

## THE TEXINS FLYING CLUB

### SPECIAL POINTS OF INTEREST:

- FSS Service Experiences Are Not What They Used To Be
- Don't Guess About Good Fuel Management Practices

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# TFC Flightlines

MEMBER NEWSLETTER

JULY 2007

## TFC Meets at Addison Kaboom Town



All Texins Flying Club Members and their families are invited to attend the Addison Kaboom July 3rd celebration. It will be a bring-your-own-everything with space provided on Addison airport near taxiway Sierra. It's a great place to see everything up close and personal and avoid the big crowds.

Through the courtesy of Aero Restorations, we will have the use of their shady ramp space on July 3, 2007. Parking is available across the street on a public lot. Restrooms are available. The address is: 4660 Jimmy Dolittle Dr., Addison, TX.

What you can bring: your chairs, coolers, favorite beverages (including alcohol), grills, snacks, meat and anything else you might need. If you have fold-up tables, those will be handy too. We will need portable grills so please bring some if you have any. Last year there was everything from sleeping bags to portable hammocks to propane grills on the taxiway.

Plan to arrive around 6:30 PM and no later than 8:00 PM. Fireworks begin around 9:35 PM and we will be cleared for departure (gates open) at 11:30 PM.

Thanks to Keith Gutierrez for arranging this for the club. As a reminder, this event is in lieu of our regular membership meeting.

## Aircraft Ownership Considerations

The Texins Flying Club June membership meeting welcomed Larry Johnson, regional sales manager, from Texas Piper. Larry reviewed what prospective aircraft owners should consider when deciding whether or not to purchase an airplane as well as things to consider when selecting a specific aircraft.

Larry emphasized the importance of being realistic when assessing the planned usage of an airplane. All decisions should be based on the 80/20 rule, where the decisions are based on the 80% of number of hours and mission types you will fly in the airplane.

Larry reviewed the many benefits considered by aircraft owners when making the decision to purchase. He also presented and discussed examples of the financial models used to assess costs. Larry also reviewed the current lineup of Piper models and provided literature to those whom were interested in more information.

Larry expressed strong interest in keeping in touch with the TFC and is working with us on some additional and very exciting program ideas.



*“the number one topic of heated debate and almost universal agreement among pilots is the deplorable state of the “new” Lockheed-Martin flight service system”*

# Cross Country With the “New” FSS

by Keith Gutierrez

I just finished 22 hours of IFR flight time in a Cirrus, SR22 that covered Texas, New Mexico, California, Oregon, and Nevada over the course of 10 days. This trip gave me full exposure to the (lack of) services and capabilities of our newly privatized flight service.

Despite the emphasis and focus on the FAA funding issues, it is my observation that the number one topic of heated debate and almost universal agreement among pilots is the deplorable state of the “new” Lockheed-Martin flight service system.

The most common observation was that the briefer simply reads the weather synopsis he was seeing on the screen (same as in DUATS). There was no analysis or thoughtful “what-iffing” about what was being read. There was no offering of how the local weather at my destination “typically” varies.

I used to look forward to a briefer’s awareness of local weather and preferred routings into busy areas in California. All of that specialized knowledge is gone.



Keith’s 3,930 odyssey gave him extensive experience working with the new privatized FSS.

## Delays

Dialing the usual FSS number, meant an average wait on hold of about 15 minutes. Shortest was 5, longest was 20. In some cases, I simply gave up.

## Clueless Briefers

Here are some of the questions/statements I received from the briefer as I was filling the route:

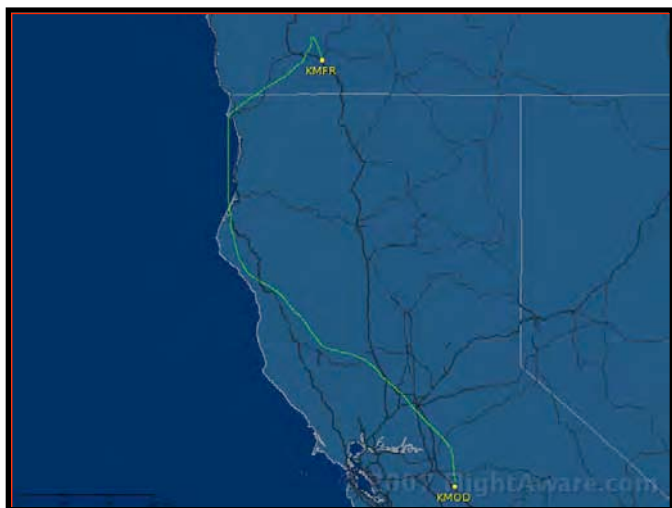
- “... how is that STAR/SID designated?”
- “... how is that spelled?”
- “... where is that?”
- “... not familiar with that area?”
- “... what is the code for the airport?”
- “... what kind of airplane is that?”

