



FLIGHTLINES

Newsletter of the Texins Flying Club

September 2004

CALENDAR OF EVENTS

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

9 September (Thursday): TFC Private Pilot Ground School registration, 6:30PM, Texins Activity Center, Conference Room #2

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

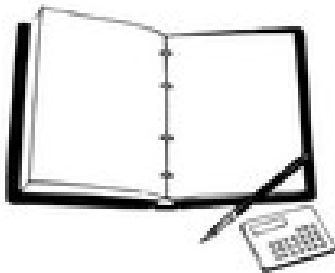
14 September (Tuesday): TFC Private Pilot Ground School classes start, 6:30PM, Texins Activity Center, Conference Room #2

9 October (Saturday): TFC Fall picnic, spot landing contest, and general membership meeting, TKI! Put this one on your calendar!

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Dan Michaelis	PPSEL	8/10/04	Bob Niedwiecki
Kristina Wick	Solo	8/16/04	Calvin Coffey
Michael Womack	Solo	8/17/04	Bob Niedwiecki

Fall Private Pilot Ground School Starting!



Soon TFC's semi-annual Private Pilot Ground School will be starting up! Registration and classes will be held in a conference room at the Texins Recreation Center on Tuesday and Thursday evenings. Registration is at 6:30PM Thursday, September 9th and classes start on Tuesday, September 14th and run through Thursday, November 11th. A flyer with all of the details can be found at:

http://www.texins.org/flyingclub/PVTPFLYER_F04.pdf

We need your help in getting the word out to anyone interested in taking this class. If you know of someone that has shown an interest in your flying stories, drop a copy by their desk! If you have a friend that has always wanted to learn to fly, get a copy to them!

For those members that are not TI or Raytheon employees, please consider providing a copy of the flyer to your company's communications department or post a copy on your lunch room bulletin board.

New members are every organization's lifeblood, and our primary source of new members is our semi-annual ground school class. Please help the club out by spreading the word! Thanks!

Welcome New Members! **Paul Nolte**

Oktober-Food-Fest

Our very own Baron von Rikschtill is making plans for a great October get-together. Saturday, October 9, the day of our normally scheduled general membership meeting, will also be our fall club picnic. Current plans are leaning towards October-fest type foods and for your entertainment, a spot landing contest. More details to come, but mark this one on your calendar!



If you would like to help with food arrangements and/or the spot landing contest, please contact Baron von Rikschtill at r-still@Raytheon.com

Practical Risk Management For Weather

By Keith Gutierrez

King Schools
www.kingschools.com
CD-ROM based training
\$49



King Schools' relatively new CD course, Practical Risk Management for Weather for both the VFR and IFR pilot. It will help reduce their overall risk by providing lots of new strategies for dealing with various weather conditions.

I'm not a big fan of CD-ROM based training. However, this course exceeded my expectations and held my interest for the entire duration. I recommend it for both new pilots and old pilots. Bold pilots will have to check their egos at the door and prepare to learn some new ways to think about risk.

Risk management is not difficult and we all do it to some degree. For some it amounts to a quick look at the sky. For other it is a comprehensive plan that calculates every item related to weather and the planned course down to the last second. Unfortunately both methods can result in poor risk management.

John and Martha King serve as hosts and lecturers. Most of the material is newly developed with fresh graphics and new video segments. The course was developed in conjunction with Avemco Insurance and a completion certificate allows for a 5% reduction in Avemco insurance rates.

Managing risk isn't difficult. John and Martha King provide a framework and then fill it throughout the program. Standard operating procedures and clear, unambiguous guidelines are a starting place, followed by patterned thinking that leads to seeking out risk factors that wouldn't otherwise be obvious. Two new checklist mnemonics are presented to help you with risk management. They can be printed out once the program is completed.

The CD-ROM course has an interactive format consisting of a series of short video lectures explaining a concept, followed by a series of simple interactive questions designed to reinforce the ideas discussed and to test knowledge.

The use of the CD-ROM allows for some interesting activities. The first activity is a survey that asks about your personal weather minimums. Be honest with the answers. The course concludes with the same survey of

your personal weather minimums. I was somewhat surprised to find that my answers were a bit different.

