



FLIGHTLINES

Newsletter of the Texins Flying Club

December 2004

CALENDAR OF EVENTS

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

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

8 January (Saturday): General Membership Meeting, Elections!, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor

Welcome New Members!!

Daniel (Dan) Dunnam

Maneesh Soni

Ted Wilson

Denton Tower Frequency

New Tower opens at Denton Municipal Airport. Whenever you are navigating the Denton Municipal airspace, remember that you will now need to contact the Denton Airport via the new tower frequency. Tower is 119.95, and Ground is 123.95. ASOS is 119.325. They are still monitoring the old frequency, but only for a limited time. Hours of operation are 08:00 - 20:00. After hours frequency is 119.95.

Officer Elections

Officer elections will be held at the December 11 general membership meeting, 0930, TKI conference room. The president, membership vice-president, controller, cross-country maintenance officer and communications officer positions are up for election. The remaining officer positions are up for election in six months. Nominations are currently open. Please contact any board member with you nominations. Please consider increasing your club involvement by working on the board!

Destination: Stinson Field San Antonio, TX KSSF

After learning of an FAA weather seminar in San Antonio, I convinced Bob Moran that we should fly his Mooney down there and participate. "Early" Saturday morning, November 6, we climbed into Bob's Bob for the planned 2 hour flight to Stinson Field near San Antonio. The day dawned clear, cool and calm with absolutely no bumps along the entire route. I filed IFR and we headed out due south towards Ennis at 3000 feet. We stayed at this altitude and enjoyed a beautiful view of downtown Dallas in the early morning sun. Near the Ennis airport, we were cleared to our final cruise altitude of 8000 feet and told to intercept the airway off the Waco VOR. After a bit of discussion and a couple of reroutes, I persuaded ATC to allow us to go direct to the Centex VOR near Austin, one of the gateways into the San Antonio area. From there we were vectored east of San Antonio, over the top of Randolph Airbase for a landing at Stinson on runway 27. Stinson Field is 6 miles south of downtown San Antonio and has an interesting history.



Stinson Field Looking South

Stinson Field, dating from the latter part of 1915, was San Antonio's first municipal airport. It is the second oldest, continuously operating airport in the United States. It has remained in operation since that time, being the only airport in San Antonio, Texas, for many years. It was established by the Stinson family of aviation pioneers and boasts having the very first aviation school owned and operated by a woman: Marjorie Stinson.

Stinson Field has several FBOs with relatively inexpensive gas and excellent customer service. Also located on the field is the Stinson Branch of the Texas Air Museum, presenting the history of flight from the early days of aviation to the present. It is open Monday-Saturday 11:00am to 5:00pm, closed major holidays; there is a fee for admission.

This airport still has the quaint charm of a small town municipal field where you can park your plane next to the tower.



Underneath the tower is a great café, appropriately named the Tower Café. The family that owns and runs the cafe is friendly and the food is excellent with very reasonable prices. They have daily specials that change every day so things don't get boring. Outdoor seating is available which puts you right on the flight line. Look closely and you'll see a Convair in the background of one picture. There is also an old military jet parked in the grass south of the hangers - be careful of the wasp nests.

If you plan to go to Stinson, be sure to check on the status of P49. And I strongly recommend the use of flight following or an IFR flight



plan even if the weather is perfect. Doing so provides another set of folks to help you stay out of trouble and provide some help with DFW, Waco, Ft.Hood, Austin and San Antonio traffic.

Routing is fairly easy when the President **is not** home at his Crawford ranch. If you are VFR, head due south to Ennis Airport (F41) staying below the Class-B airspace. Passing Ennis you can climb up to your desired cruising altitude and head for the Waco VOR (ACT). Follow

charted airway from ACT to the Centex VOR (CTX) which is NE of Austin. Then follow the charted airway from CTX to San Antonio VOR (SAT). Stinson is 18.4 miles due south of SAT. Approach control will provide VFR routing and fit you into the somewhat busy traffic going in and out of Stinson. If George is home, don't forget to detour around the enlarged P49 area which will have a 30nm radius.



Coming home, just reverse your route, if VFR, and request flight following. If filing IFR, file direct to Glen Rose and then use the Knead5 STAR.

Bob and I enjoyed the seminar and we learned a new weather term: Larko's Triangle. See if you can stump your friends or flight instructor and ask them about the significance of Larko's Triangle.