As the old saying goes: “you don’t know what you have until you don’t have it any more.” How true. We will never know how many thousands of man-years of practical, useful, locally aware experience was unceremoniously shown the door.

## Communication Equipment

No more pushing the one key to get to the briefer. Now I have to say the state from which I am departing. Then I get a sub menu that asks for a specific region. Here’s a humorless example: there are only two sub-region choices for the entire state of Texas: East or West. I’m in Dallas which has always been called Central Texas.

Which one should I use? Hint: use either one because the answering briefer doesn't know where Dallas is anyway.



Flight Aware track of IFR flight from Modesto to Medford

Be prepared for the long wait. But, there's more: be prepared to have to make the call more than once! For example, twice I was cut off in mid briefing. Since there is no way to call back to the original briefer, I was forced to wait through the long delay and then file all over again.

One time, the briefer announced his computer had just crashed and I needed to call back. I never did.

#### Hidden Agenda?

If the goal of the new Lockheed-Martin system is to get me to prefer self-briefing via the internet, they have succeeded beyond their wildest dreams. I have quickly relearned the use of my PC for filing via DUATS. So, as long as I have internet access, I now prefer that instead of I-800-WX-BRIEF.

Unfortunately, most of the small, dusty airports scattered around the inner mountain west don't have high speed internet access and many don't even have a computer. Some don't even have a phone. Thus I was forced to endure the task of calling FSS.

Fortunately, the cellular networks are much more ubiquitous so my cell phone worked OK.

#### Be Prepared

Now is the time to brush up on your weather self-briefing skills. Also, while checking AIRNAV.COM for fuel stops, check to see if the FBO has a flight planning computer. Consider carrying a laptop computer with wireless access capability. If the FBO doesn't have the proper equipment, borrow their courtesy car and ask for the nearest WiFi hotspot. Make sure your cell phone is fully charged.

If none of that works, then find a comfortable chair, pour yourself a cup of coffee, and call I-800-WX-BRIEF. Don't forget to have all of your approach books, enroute charts and sectionals handy because you'll have to get all of the spelling correct for your flight plan to be entered.

Finally, pray that your cellphone connection is good, the battery holds up and the briefer's computer doesn't crash. Oh, you had better learn Zulu time also. I've ordered a second watch just for that reason. The briefers don't know what the local time is from where you are calling.

Here's the routing and stops:

#### May 31

Start at KTKI  
 Fuel stop at Wink, TX (KINK)  
 Fuel and lunch stop at Casa Grande, AZ (KCGZ)  
 Land at Ontario, CA (KONT)  
 Total flight time: 7.9 hours

#### June 5

Start at KONT  
 Fuel stop at Modesto, CA (KMOD)  
 Long route along Coast to get around clouds and ice in mountains  
 Land at Medford, OR (KMFR)  
 Total flight time: 4.3 hours

#### June 9

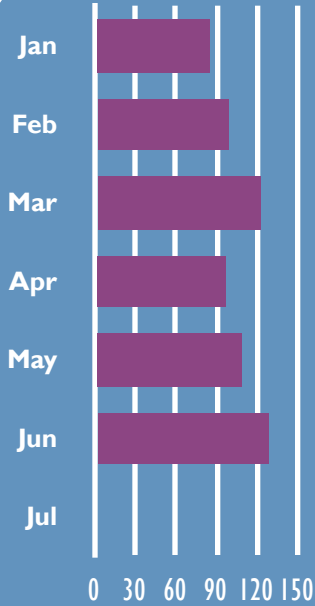
Depart KMFR  
 Fuel stop at Tonapah, NV (KTPH)  
 Land at Winslow, AZ (KINW)  
 Total flight time: 5.5 hours

#### June 10

Depart KINW  
 Fuel and lunch stop at Belen, NM (E80)  
 Fuel stop at Midland, TX (KMID)  
 Land Austin, refuel, drop off passenger  
 Depart for KTKI  
 and KTKI  
 Total flight time: 4.3 hours



Great Meteor Crater, Winslow, Arizona



*N733NB is the likely priority for major work during the upcoming runway closure in October.*

# TFC Fleet Statistics

This table shows the total logged tach-hours for each of the TFC aircraft.

