station, en route flight service station (FSS), air route traffic control center (ARTCC), and area approach control. If the INREQ process doesn't locate the missing aircraft within one hour, the FSS or ARTCC will issue an *Alert Notice* (ALNOT), which starts an extensive communication search to stations within 50 miles of the route of flight for the overdue, unreported, or missing aircraft. A search and rescue mission will normally be initiated two hours after notification of the missing aircraft or emergency locator transmitter (ELT) activation, or immediately after radio or radar drop-off. If the aircraft hasn't been located, the Civil Air Patrol will be notified at this time, although if it is late at night or the weather is deteriorating, a search may not commence until the next day.

The best chance of finding a missing aircraft is within a 10-nautical-mile radius of the departure or arrival airports and five to 10 nm either side of the proposed route's centerline. It is best to stick with your flight plan and revise it with Flight Service or an air traffic control facility.

The Air Force Rescue Coordination Center (AFRCC) at Langley Air Force Base in Virginia records survival times. Out of 100 crash victims, 35 will survive the crash, 21 will be injured, and four of them will be alive after 24 hours. Of the 14 uninjured, seven will be alive after three days, and their chances of survival rapidly diminish after three days. The first 18 to 24 hours are said to be critical.

A six-year study by the AFRCC has shown that the average time from an aircraft's last known position to its location by searchers is 18.13 hours, if the pilot filed a VFR flight plan. It takes 11.48 hours with an IFR flight plan, and 62.56 hours with no flight plan. The same study showed that aircraft with an ELT could be found more quickly than one without.

Here are some safety tips suggested in the class:

1. Always file a flight plan.
2. On VFR flight plans, update your position in reference to a VOR, major landmark, or IFR fix (if known).
3. Request VFR traffic advisories from ATC. Check with your CFI if you're not sure how to do this.
4. On takeoff, have your transponder squawking Mode C.
5. Make sure you have your ELT checked and serviced at least once a year. Personal checks can be conducted only during the first five minutes after the hour—three sweeps only! Before shutting down your engine, check 121.5 MHz to be sure you didn't accidentally set off your ELT. You can be fined \$10,000 for setting off your ELT indiscriminately.
6. If you're on a local \$100 hamburger flight without a flight plan, let someone know what time you expect to be back. Remember, the first 18 to 24 hours are critical for survival.

Satellite processing of 121.5/243 MHz emergency beacons will be terminated in the United States on February 1, 2009. So what is the answer? A beacon transmitting on 406.0 MHz that sends digitally encoded information, which includes a beacon ID for accessing a user registration database. The database will give the aircraft N number and other information, plus GPS location if added. Geostationary satellites over the United States can immediately detect and identify 406 MHz beacons.

ELTs will place a downed aircraft in a 12-nm radius or 452-sq-nm search area and a six-hour search notification time, from the satellite's second hit. The current 406 MHz ELT will place you within a two-nm radius or 12.5-sq-nm search area, with an average notification time of one hour. The new 406 MHz with GPS will put your aircraft within a one-half-nm radius or 0.008-sq-nm search area and a five-minute notification. This is critical in a densely forested area.

If your current ELT gives up the ghost, you may be in the market for a 406 MHz ELT. They're more expensive, but how much is your life and the lives of your loved ones worth?

Squawk Sheets

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight.

Never let it be said that ground crews and engineers lack a sense of humor!

Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers.

(P = the problem logged by the pilot.)
(S = the solution and action taken by the engineers.)

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for.

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

I wonder if Art has any gems?!

Calendar

Aug 5, 7PM, Lone Star Aero Club Program & BBQ; Bedford, TX, www.lonestaraeroclub.org

Aug 27-28 Fly-in and Young Eagles Rally; Shawnee, OK, EAA Chapter 1098, 405-275-5386.

Sept 11 American Airpower Heritage Museum; Midland, TX, 9600 Wright Dr, A Remembrance of War Seminar Series, "What Are They Like to Fly", 432-563-1000 ext 2259, airpowermuseum.org

Sept 17-18 American Tulsa Regional Fly-In; Bartlesville, OK, 918-622-8400, www.tulsaflyin.com

Sept 18-19 Fort Worth International Air Show; Ft Worth, TX Info: 817-551-1967 or allianceairshow.org

Sept 25-26 Big Country Airfest; Abilene, TX 325-537-2496 bigcountryairfest.org

Oct 1 American Airpower Heritage Museum; Midland, TX, 9600 Wright Dr, Seminar Series, "The Honorees Speak", 432-563-1000 ext 2259, airpowermuseum.org

Oct 2-3 FINA-CAF Airsho; Midland, TX, 915-563-1000, www.airsho.org

Oct 8-10 6th Annual Holleyfest Fly-in Camp-out; Clinton, AR, 501-745-8700 holleymountainairpark.com/holleyfest

Oct 9-10 Texas Yamboree Airshow & Spring Fly-In; Gilmer, TX, 903-843-3811, www.flighttothephoenix.org

Oct 16-17 Wings Over Houston Airshow; Houston, TX, 713-644-1018, www.wingsoverhouston.com

Oct 22-24 N'awlins Air Show; NAS JRB New Orleans, LA, 504-678-3710, www.mwrneworleans.com

Oct 23-24 Amigo Airsho; El Paso, TX, 914-545-2864, www.amigoairsho.org

Oct 24 Air Amistad 2004, Laughlin AFB, TX, 830-734-2113, www.laughlin.af.mil/airshow

Oct 30-31 Sertoma Cajun Air Festival, Lafayette, LA, 337-261-5450, www.sertomaair.com

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) 480-3280	(972) 562-2128	fncarvajal@aol.com
Trainer Maint	Don Essenpreis	(972) 344-8393	(972) 578-8410	d-darlington@raytheon.com
XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Rick Still	(972) 344-8391	(972) 612-8443	r-still@Raytheon.com
Communications	Bret Stewart	(214) 480-1476	(817) 281-5239	Bstewart@ti.com
Controller	Micah Koons	(972) 952-6651		mkoons@Raytheon.com
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	b.moore1@att.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	mbaulch@flash.net
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@prodigy.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	habu05@aol.com
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	Bsoftly@yahoo.com
Sherman Ratliff (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	\$59.00
7929U	Cessna	150M Commuter	\$59.00
733NB	Cessna	172N(180) Superhawk	\$84.00
737TY	Cessna	172N Skyhawk	\$82.00
7508J	Piper	PA-28R-180 Arrow	\$99.00

- * Detailed aircraft features are listed in Club Handbook
- * Monthly Dues: \$35.00 for regular members
- * Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr
- * TFC measures aircraft rental rate using tachometer hour.
- * Rate includes cost of fuel
- * 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
Email List	tfly@list.ti.com
TFC Board Email	tflyboard@list.ti.com
Mailing Address	Texins Flying Club P.O. Box 831311 Richardson, TX 75083-1311

This newsletter is copyright property of Texins Flying Club except for by-lined articles, which are copyright property of the authors.

August 2004