



FLIGHTLINES

Newsletter of the Texins Flying Club

February 2002

CALENDAR OF EVENTS

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

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

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

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Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Chris Chase	Instrument, Airplane	12/18/01	Calvin Coffey
Keith Gutierrez	Instrument, Airplane	12/20/01	Sherman Ratliff
Bob Hodge	PPSEL	12/01	Art Jones

Message from TKI Airport Manager

NOTE: This will hopefully be the first of a continuing series of articles to the aviation community at McKinney. I will use this as a method of providing you with the latest information on the airport. However, I would like to have it as your column. So please, if you have any ideas on subjects you would like address, call me at (972) 562-4053 or email me at rnasipak@mckinneytexas.org. Thanks!

Since the events of September 11th, there has been a significant amount of discussion about security at airports generally and about security here at McKinney Municipal Airport. The Airport Staff along with the Airport Board are developing and will be implementing a security program. Part of this program will include the issuance of identification badges. However, the decision on who will be receiving the badges has not been made at this time.

Another potential measure would be to provide tag cards to hang from car mirrors on those privately owned vehicles that are authorized to be "inside the fence" at the airport. These would be issued to those of you who have an aircraft in a hangar or on one of the tie down areas of the airport.

We are continuing the fencing of the airport that was begun some time ago. Phase II of that project will begin shortly. This phase will be installation of security fencing along FM 546 on the south and west boundaries of the airport up to the south hangar area.

Whatever security measures are implemented will require your support not only by using ID badges or tag cards that we issue, but more importantly challenging those who do not have identification. We are not asking the aviation community to place themselves in any type of danger. However, if you see someone who appears lost or not where they belong, simply go up to them and ask them if they need any help. Of course if there is any question in your mind about safety or threats, call the police. They will respond.

We also suggesting that those of you who have aircraft in the tie-down areas consider added security for your aircraft. There are a number of devices available such as prop locks, throttle locks and chock locks that can discourage potential thieves.

Our primary goal with the security at McKinney is to protect you and your aircraft. While there is nothing we can do to completely eliminate every possible threat to the airport, we can make it the least attractive to a would-be aircraft theft as possible. Then maybe those looking for an aircraft or for avionics equipment to steal will go somewhere else.

Spring Private Pilot Ground School

Registration for TFC's Spring Private Pilot is March 14th with classes starting Tuesday, March 19th and running through May 16th. This 9-week course meets every Tuesday and Thursday from 6:30 -- 9:30 at the Texins Activity Center on Floyd Road, Conference Rooms 1&2. The course teaches the basic knowledge requirements to pass the PPSEL written exam. The cost is approximately \$70 for books and materials for members. Call Chuck Chase at (972) 927-8070 for more information and registration information.

IFR Ground School

TFC's IFR Ground School has been scheduled to start March 4th. This is a great opportunity to extend your ticket or just improve your flying skills! This 7-week course will be held every Monday and Wednesday night from 6:30 -- 9:30 at the Texins Activity Center on Floyd Road, Conference Room 3; the cost is approximately \$100 for books/materials. Call Bob Niedwiecki at (972) 390-3672 for details and registration information.

National Weather Service Implements a New Wind Chill Temperature Index

On November 1, 2001 The NWS implemented a replacement Wind Chill Temperature (WCT) index for the 2001/2002 winter season. The change improves upon the current WCT Index used by the NWS and the Meteorological Services of Canada (MSC, the Canadian equivalent of the NWS), currently based on the 1945 Siple and Passel Index.

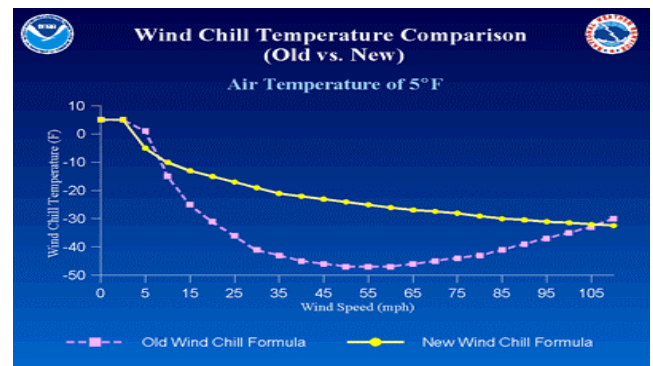
The new formula uses advances in science, technology, and computer modeling to provide a more accurate, understandable, and useful formula for calculating the dangers from winter winds and freezing temperatures. Clinical trials were conducted at the Defence and Civil Institute of Environmental Medicine in Toronto, Canada and the trial results were used to improve the accuracy of the new formula and determine frostbite threshold values.