	Jan	Feb	Mar	Apr	May	Jun	Jul	YTD
TOTAL	84.6	99.2	121.7	97.4	107.7	128.6		639.2
N6368K	35.5	17.7	16.8	11.6	41.2	28.9		151.7
N7929U	24.0	21.5	21.1	3.5	4.0	8.4		82.5
N737TY	20.4	31.6	31.6	45.5	36.8	45.1		211.0
N733NB	1.1	22.9	33.0	19.9	21.9	39.2		138.0
N7508J	3.6	5.5	19.2	16.9	3.8	7.0		56.0

## Fleet Maintenance Update

### 6368K On-Line

6/22/07 100 hour inspection complete. Carburetor heat box rebuilt. New tail hook. 6/29/07 Wing tip crack stop drilled.

### 7929U On-Line

6/05/07 Flight test complete with 5 hours of flight. No touch and goes until tach 7206.0, 6.2 hours. 6/20/07 New transistors in IP dimmer light circuit. Nose gear re-bushed. 6/25/07 Radio swapped out for repair. 6/27/07 Overhauled A/I installed.

### 737TY On-line

06/05/07 Main tires replaced.

06/14/07 Altimeter calibration. ADF installed. 50 hour oil change. Landing light replaced.

6/27/07 Rubber pad glued on yoke, Co-pilot phone jack lock washer installed. 6/29/07 Flap micro switch replaced.

### 733NB On-line

6/02/07 left brake master repaired at Artizone. 6/20/07 New Tachometer cable installed. New front carpet installed.

### 7508J On-line

06/11/07 Fuel pump checked out OK.

## The President's Corner



We sure have needed this rain, but why does it have to rain on the weekend? The runway at TKI is starting to look like the deck of an aircraft carrier with all the water in the surrounding fields. I have noticed many of our IFR students taking advantage of the numerous cloudy days this month. Even if you are not an IFR pilot, it's not a bad idea to log some actual IFR with your favorite TFC instructor. I am hoping for some drier weather in July to enjoy flying over the now very green and wet Texas countryside.

Hope you find time to join us at Addison Airport July 3rd to enjoy the Independence Day festivities. See you around the airport!

Calvin

# Meet A Club Member: Robert McLeod



Meet Robert McLeod, a relatively new member of the TFC. Robert works as a production manager for a company that produces corporate events. He is also the person who put together the W&B calculator now featured on the TFC web site.

Robert has been a freelance audio engineer, encompassing touring, studio and live corporate events. He

has credits on several studio works, the most recent was the Eric Clapton Crossroads Guitar Festival DVD. Part of his job today is to manage many computers scattered all over the country and develop software we use for video editing.

Robert got started writing code for fun back in the early 90's but never wanted to do it for a living. However, some things finds a way to get into your life and never let go. Robert hope that flying gets to me the same way. Robert attended the Spring Ground School and is one of several students who have passed their FAA written exam.

Adapting the weight and balance calculator for the Texans Flying Club was fairly straight forward. The bulk of the work was done by David Williams and Robert A. Booty. Robert received permission to use their code and make some minor changes for our purposes.

One of the added features was requested by Calvin Coffey. He asked that we add a useful load section. The other main

modification was the envelope for N733NB. Everyone else had made an envelope for the Skyhawk but no one had made an envelope for the Superhawk. Robert had to dig through the FAA type certification data to find the envelope data.

Once that was done, the chart was built and the code changed to fit the new chart.

Robert says he will continue to look for ways to improve things behind the scenes.



## Regional Aviation Events Calendar

### July

July 2: EAA Chapter 1347 Monthly BBQ; Fayette Regional Air Center (3T5). 11am-1pm. \$5  
[www.co.fayette.tx.us/frac](http://www.co.fayette.tx.us/frac)

July 14: Fajita Fly-In, Angelina County Airport (KLFK), Lufkin, TX. Jack Porbeck, [jackp9@aol.com](mailto:jackp9@aol.com), 936-674-6370

July 15-20: National Cross Country Air Races, James Jabara Airprot (KAAO), Wichita, KS. [www.us-airrace.org](http://www.us-airrace.org)

July 19: Cessna 150-152 Club 7th Annual Fly-In, Clinton, IA (KCWI).