On the other hand, I was surprised to learn that I don't know as much as I think I do about both overall risk numbers and the nature of risk taking. A couple of the question sets on these subjects that seemed painfully obvious at first glance weren't obvious at all and I got the answers wrong.

For example, in the world of risk management, it's understood that when the reward is high and the risk is vague and ill-defined, most people don't do a good job of analyzing the situation. The example the Kings give to illustrate this is three pilots confronted with three different scenarios.

One is a 250-hour non-instrument-rated pilot about to embark upon a long cross country to attend a much-anticipated high school reunion. The weather is decent VFR but with a 40-percent chance of 800 feet broken and 2 1/2 miles visibility in rain.

The second is a 420-hour instrument-rated pilot out for a Saturday-morning hamburger jaunt with an unrestricted VFR forecast for the entire day. The third pilot is a 120-hour non-instrument-rated pilot on a long cross-country. En route, she learns that an updated forecast calls for 500-foot ceilings and 1 1/4 mile of visibility.

Which is the toughest decision? It not so obvious but it's scenario one, the 250-hour pilot. He's facing a high reward -- his reunion -- but a vague risk, the "maybe" forecast. It's easy to blow off a 40 percent chance of a weather risk you can't handle and many pilots do just that, since the leading cause of fatal accidents is VFR-into-IMC. You'd think by now that pilots would have figured out how to avoid this risk but it seems clear that we haven't.

This style of presentation continues throughout the



course with lecture, scenario setup, and your assessments of how to handle the options for each

scenario. Don't be surprised to find your initial selection might not be the best option.

A detailed review of this course is presented on the AVWEB site:

<http://www.avweb.com/news/reviews/184109-1.html>

Speaking of Weather...

Take a look at this picture of clouds over Hastings, Nebraska on June 19, 2004 that a friend of mine sent me! Those are sports field lights on telephone poles in the lower part of the picture. I'm not sure what the weather forecast was, but I'd wager a hundred dollar hamburger that it included severe thunderstorms.



According to John A. Day's "The Book of Clouds", these are called "mammatus clouds". "Mammatus are globules of cloud hanging on the underside of a cloud shelf. Descending air forms the pouches. The packing of the mammatus clouds can be quite dense. These cloud forms are associated with layers of extreme instability in the atmosphere." I've seen a few examples of these (but not nearly as dramatic as the picture) myself right here in the DFW metroplex this year, always associated with severe thunderstorms. Thank goodness I've always seen these from the ground!

NTSB Report Watch

By Nick Kliewer

"the nose gear was crushed upwards and aft into the engine, engine firewall, and floorboard of the airplane. Both propeller blades were bent. The control yoke was pulled back and bent downward approximately 20 degrees, and could not be moved."

-- NTSB report FTW04CA163

The preceding excerpt was taken from a report regarding an incident on June 16, 2004. It involves a

Cessna 172, a student pilot's first solo, and a summer afternoon in Texas. What airport? TKI.

Have you ever had an extra 10 minutes to spare and decide to spend it reading an NTSB report? Maybe it's just morbid curiosity, but I think that I like to read the reports so I can learn from other's mistakes and hopefully not end up as another NTSB statistic. I found the preceding by searching on a date range from 01/01/2004 to 08/24/2004 of Cessna airplanes in Texas operating under General Aviation.

Luckily the student pilot was not seriously injured and this was not a club student or instructor. Hopefully this serves as a reminder that flying accidents can and do happen. It will certainly make me think an extra moment about performing a "go around" from a less-than-perfect approach.

We are fortunate, as pilots, to have the NTSB database to refer to for lessons learned (or not learned). The NTSB database is filled with reports dating back to 1962 covering commercial and general aviation from amateur built to Boeing 777s. Generally, a preliminary report is available within a few days of an accident. Factual information is added when available, and when the investigation is completed, the preliminary report is replaced with a final description of the accident and its probable cause.

For the full report on the TKI first-solo accident and to view other great "learn from the mistakes of others" opportunities, check out:

<http://www.ntsb.gov/aviation/aviation.htm> and click on "Accident Database & Synopses."

Nick Kliewer has been a member of Texins Flying Club since 2000 and is a high-time pilot of 270+ hours working on his instrument ticket.

From the Bleacher Seats

From The Southern Aviator www.southern-aviator.com

You might be a redneck if...

