



FLIGHTLINES

Newsletter of the Texins Flying Club

January 2006

CLUB CALENDAR OF EVENTS

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

14 January (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room. Program: Nexrad in the Cockpit - The top 10 myths.

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

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

TFC Election Results

At the December general membership meeting, held on Saturday, 12/10/05, several offices were filled for 2006. About half of the officer positions are elected in December, with the remaining positions elected in June. Offices filled were:

- President – Phil Rains (new)
- XC Maintenance – Kenny Collins (new)
- Controller – Dick Stephens (re-elected)
- Membership – Keith Gutierrez (new)
- Communications – Bret Stewart (re-elected)

Phil is moving from his current role as XC maintenance officer into the role of President. Both Kenny and Keith are returning to the board in new capacities, after taking a break from board activities for a year or so. The newly elected board members' terms begin on January 1, 2006.

The board wants to recognize and thank both Rick Still and Roger Nordmeyer for their many (at least five!) years of tireless service to the board and the club, during which the club has gone through many difficult transitions. We look forward to their continued club involvement and advice to the board. **THANK YOU RICK AND ROGER!!!**

Price Decrease AGAIN!!!

Yes, you read the subject line correctly!

Based on the continued dramatic fluctuations in the price of aviation fuel, the hourly rates for club aircraft were DECREASED on December 10th, 2005. The board reviews on a monthly basis the per gallon price which we are charged by our supplier, and modifies rates as appropriate. The current rates were based on a cost of \$3.90/gal and the decrease brought our costs down to \$3.74/gal. We include a chart of our aviation fuel costs per gallon in each monthly newsletter, in order to better inform club members of changes.

The hourly flight costs are as follows, effective December 10th, 2005:

N6368K Cessna 150M Commuter	\$70/tach hour
N7929U Cessna 150M Commuter	\$70/tach hour
N737TY Cessna 172N Skyhawk	\$88/tach hour
N733NB Cessna 172N(180)Superhawk	\$93/tach hour
N7508J Piper PA-28R-180 Arrow	\$118/tach hour

Your off-site fuel expenses for purchases made starting December 10th, will be reimbursed at a rate of \$3.74/gal.

Recognize This???

Submitted by Gene Lacy

I'll buy a cup of free coffee for the person who can answer the title question above, about the picture below. More details in next month's newsletter.



High Altitude Training Opportunity

If you are interested in attending a full day training session in the FAA's Oklahoma City Air Medical Facility on "High Altitude Physiology", please send Keith Gutierrez a short note (kgg@ti.com). Keith is beginning to make arrangements for a visit in late spring. He will need to know how many spots to reserve in the class for TFC members, so let him know.

I went through this training about 2 years ago and it is pretty neat. The morning is classroom lecture on high altitude physiology and the afternoon finds you in an altitude chamber, where you get to experience using oxygen, rapid decompressions, and hypoxia (with its assorted personal symptoms of vision loss, mental slowness, etc). It is worthwhile to sit through this training so that you understand how this insidious killer manifests itself in you personally (everyone's symptoms are slightly different).

Hong Kong

From Alvin DeVane, Manager, ADS ATCT

LONDON -- It was the mother of all red-eye flights. Hong Kong to London the hard way, eastbound with the winds. Non-stop across two oceans and North America - more than halfway around the world.

By the time the wheels of the Boeing jet touched down at London's Heathrow airport at 1:18 p.m. local time Thursday, it had set a distance record of 11,664 nautical miles or, measured on the same scale as a car's odometer, 13,422 miles (21,601 kilometers). Flight time was 22 hours, 42 minutes.



Since the dawn of the jet age more than a half-century ago, no commercial jetliner had ever flown as far non-stop without refueling.

In 1962, a Boeing B-52 bomber flew 12,532 miles from Kadena, Okinawa, to an Air Force base outside of Madrid, Spain, setting the unlimited distance record by a jet without refueling.

Boeing 002, the call sign for the plane, beat that mark handily. In doing so, it drew the attention even of those in aviation used to dealing with long-haul jets.

After the plane made its final turn point over JFK Airport and headed toward New England, an air traffic controller in Canada asked the pilots for their point of origin. The controller already knew the plane's destination was London.

Boeing test pilot Randy Austin, who was piloting the plane at the time, told the controller it had come from Hong Kong. The controller, apparently not believing it was the Hong Kong in Asia, asked for that city's four-letter designation used by pilots.

"Is this some kind of special flight?" the controller finally asked. The controller was told it was a world record distance flight.

It is confusing. To go to London from Hong Kong, a plane would usually fly over Southeast Asia, then the Middle East and into Europe. Planes have been making that flight non-stop since 1983. The 5,300 nautical mile flight takes about 10 hours.

Other airline pilots heard the conversation between the Boeing pilots and the air traffic controller and started calling the 777 pilots to wish them well and to ask questions. How much fuel did they have left; how long had they been flying? Calls came in from pilots of American, Continental and El Al jets that were in the vicinity of the 777.

The route the jet took across the Atlantic on its final of four legs was close to that flown by Charles Lindbergh in his Spirit of St. Louis in 1927.

As the jet approached Heathrow for landing, it was placed in a holding pattern that continued for about 20 minutes. The Heathrow controller asked the 777 pilots how long they had been flying. Told the flight time so far was more than 22 hours, the controller who had put the jet on hold replied: "My apologies."