July 21: Fly-In Breakfast. Tyler Pounds Regional Airport (KTYR), Tyler, TX. 8-11am. 903/592-2426  
[blademaster117@hotmail.com](mailto:blademaster117@hotmail.com)

July 23-29: EAA 55th AirVenture Oskosh '07; Wittman Regional Airport, Oskosh, WI.  
<http://www.airventure.org/>

### August

August 4: EAA Chapter 1347 Monthly BBQ; Fayette Regional Air Center (3T5). 11am-1pm. \$5  
[www.co.fayette.tx.us/frac](http://www.co.fayette.tx.us/frac)

August 11: Fajita Fly-In, Angelina County Airport (KLFK), Lufkin, TX. , 10 am - 2 pm. Jack Porbeck, [jackp9@aol.com](mailto:jackp9@aol.com), 936-674-6370

August 31-September 2: ASC Nationals, Olney, TX. Robert Stark, 940-54-2938, [rgstark@brazosnet.com](mailto:rgstark@brazosnet.com), [www.aerosports.org](http://www.aerosports.org)

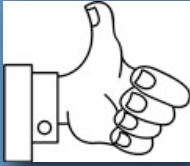
# Congratulations to Our Members

Let's extend a warm TFC welcome to the newest members of our flying club!

- Steve Sinofsky
- Brad Benat

Congratulations to the following TFC members for their recent aviator accomplishments!

- Fletcher Dunn - first solo
- Billy Pate - first solo
- Mel Brewer - passed FAA written exam
- Eric Nelson - passed FAA written exam
- Kirby Jones - passed FAA written exam



## TFC Instructors

Instruction rate is \$21/hour

Name	Instructor Ratings	Contact	Schedule
Richard Klein	M CFI, CFII, MEI, CONV	972-424-2307	7 days a week.
Bobby Anderson	M CFI, CFII, MEI	772-532-2089	
Mike Baulch	M CFI, CFII, MEI, CONV, SES	972-843-2208	
Dinu Catona	M CFI, CFII	469-214-7549 619-925-1118	
Calvin Coffey	M CFI, CFII, MEI, SES, ATP	972-547-6711	weekends and some weeknights
Douglas Cranfill	CFI, MEI	817-480-5025	
Hank Eilts	M CFI, CFII, CONV	214-480-3581	weekends and weekday evenings
Jim Evans	CFI, CFII, CONV, SES	214-284-9467	
Rich Graham	M CFI, ATP	972-491-0011	7 days a week
Art Jones	M CFI, CFII, MEI, CONV	972-346-2646	
Russ MacDonald	M CFI, CFII	214-577-5023	weekdays, some evenings, weekends
Robert Niedwiecki	M CFI, CFII, MEI, ATP	972-390-3363	
Sherman Ratliff	M CFI, CFII	469-220-5283	weekends and some evenings
Mark Seglem	CFI, CFII, MEI, CONV, ATP		
Dick Stephens	M CFI, CFII, CONV	972-517-1647	

**Legend:**

CFI: certificated flight instructor  
 CFII: certificated instrument flight instructor instrument

MEI: multi-engine flight instructor  
 SES: single engine seaplane instructor  
 CONV: conventional gear (traildragger) instructor

# Cross Country Fuel Management

by Calvin Coffey

Recently, one of our student pilots took a 4 leg cross-country TKI-80F-MLC-GVT at 3000 feet and was concerned by the rate of fuel consumption in N6368K. The forecast winds aloft provided an estimated flying time of 3.0 hours at 2400 RPM. The instructor had approved the flight provided the student would have topped the extended range tanks before leaving TKI. N6368K upon departure had fuel to the tabs (22.5 gallons useable), which the student thought would provide 4.0 hrs of flying time (est. fuel burn of 6 gph). The actual flight time did take as expected 3.0 hours, but had a big surprise when he refueled at GVT.

The student found it took 35.3 gallons to fill the extended range tanks to the top! (POH says the extended fuel tanks only hold 35.0 gallons useable). What went wrong here?

Fuel indicators (tabs, gauges, fuel totalizers) are notorious for being wrong. It is the pilot's responsibility to verify the fuel quantity. A paint stick (free at most home improvement stores) linearly calibrated will work.