Standardization of the WCT Index among the meteorological community provides an accurate and consistent measure to ensure public safety. The new wind chill formula is now being used in Canada and the United States.

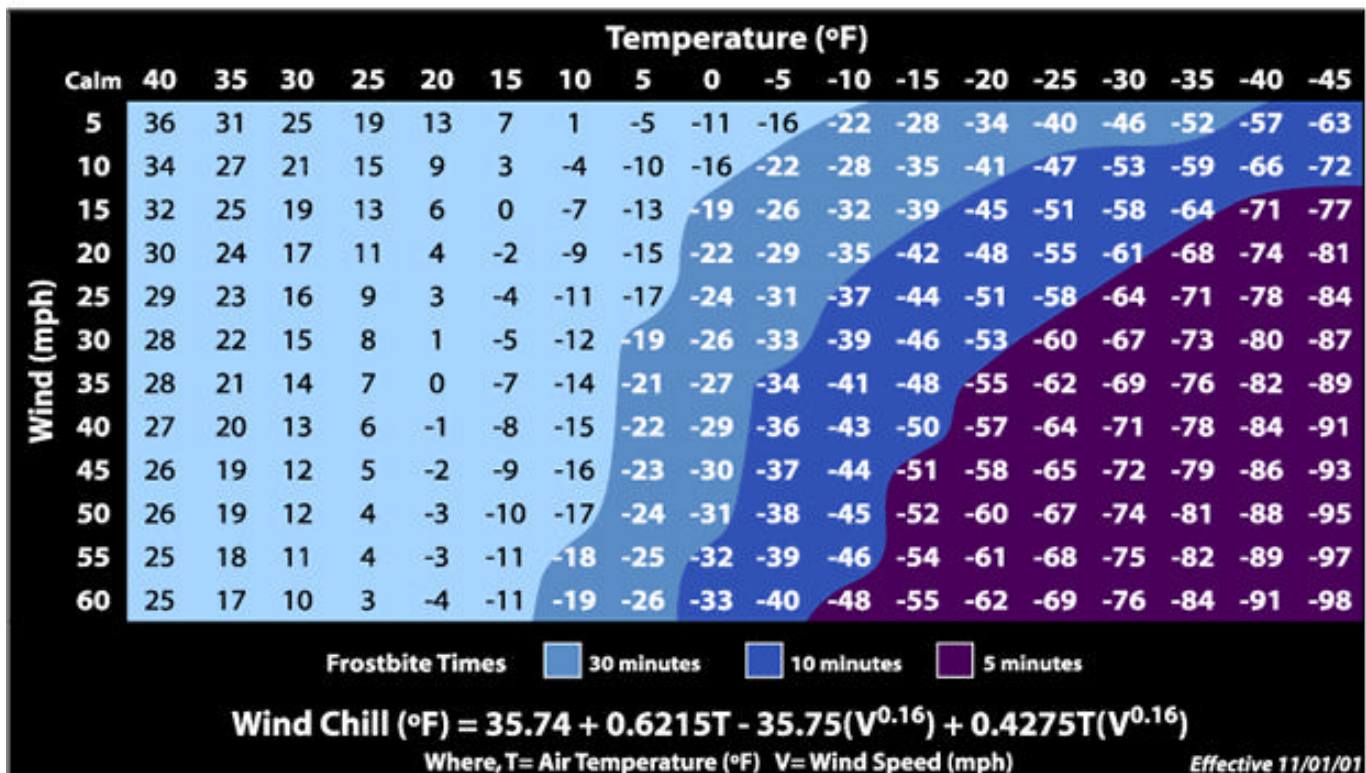
Specifically, the new WCT index will:

- Use calculated wind speed at an average height of five feet (typical height of an adult human face) based on readings from the national standard height of 33 feet (typical height of an anemometer)
- Be based on a human face model
- Incorporate modern heat transfer theory (heat loss from the body to its surroundings, during cold and breezy/windy days)
- Lower the calm wind threshold to 3 mph
- Use a consistent standard for skin tissue resistance
- Assume no impact from the sun (i.e. clear night sky).

In 2002, NWS may adjust the WCT for solar radiation (i.e., the impact of sun) for a variety of sky conditions (sunny, partly sunny and cloudy).