Photo Credits: #1, #4: Shannon www.wildtexas.com
#3,#4: www.100dollarhamburger.com

Keith Gutierrez & Bob Moran

VOR Checks

As mentioned in last month's newsletter, there are now small notebooks inside the front covers of the tach log binders for N7929U, N737TY, N733NB, and N7508J. The notebooks are for recording VOR checks that are needed every 30 days by IFR pilots of those aircraft.

There are several methods for conducting a VOR check:

- Using a VOT test facility, +/- 4 degrees, listed in the back of your Airport Facility Directory (AFD), Dallas Love Field is the closest to us
- Using a ground checkpoint, +/- 4 degrees, listed in the back of your AFD, Paris (Cox Fld) and Tyler (Tyler Pounds Rgnl) are the closest to us
- Using an airborne checkpoint, +/- 6 degrees, listed in the back of your AFD, there's one near Sulphur Springs
- Using a dual VOR check, +/- 4 degrees

Once the VOR check is completed, the person completing the check should make an entry in the VOR check log that includes the date, place, type of check, bearing error, and sign the VOR check log.

If you've forgotten how to do any of these, I'm sure that you're favorite instructor would be happy to show you. Heck, make a trip of it, take them to lunch at Sulphur Springs (and do the airborne VOR check on the way). After lunch, head to Paris and do the ground VOR check. Then on the way back to McKinney, do the dual VOR check. The only method you'll be missing is a trip to Dallas Love Field for a VOT test facility check. That'll have to wait!

It remains the responsibility of the PIC to determine the airworthiness of an aircraft, including VOR checks.

Speaking of Placards...



Calendar

Dec 4, Temporary Flight Restrictions (TFRs) Airspace Review, 10AM, FAA Wings Seminar, Arlington Airport (GKY), 5070 South Collins, Arlington, TX, faasafety.gov

Highlights from November General Membership Meeting – 11/13/04

We met in the TKI coffee lounge at 0830 for donuts and coffee, since the Dallas 99s were using the conference room for a seminar. Micah Koons gave the controller's report, followed by a discussion of maintenance, flight, and fuel costs. Also discussed the 2005 capital priorities and the remainder of the 2004 capital will be spent on new flooring in some of our aircraft.

Officer nominations were opened up and Phil Rains has been nominated for the cross country maintenance role. 5 members and 7 officers present. Adjourned at 1030.

Highlights from November Board Meeting -- 11/10/04

Meeting called to order at 1827 by President Roger Nordmeyer. Attending were: Don Essenpreis, Keith Gutierrez, Micah Koons, Bill Moore, Bob Moran, Roger Nordmeyer, Bret Stewart, Rick Still. Two members present: Phil Rains, Gene Robinson.

Operations and maintenance report given for October.

Ground school seems to be going fine. Discussion on how to handle the new TSA citizenship requirements for ground school and instruction.

VOR check logbooks are now in all IFR aircraft. Elections notice to be sent to general membership.

Currently 125 members. Lost one member and gained one member this past month. Election nominations open up at this Saturday's membership meeting.

Sport Pilot rating discussed. Treasurer to ask our insurance company regarding any possible implications.

Safety officer report mentioned a law firm now specializing in P-49 violations. Also, faasafety.gov is a nice, free resource to all pilots.

Cross country maintenance report summarizing 2004 capital expenditures and original 2004 wish list. Will use remaining funds for new floor material on various club aircraft.

Controller report on presentation to Texins board on 2004 actuals, 2005 proposals, and flight hours. Also discussed the current status of delinquent member accounts.

Discussion on fuel tax rebate. Also discussed what it would take to get pay-pal/credit card services implemented for the club. Treasurer to discuss with out bookkeeping firm.

Treasurer's report centered on the big increase in fuel prices. Prior to 10/4 we were paying \$2.83/gal. On 10/4 it went to \$2.94/gal and on 10/28 went to \$3.03/gal. This is a 7% increase in October alone. The club needs to recover this fuel cost increase in the hourly flight prices.

Discussion on upcoming membership meeting.

Meeting adjourned at 2055.

TFC Fleet Maintenance Nov '04

6268K On-line

11/02/04 Interior panels repainted.

11/09/04 Apollo GX50 GPS installed.

11/15/04 Transceiver swapped with 733NB. Speaker works now.

11/15/04 50hr oil change.

11/16/04 Seat belt holder installed.

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(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 (currently \$2.83/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
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December 2004