The POH recommends leaning above 5000' (density altitude), which during the day recently has been around 2800' MSL. Leaning on the ground after start (helps eliminate run-up troubles), enrichen for run-up, then lean after leveling at cruise altitude. Most airplanes will require leaning in warmer temperatures to prevent plug fouling and give closer to book values for performance. Over leaning can cause premature engine repairs. Ask your instructor to show you how to properly lean the airplane.

POH performance tables expect pilot to lean to best economy. Remember, these tables are

not calculated for your airplane, only an estimate of performance generally used to help sell airplanes. It is up to the pilot to measure performance of the airplane.

Why not top off at MLC? Don't be penny foolish. It adds safety margin and gives you a chance to check fuel consumption for today's XC flight. Fuel caps leak, pilots forget to lean, carburetor heat stuck on, re-fuelers don't always refill to correct levels, airplane could be parked unleveled, weather pops up, airports shutdown due to accidents, etc. Students & pilots of new or unfamiliar aircraft should refuel at each airport (especially useful if they get temporarily disoriented (lost) or deviations for weather occur). It provides the FBO reason to stay in business, so you can have a place to buy fuel, get repairs, go to restroom, courtesy cars, etc if/when you need to.

Don't forget to add for startup, taxi, run ups and climbs when estimating required fuel. Be realistic and conservative on these estimates. Also realize winds aloft are only forecasts. Actual headwinds are always stronger and tailwinds weaker than forecast.

Always plan the flight, and then stick to the plan! (i.e. topping off at TKI before the flight as planned would of prevented a good deal of worry). A lot of troubles come when pilots modify their plan to save time or money.

"Fuel left in the fuel truck is as useless as the runway behind you!" and "Generally, the only time you have too much fuel onboard, is when you are on fire!"

**Don't be penny foolish when landing at interim waypoints.**

**Refueling adds safety margin and provides an opportunity to check fuel consumption rate on today's flight.**

## Mountain Flying Clinic in Santa Fe

The New Mexico Pilots Association is sponsoring their annual weekend mountain flying clinic from September 14-16 at the Santa Fe airport (SAF). The clinic begins Friday evening with a free two-hour ground school is free. The dual-instruction flying portion has a fee of \$225. The course is BYOA (bring your own airplane).

Participants in the clinic will receive a mountain flying book for the ground school, pre and postflying briefings, three hours of mountain flying with takeoffs and landings, completion of a BFR and completion of a phase of the FAA WINGS program. Special accommodation rates are available. For more information see: <http://www.nmpilots.org>





# TFC Officers

Office	Member	Home Phone	E-mail
President	Calvin Coffey	972-547-6711	<a href="mailto:calvin.coffey@sbcglobal.net">calvin.coffey@sbcglobal.net</a>
Operations VP	Fred Carvajal	972-562-2128	<a href="mailto:jhcarvajal@aol.com">jhcarvajal@aol.com</a>
Trainer Maintenance	Bob Moran	972-612-1402	<a href="mailto:rdmoran@verizon.net">rdmoran@verizon.net</a>
X-C Maintenance	Anton Quiroz	972-495-5850	<a href="mailto:antonq@ti.com">antonq@ti.com</a>
Membership VP	Keith Gutierrez	972-672-2906	<a href="mailto:kkg@ti.com">kkg@ti.com</a>
Communications	Paul Koch	972-608-0344	<a href="mailto:chili4way@hotmail.com">chili4way@hotmail.com</a>
Controller	Bret Stewart	817-281-5239	<a href="mailto:bret_stewart@computer.org">bret_stewart@computer.org</a>
Treasurer	Charlie Weinberger, Sr	972-562-7586	<a href="mailto:c-weinberger@ti.com">c-weinberger@ti.com</a>
Safety Officer	Bill Moore	972-270-1769	<a href="mailto:moore1213@sbcglobal.net">moore1213@sbcglobal.net</a>
Chief Instructor	Richard Klein	972-424-2307	<a href="mailto:rsklein3@tx.rr.com">rsklein3@tx.rr.com</a>

Our September meeting will feature a presentation by club member Aileen Duc

## Geology Rocks, Even From the Air

by Keith Gutierrez



Flying offers us all a wonderful "bird's eye" view of the ground below. Do you ever wonder about the landscape beneath you as you fly? Are you intrigued by geologic features and wonder how they formed? Why do rivers sometimes flow in straight channels and sometimes wind madly along their course? Why don't we have mountains here in North Texas? Why are the beaches in Texas so flat while those along the Pacific Coast have towering cliffs?

