



FLIGHTLINES

Newsletter of the Texins Flying Club

April, 1998



CALENDAR OF EVENTS

1 April (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.

11 April (Saturday): Member/New Member meeting. Speaker will be announced via email.

16 May (Saturday): Mayfest/TKI Airport Day

Congratulations on these member achievements!

Member	Milestone	Date	Instructor
None – Must have been the Weather!			

February Board Decisions/Discussions

- TFC will sponsor the Young Eagles Program again this year, but we not coordinate it, like we have done in the past. Please look for details in the near future about this great program, as we will be looking for volunteers!
- Keys to the lock box will be replaced soon, probably during an upcoming membership meeting. Look for details!
- Our current membership is now 244 members! →

Tie-Down near terminal is reserved

Many of the tie-downs on the ramp near the Exec Air terminal are for TFC planes. The 1st tie-down – the one closest to the terminal – is reserved for transient use. Please don't use this spot for permanent tie-downs. Thanks! →

Corrosion Found On Mooney

During the repair of the wing on the Mooney, corrosion was found on one of the stub spars. This is the part of the wing the

holds the landing gear. It is suspected that corrosion may be on both sides of the plane, so other side will also have to be examined. Expect the Mooney to be unavailable for a while longer. →

Crosswind Landings

By Safety Officer Jim Burrows

As the days grow warmer and the hours of daylight get longer many pilots come out of their winter doldrums and head for the airport to slip the bonds of our ground bound lives. Unfortunately this is also the time when we see some of our windiest weather here in North Central Texas. And as Murphy would have it, these winds aren't always, or even mostly, in line with the runway we want to land on. Nothing like a 15 knt gusting to 25 knt crosswind component to add some challenge!

How big of a problem is wind to general aviation activities. The AOPA Air Safety Foundation's study of weather related general aviation accidents between 1982 and mid 1993 and determined that adverse winds cause 48% of all weather-related accidents. Loss of control in crosswinds was the biggest problem. And to be a little more specific, loss of control while landing in adverse winds was the biggest generator of scrap aluminum.

So how can we keep from adding to the scrap pile? First, you must obtain and maintain proficiency at takeoffs and landings in both steady state and gusting crosswinds up to the manufactures demonstrated crosswind component. If you never developed this skill, or it has been a while since you dealt with a really stiff crosswind, then spend sometime with a flight instructor. Then be sure you pay attention to the weather. Check it before you fly. Both the current weather and the forecasts. If you don't you may find that you can't get down at your intended location. If you stay within your's and your equipment's limits, crosswind landings can be an enjoyable and safe challenge. →

President Says: "Join the AOPA"

By TFC President Ash Collins

Standard disclaimer: This is an editorial by yours truly, and does not necessarily reflect the opinions of the club, its board, its members, Bugs Bunny, or the FAA.

General Aviation in the USA is constantly under fire, and never more so than the present. Airspace is shrinking, certain forces are desirous of changing fee structures that could endanger GA itself, and I get the impression the major air carriers would just as soon there was *no* GA at all. Further, I've learned that most of the world enjoys a greatly restricted GA existence--we are *extremely* lucky to have the opportunities we have in the USA at all, much less at relatively low prices. (Not to mention the great club we have!)

Over the last two years, I've watched the Airplane Owners and Pilots Association (AOPA) staunchly defend General Aviation on many fronts, including the critical legislative battlefields at all levels of government. And that's just one important area into which the association shines much-needed leadership in aviation; their Aviation Safety programs are the best I've seen, and their other services are impressive.

I forget exactly how much a yearly membership is--something like \$35; don't quote me. For a long while, I looked at it as just another magazine subscription (the *AOPA Pilot* is a great magazine, comes with the membership). I read about the legislative escapades in a detached way, not realizing how personally affected I could be by the goings-on. But now that I've been immersed in GA issues for a few years, I realize how dynamic, fragile, and precious the general aviation system is to me and our club members. And how much of what we have exists because of the continuous vigilance of organizations like AOPA.