Wind Chill Chart



Winter Flying

From Bill Moore, TFC Safety Officer

Excerpt from December 97 TFC Newsletter.

Even though we may not have harsh winter weather here in North Texas, some of you may venture into areas that experience icy winter conditions. Some things to remember about airplanes and winter weather.

- (1) On the subject of scrapers: do not ever -- EVER -- use any object to scrape anything off our airplanes. This goes for wing surfaces, tail surfaces and, especially, windshields. The only acceptable way to get frost, snow, or ice off an airplane is by melting/drying -- either by putting the plane in a warm hangar or waiting for the sun to do it. Even the deicing fluids used on airliners may not be safe for our GA aircraft.
- (2) It's said that starting a piston GA engine when the temperature is below about 30 degrees F will cause significant wear to cylinder walls as the pistons tend to heat and expand faster than the block during warm-up. This additional wear will shorten the life of an engine. It is desirable to use engine preheat before starting -- see the FBO.
- (3) With all our summer flying, we tend to forget about the primer. Increased starter cranking of a cold engine causes increased wear and priming can help start the engine faster. HOWEVER, over-priming can cause fires and other hazards. If in doubt, get a briefing from a TFC instructor or, at least, read and understand the procedures in the POH. Always have a fire extinguisher nearby in case of emergency.

Remember: pre-heating is always the safest and preferred way to winter starts and its easier on the engine.

Things to Remember about Ice

- (1) Even a thin covering of frost on an aircraft can cause amazingly large performance degradation and changes in flying characteristics. Ensure all frost is gone before flight.
- (2) Remember, there is no such thing as "a little ice." Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.
- (3) Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.
- (4) Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

- (5) When there is a chance of ice, be sure that you can reach warmer-than-freezing temperatures, above or below your altitude and within the performance of your aircraft.
- (6) If you are topping clouds to stay out of ice, remember that the "tops" become higher as you get nearer the center of a Low pressure.
- (7) If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This prevents the valves in the pneumatic system from sticking.
- (8) If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing and quickly degrading performance.
- (9) Pass along icing and cloud top information to Flightwatch on 122.0.
- (10) When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice ver differently. Look for reports from similar aircraft types.
- (11) A "zero flap" or "partial flap" landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

Things to Remember in General

- (1) If your aircraft's battery is dead, do not hand-prop the aircraft. Have the battery serviced or use external power.
- (2) Flight instruments need extra time to spin-up when cold. Be sure cockpit is warmed-up and gyros are up to speed before takeoff.
- (3) Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements.
- (4) After a snowfall, remember that landscapes will no longer look like the VFR sectional chart. Many landmarks may be snow covered.
- (5) Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast-moving winter weather and the latest information may not be in the NOTAMs.
- (6) Dress for survival when flying this time of year and don't forget to pack a winter survival kit.

Highlights from January Board Meeting

Minutes from 01/02/02 Board Meeting

The January board meeting was called to order by Roger Nordmeyer, President. Officers and members present were: Roger Nordmeyer, Art Jones, Don Essenpreis, Dick Sandlin, Bill Moore, Rick Still, and Bob Moran.

Officers present gave their respective area reports. Don Essenpreis also gave preliminary report on how he proposes to spend the capital money received from Texins. Roger Nordmeyer gave a preliminary report on the proposed lawsuit to recover flying expenses from an ex-member and some of the hoops we will need to jump through to be successful. Bob Moran covered the presentation he is to make on January 10th to Texins to obtain the additional \$5K to purchase and set-up a real accounting system for our fleet. Parallel efforts are planned for April and May with cut-over to the new system anticipated for the June cycle. Rick Still brought up the subject of possibly going to on-line scheduling and potential packages or services that might provide this service. There were numerous ideas presented with an action item for him to start investigating possible avenues.

In other business: (1) The double-entry, accrual-based accounting system will allow us to track and collect revenue and expenses by tail number, thus, allowing us to do P&L analyses per aircraft as well as put together more informed budgets in subsequent years. Also, this system will allow us to reserve funds for major expenses such as overhauls beforehand and help manage overall cash flow. (2) It was stated that, as of January 1, we are no longer a tax-exempt organization. It was noted that the general membership should see little difference; however, TFC will now have to pay taxes on new maintenance items and service purchases.

Meeting adjourned at 2020.