These questions and more will be answered at the September Texins Flying Club meeting. Club member Aileen Duc, a geologist, will provide a brief synopsis of some geologic features you might see flying around the local area and further afield. She'll illustrate how these features formed and show examples in photos from her flying trips.

Aileen, her husband Chaz, and TFC CFI Richard Klein were recently featured on the AOPA website as part of a report about "Operation Pilot." As reported in that article, this husband-and-wife team of 29 years caught the flying bug as graduate students in the University of South Carolina's flying club. Coming off a 27-year hiatus, Aileen realized with support from her husband and instructor Richard Klein that she could go all the way. Soloing in March was one of the most "exhilarating and liberating accomplishments" in her life.

"We look forward to many years of flying over interesting geologic terrain together, hopefully soon sharing the left seat as we go," said Chaz.

It's never too late to help someone turn their lifelong dream into reality through [AOPA Project Pilot](#).

The September membership meeting will Saturday, September 8 at the McKinney Performing Arts Center in downtown McKinney.

# Hourly Rates for TFC Airplanes

The cost of the 100LL aviation fuel we purchase from Cutter Aviation increased to \$5.09/gallon.

At the April meeting the club board voted to increase the hourly rates to meet these increased costs, effective May 12.

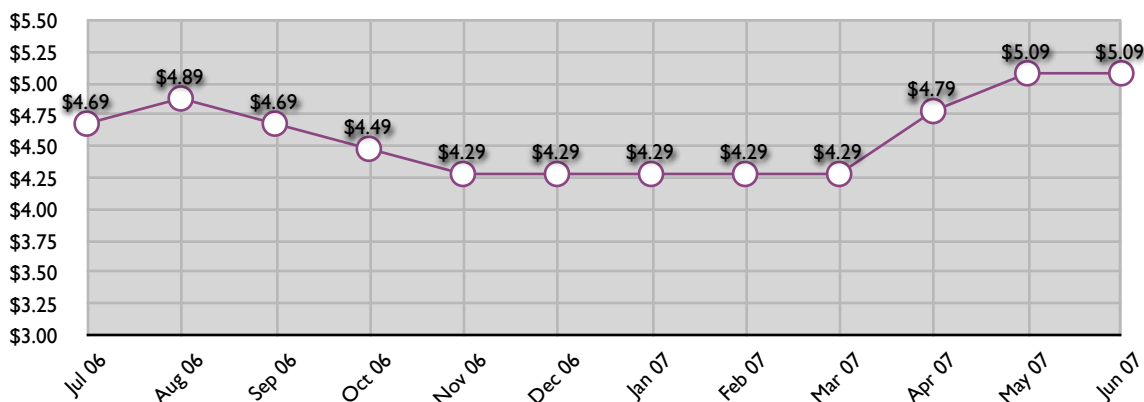
Non-instructional flights are charged an additional 8.25% sales tax.

Tail Number	Make / Model	Rate/Hr
N6368K	Cessna 150M Commuter	\$86.25
N7929U	Cessna 150M Commuter	\$86.25
N737TY	Cessna 172N Skyhawk	\$107.75
N733NB	Cessna 172N/180 Superhawk	\$110.75
N7508J	Piper PA-28R-180 Arrow	\$136.25



TFC hourly rates are "wet tach hour" meaning fuel and oil costs are included and you pay based on engine usage, not on wall clock time.

Cutter Aviation at McKinney fuel price trends.