On the record: I have no connection with AOPA. They don't know I'm saying this. And I won't even get an AOPA ballcap for it. But listen: my recommendation is to **join this organization**. Those dollars and names on the roster *will actually make a difference*; there just aren't that many pilots in this country, and your voice counts. It's frighteningly less melodramatic than you think to say that the future of general aviation in the United States depends on it.

If you have problems with this editorial, take them up with me, not the board or anyone else. I take full responsibility for it. Thanks for reading it! →

GA TEAM 2000 ISSUES ANNUAL REPORT AND MAPS COURSE FOR 1998

By AvWeb 4.10

GA Team 2000 -- the industry's latest attempt to improve student starts, flying activity and aircraft sales -- issued its 1997 Annual Report earlier this year. Among the highlights of the report is an 8.3% increase in student starts through November 1997. That translates into a two-year high of 61,375 new student pilots and serves as the basis for the effort to continue, with continued funding and an aggressive marketing plan. AVweb continues its support of GA Team 2000 in 1998.

NOTE: AVweb's NewsWire includes the full text of the GA Team 2000 1997 Annual Report. Their web site is at <http://www.avweb.com> →

Top Ten List

Top Ten changes at NASA to accommodate 76-year-old John Glenn's return to space aboard the shuttle "Discovery" :

10. All-important devices now operated by the Clapper.
 9. Shuttle's thermostat set at 80 degrees.
 8. Shuffleboard installed in cargo bay.
 7. "Early Bird" specials from Denny's now included on menu.
 6. One monitor specifically devoted to Matlock.
 5. Little bowls of candy placed randomly about the ship.
 4. Top speed of shuttle set at 25 miles per hour.
 3. Installed new bifocal windshield.
 2. Space pants now go up to armpits.
 1. Left blinker left on for entire mission.
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Where have you been lately?

Have you flown somewhere that you thought was memorable? Was the food good, the scenery beautiful? We are working on an upcoming *FlightLines* issue that has a list of "hot-spots" around Texas that our members have flown to. If you have spots that you liked, please comment on them and send them to Mark Paley, at mpaley@ti.com. →

ABOUT THIS NEWSLETTER: *Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Mark Paley. PC Drop PVP7, MSGid PALY, email mpaley@ti.com. →*

TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
Newgroup	ti.rec.aviation
Documentation	USADA10 \cna0840436a\tfc\op-regs\TFC-REGS.doc
TFC Board Email	tflyboard@csc.ti.com

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				v	I	P			
					G				
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		II	I	n	S	T			
				v	I	P			
					G				
Dick Stephens	R	✓		✓			972-778-9859	517-1647	stephens6@aol.com
Anthony Wang	Y	✓	✓	✓			512-356-7441	512-916-0853	Anthony.Wang@se matech.org

Tier - Employed by TI; **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).

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N7567R	Piper	PA-28-140	Cherokee	\$47.00
N8142H	Piper	PA-28-161	Warrior	\$52.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172(145)	Skyhawk	\$49.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$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; does not include tax (8.25%); Instruction flights endorsed as training are tax exempt.

KEY PHONE NUMBERS

McKinney & TFC

Aircraft Status Recorder (972) 995-8333
 Aircraft & Sim Scheduling (972) 562-8359 (562-TFLY)
 TKI AWOS land line (972) 972-542-9659
 TKI Control Tower (972) 562-6651 (Truitt Stout)
 Airport Manager (Patricia Doyle): Metro 238-0091 ext. 202
 ExecAir at McKinney (972) 562-5555
 Monarch Air (TKI) (972) 562-0717
 TI/Arrow: Laurie Skalenda; 972-575-7555 p598-4346

General

DUAT (800) 245-3828
 Dallas FAA/FSDO (214) 902-1800
 Ft. Worth Center (ZFW ARTCC) (817) 858-7300
 FlightCom, Inc. (800) 432-4342 (Josh Pruzek)
 Southwest Soaring (972) 251-5079 Metro
 Monarch Air (ADS) (972) 931-0345
 DE: TM Smith (972) 661-8086
 DE: Richard Caldwell (tbd) 885-4911

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