TFC Again Supports Samaritan Inn

Again this year, the Wings Point FBO and the Texins Flying Club sponsored the Angel Tree program at TKI in support of the Samaritan Inn of McKinney. A refuge for battered women and children of Collin County as well as providing much needed counseling and support to get these families back on their feet, this local charity really needs and deserves our support. An article in the January 2nd Dallas Morning News stated that the inn provided 9,214 nights of shelter in the first nine months of 2001, compared with 4,773 for the same period last year. The dramatic increase in the need for temporary housing for women and children put an unprecedented strain on the inn's resources. Budget cuts, including staff layoffs, the closing of the Samaritan Inn's off-site administrative office and trims in community outreach programs, helped lessen a projected \$85,000 deficit, agency officials said.

However, the community's response from the annual holiday appeal nudged the nonprofit agency back into the black. (Ed.note: See, you can make a difference!)

The Wing's Point FBO and the Texins Flying Club thank you for your support! We collected \$641 this year and hope to do even better next year.

As for our raffle winners, the winner of the leather bomber jacket donated by the Texins Flying Club was Karen Moore of Wing's Point and the winner of the 50 gallons of gas donated by the Wing's Point FBO was TFC's own Don Essenpreis.

TFC Fleet Maintenance Dec '01

Fleet Maintenance - 12/01/01 through 12/31/01

6368K

12/19/01 Transponder repaired and reinstalled.

12/27/01 Replaced weak 3 amp circuit breaker.

12/30/01 Drained oil, replaced with 5 qts 80w Aeroshell.

7929U

12/20/01 Replaced landing light.

12/20/01 Adjusted flap position indicator.

12/23/01 Cleaned shorted spark plug.

150TM

12/19/01 Completed 100-hour inspection at 12038.0 hrs.

733NB

12/05/01 Completed 100-hour inspection at 10312.4 hrs.

12/27/01 Installed new GPS data card.

12/30/01 Drained oil, replaced with 7 qts 80w Aeroshell.

12/30/01 Repaired broken wire in landing light circuit.

12/30/01 Replaced port strobe power supply.

7508J

12/04/01 Repaired wiring in overhead and lower left instrument panel lighting.

12/05/01 Replaced bulb in left gear down indicator.

12/07/01 Drained oil, replaced with 7 qts 100w Aeroshell.

5636Q

12/18/01 Repaired wiring at secondary bus to correct charging problem.

12/28/01 Installed 8 new spark plugs.

737TY

12/06/01 Replaced landing light.

12/06/01 Cleaned bottom spark plugs.

12/10/01 Installed 8 new spark plugs.

12/15/01 Replaced landing light.

12/24/01 Completed 100-hour inspection at 1779.7 hrs.

TFC FLEET USAGE -- 2001

A/C	01/01/01	04/01/01	10/31/01	12/31/01	TACH HOURS
6368K	7048			7296	248
7929U	5278			5691	413
150TM	11593			12066	473
737TY		1486.3		1795	308.7
733NB	9873			10356	483
3187Y	714		888.5		174.5
7508J	4495			4620	125
5636Q	3736			2899	163

TOTAL					2388.2

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
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Chief Instructor	Art Jones	(972) 346-2646	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

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Chuck Chase			*				(972) 927-8070	(972) 867-0624	cwc@ti.com
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Bryon O'Neill			*					(972) 562-4241	
Sherman Ratliff	*						(214) 965-6063	(972) 660-4480	Shermanr@airmail.net
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Dick Stephens	*		*				(972) 517-1647	(972) 517-1647	Stephens6@ont.com

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 Rick Still, email r-still@raytheon.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$47.00
6368K	Cessna	150M Commuter	\$47.00
7929U	Cessna	150M Commuter	\$47.00
733NB	Cessna	172N(180) Superhawk	\$70.00
737TY	Cessna	172N Skyhawk	\$66.00
7508J	Piper	PA-28R-180 Arrow	\$80.00
5636Q	Mooney	M20E	\$80.00

- Detailed aircraft features are listed in Club Handbook
- Monthly Dues: \$28.00 for regular members
- Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr
(\$0.50 of each goes to TFC for billing admin -- rest to Instructor)
- TFC measures aircraft rental rate using tachometer hour.
- Rate includes cost of fuel
- Instruction flights are tax exempt; others require additional 8.25% tax.

KEY TELEPHONE NUMBERS

McKinney & TFC

Aircraft status Recorder	(972) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS Land Line	(972) 542-9659
TKI Control Tower	(972) 562-6651
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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