Boeing established the distance record with its 777-200LR Worldliner, the longest-range jetliner ever built. The plane, which will be able to carry more than 300 passengers in a three-class cabin arrangement, will not enter airline passenger service until early next year.

The flight started from Hong Kong Wednesday, flew into Thursday over the Pacific, then back into Wednesday when it crossed the International Dateline, and finally into Thursday again.

Arriving at Heathrow Airport under cloudy skies, two airport fire trucks welcomed the big blue Boeing jet with streams of water as it pulled up to a waiting media crowd.

The plane had 360,732 pounds of fuel before the engines were started in Hong Kong -- more than the combined weight of the plane, its passengers and their bags. When it landed in London it had 18,700 pounds of fuel remaining.

Highlights from December Board Meeting -- 12/10/05

The normal Wednesday night board meeting was postponed due to bad weather (ice). (Who says we can't make a good weather decision!)

Meeting called to order at 0830 by Roger Nordmeyer.

Attending were: Don Essenpreis, Art Jones, Bill Moore, Bob Moran, Roger Nordmeyer, Phil Rains, Dick Stephens, Bret Stewart, Rick Still, Charlie Weinberger.

Operations/Maintenance report From December Newsletter:

Communications: Nothing out of the ordinary. Need to get flyer ready for spring ground school (targeting registration in early February).

Membership – Lost one member; down to 124 members. Talked to two new TI employees, who are interested in joining. Check new employee orientation for flyers on Texins Flying Club. Will also check with Raytheon new employee orientation.

Controller – On 12/1, our fuel cost dropped to \$3.74/gal, and appears set to continue to go down. Discussion on a \$1/hr decrease for each aircraft. Voted unanimously to decrease rental rates \$1/hour as of 12/10/05.

Safety – All safe at TKI. (don't land at Midway!)

XC Maintenance – Still awaiting response from Texins on capital proposal. Discussion on board meeting dates.

Discussion with on minimum standards working sessions and update.

Meeting adjourned 1940.

Highlights from December Membership Meeting -- 12/10/05

Membership meeting began at 0950, immediately following the board meeting.

Attendees: Same as board meeting, plus Calvin Coffey, Micah Koons, Leif Olsen.

Quick report summaries. Rentals going down \$1/hr per plane. Discussion on Texins board meeting. Discussion on financials and insurance accrual fund.

Elections were held resulting in:
 President – Phil Rains
 Controller – Dick Stephens
 Communications – Bret Stewart
 Membership – Keith Gutierrez
 XC Maintenance – Kenny Collins

Treasurer – Charlie Weinberger moving into remaining 6th months of treasurer position.

Meeting adjourned 1015.

Program on fuel management by Rick Still.

TFC Fleet Maintenance Dec '05

6368K On-Line

12/01/05 New overhead light counsel.
 12/30/05 100 Hour inspection complete

7929U On-Line

737TY On-line

12/05/05 Carb heat box repair and front strut repair.
 12/18/05 New o rings in nose strut.

733NB On-line

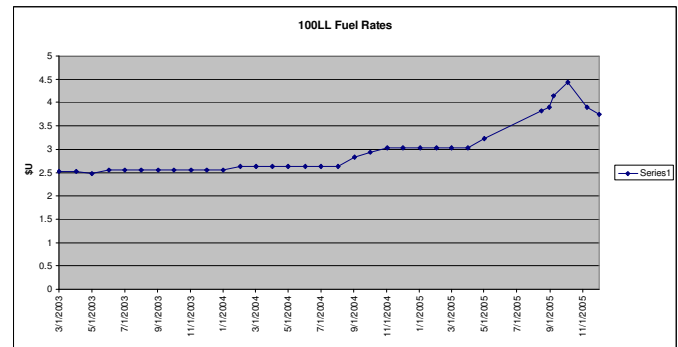
12/16/05 New O rings in fuel primer.
 12/14/05 Landing light wires repaired.

12/20/05 New main tires.

12/26/05 Fouled plug cleared.

7508J On-line

AVGAS Rates



TFC Fleet Statistics (2H '05)

	1H05	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Total	673.5	123.7	116.3	94.3	134	70.4	82.3	1294.5
6368K	107	19.3	24.9	9.6	32.2	10.9	8.2	212.1
7929U	121.7	18.2	21.8	34.8	35.4	11.8	21.9	265.6
733NB	176.2	26.5	16.4	16	20.8	16.5	17.3	289.7
737TY	174.1	34	35.6	24.9	32.5	15	25.8	341.9
7508J	94.5	25.7	17.6	9	13.1	16.2	9.1	185.2

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Phil Rains	(972) 995-4776	(972) 664-0654	p-rains1@ti.com
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	Kenny Collins	(972) 880-2112	(972) 272-8810	Kennyc@dccplus.com
Membership	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kkg@ti.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	Charlie Weinberger, Sr	(972) 995-3830	(972) 562-7586	c-weinberger@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
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Calvin Coffey (M)	*	*	*	*		*	(903) 408-8962	(972) 547-6711	calvin.coffey@sbcglobal.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.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
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@comcast.net
Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.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	\$70.00
7929U	Cessna	150M Commuter	\$70.00
733NB	Cessna	172N(180) Superhawk	\$93.00
737TY	Cessna	172N Skyhawk	\$88.00
7508J	Piper	PA-28R-180 Arrow	\$118.00

- * Off-site fuel expenses are reimbursed at a rate of **\$3.74/gal.**
- * For off-site fuel shopping see www.airnav.com
- * 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 **\$3.74/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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