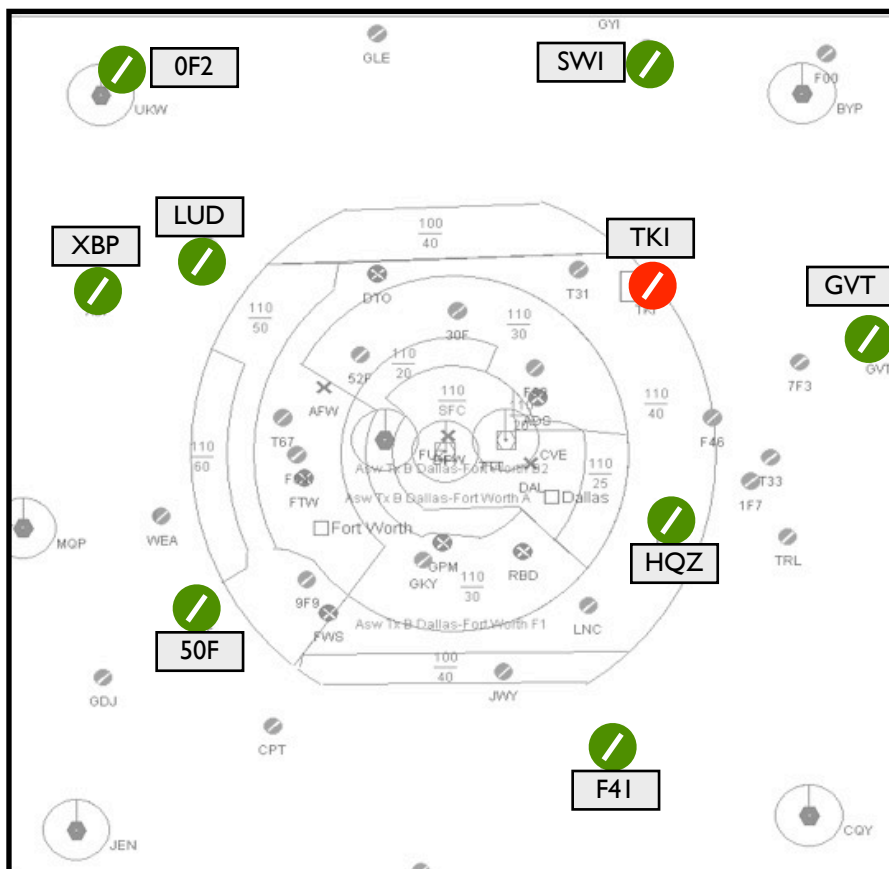


## Comparative Fuel Prices Around DFW

information from **100LL.com** as of 07/01/07

TKI	\$5.09
DAL	\$5.99
ADS	\$6.00

XBP	\$3.37
OF2	\$3.49
SWI	\$3.52
LUD	\$3.54
HQZ	\$3.55
GVT	\$3.65
F4I	\$3.71
50F	\$3.82



## Fuel Savings Locator

### Fuel Reimbursement

Offsite fuel purchases are currently reimbursed at \$4.79/gal. If you refuel at a lower price, you pocket the savings!

Remember to enter the gallons purchased in the log book and write your member number on the receipt and place it in the box in the key locker.





### THE TEXINS FLYING CLUB

P.O. Box 831311  
Richardson, TX 75083-1311

Make your dreams of flight come true!

The TEXINS Flying Club is a subsidiary organization of the Dallas TEXINS Association, a non-profit organization. Our purpose, as stated in our Constitution is "... to encourage interest in aviation, to advance the knowledge of the members in aeronautical and navigational subjects, and to bring to more people the social benefits and pleasure of flying."



[http://www.texins.org/flyingclub/reference/TFC\\_Contact\\_Card.pdf](http://www.texins.org/flyingclub/reference/TFC_Contact_Card.pdf)

## Club Calendar of Events

July 03 (Tuesday): Addison Airport KABOOM Celebration. Addison Airport. This event is in lieu of the regular monthly membership meeting.

July 11 (Wednesday): TFC Board Meeting, 6:00 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

August 08 (Wednesday): TFC Board Meeting, 6:00 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

August 11 (Saturday): General Membership Meeting, 9:30 a.m., McKinney Performing Arts Center, 111 N. Tennessee, McKinney, Texas 75069.

September 05 (Wednesday): TFC Board Meeting, 6:00 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

September 08 (Saturday): General Membership Meeting, 9:30 a.m., McKinney Performing Arts Center, 111 N. Tennessee, McKinney, Texas 75069. Program: Geology Rocks, Even from the Air. (see story, page 6.)

## Err... August Flightlines: Truly Useful Websites

Everyone must be busy flying. There weren't enough inputs from you to put together an article. Let's give it another month to collect some additional recommendations. The TFC website has a page dedicated to [aviation links](#). For the August issue of Flightlines, we'd like to update this page with the links you find to be truly useful as pilots and students. We'll start with the current categories: Weather, FAA Resources, Flight Planning & Tracking, Publications, and the rest. Feel free to suggest additional categories. Based on the sites you recommend and the number of members that recommend a site, we'll put those at the top of each category and feature your comments in next month's newsletter.

Tell us which sites you like and why you like them. For extra credit, share a story about how the web site helped you be prepared or helped you learn something.

Send your inputs to Paul Koch@ [chili4way@hotmail.com](mailto:chili4way@hotmail.com)