- You think that "ultralight" is a new sissy beer.
- Your stall warning plays "Dixie".
- You've ever used moonshine as avgas.
- You have mud flaps on your wheel pants – with a shiny silhouette of a girl.
- You wouldn't be caught dead flying a "Yankee".
- You call female controllers "sugar" and "little lady".
- You have a shotgun rack behind the seats.
- Parts of your airplane say John Deere.
- The tread pattern on your tires doesn't match.
- Fuzzy dice hang from your magnetic compass.
- There are grass stains on your propeller.
- There's an "I'd rather be fishing" bumper sticker on your fin.
- You paint your airplane bright orange with a black **01** on the sides.

Fireside Dining at Lake Murray

By Bret Stewart

Have you ever wanted a fine meal and venue within a short flight of TKI? If so, Fireside Dining is a great option. The airport is Lake Murray State Park (1F1) in Overbrook, OK (just south of Ardmore). It's 59.7nm from TKI, so it counts as a cross country flight too! The airport is located on the west shore of Lake Murray, and is immediately adjacent to a golf course (Hey, there's another flight outing for you...fly to Lake Murray for a round of golf!). As a matter of fact, once you have tied down the aircraft, you can walk up the steps to the pro shop and parking lot to make a phone call for your ride to Fireside Dining (and also to close your flight plan).

Gary and Jeannine Jackson are the owners of Fireside Dining, and Gary will probably be the person picking you up at the airport. They also own Café' Alley which is a Monday-Friday lunch spot in Ardmore. Fireside Dining is open Tuesday-Saturday at 5PM. It is located about 1-2 miles from the airport, and on a nice day could be walked to through the golf course. But Gary is always happy to come pick you up for dinner. Just call 580-226-4070 after you land and he'll be there within 5 minutes. They have a relatively short, but very good menu: pork chops, steaks, seafood, prime rib, kabobs, garlic mashed potatoes, and fried green tomatoes are just a sampling. And wonderful desserts...peanut butter pie for example! They do sell beer and wine for your passengers. After dinner, just tell the wait staff that you're ready to head back to the airport and Gary will pull around front to pick you up for the return trip.

I've eaten there four times this year, and they were all great! Back in February Dee Dee and I flew up in the Arrow with some friends that were back in the US for a little while. It was cold, but that helped takeoff performance from the 2500 foot runway. In late July I flew up in N733NB with one of our co-ops and a visiting engineer. They were both getting ready to finish their stints at TI, so it was kind of a farewell dinner. Since it was still light after dinner, we took the scenic route over Lake Texoma back to McKinney. And about two weeks ago, I got to fly N737TY up for dinner with two of our engineers who were visiting from Stockholm. Our after dark return was nice as the lights of the metroplex came into view.

Since the airport is 2500 feet long, you should make sure that you look at your takeoff performance numbers, particularly during the hot summer months and if you have a full plane. Since the airport is in a state park, there are occasionally deer in the area, so make sure that the runway is clear prior to landing and taking off. The lights at 1F1 are not currently working, so you'll need to make sure that you land during daylight hours. Prior to takeoff in the dark, I always taxi the full length of the runway to make sure that it is clear. McAlester FSS can be reached at 1-866-269-0189 for your flight plans and weather briefings, and can be contacted on 122.55

once airborne and returning to TKI in order to open your flight plan.



Calendar

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 Tulsa Regional Fly-In; Frank Phillips Field, 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 Fly-In and Cookout; 10AM Greenville Municipal Airport (KGVV), EAA Chapter 914, Greenville, TX, cebrown4273@yahoo.com

Sept 25-26 Big Country Airfest; Abilene, TX 325-537-2496 bigcountryairfest.org, gray1@jefflutherconsgtruction.com

Sept 29 AOPA Safety Seminar; GPS: Beyond Direct-To, 7-9PM, Tarrant County College, Ft Worth, TX, <http://www.aopa.org/asf/schedules/sssitesite.cfm>

Sept 29-Oct 1 Stearman Fly-In; Jennings Airport, Jennings, LA, 337-588-4015

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, arkair@artelco.com holleymountainairpark.com/holleyfest

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

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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	Bsofly@yahoo.com
Sherman Rattliff (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
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TFC COMMUNICATIONS & INFO

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