



FLIGHTLINES

Newsletter of the Texins Flying Club

August, 2000

CALENDAR OF EVENTS

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

12 August (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

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

9 September (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Kerry Howard	Wings 2	6/02	Dick Stephens
Bret Stewart	1 st Solo	6/13	Calvin Coffey

Highlights from July Board Meetings

Editors note: Seth Fuller recorded the meeting minutes in my (Steve Aughinbaugh) absence. Thank you Seth. I was on a long X/C trip in N642RJ from here to Wichita Falls, to Tulsa, to St. Louis to Wabash, IN for the July 4th holiday. I'll try to write it up and publish it.

Harold Morgan - Not much to report. Generally members are paying on time.

Bob Moran - Currently working on the club insurance. Received new estimate for the coming year. The rate is going up 10% due to various reasons. Mainly the fact that the number of underwriters is decreasing and our "incident" record did not help any. Bob felt that the Arrow value estimate was too low and he will search the Internet to compare pricing and come up with an average. There was some talk to the reference that we pay a 10% premium because we don't pay the complete insurance bill annually and instead pay it out over the year perhaps with a bit of interest. Bob indicated that there was another option of dipping in to our account and paying the lump sum at once. Dan Grelinger is going to do a risk analysis and see if we will be spreading ourselves too thin. This item needs to be closed by the end of July.

Art Jones/ Robert Jolly - Both of their reports were centered around the incident involving a Pilot that was operating under, basically, lost radio procedures and was not understanding the tower's instructions. As well, the Tower did not understand him. The pilot crossed the
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airport at the end of 17 just as a student pilot was climbing out. This made for a very precarious situation, although Art noted that the Student Pilot and the Pilot crossing 17 were quite a ways away from each other as the Pilot of the Arrow was at pattern altitude. The Tower elected not to file a report. Robert suggested that the pilot receive a few hours of ground instruction as well as flight instruction. Art had already done this and no further action will be taken. The main debate was whether we should report to the tower our actions against the pilot and to let them know that, "...even though the incident was not being written up, we, wanted to let the tower people know that we will take action in these cases". Robert will deliver this message to the tower folks with our apologies.

Don Essenpreis - Gave maintenance report which followed his email, with nothing new to report.

Dan Grelinger - Is trying to close on our member activity for this weekend.

Seth Fuller - Nothing to report regarding the Trainer Fleet Maintenance. The board welcomed Seth to the board in the role of Trainer Maintenance.

Well, that about sums it up. We did have an opportunity to give Mike Hance a hard time as '29U had the port NAV light out. The socket was dirty, Don cleaned it and got Mike and his student on their way. That's all! →

TFC/ExecAir Picnic

Spot Landing contest winners were:

- First Place - Tom Baker in 5749R, 25 feet (75 gallons of fuel, donated by Exec Air)
- Second Place - Dick Sandlin in 6368K, 33&1/2 feet (Oil and Filter Change, donated by Exec Air)
- Third Place - Russ MacDonald in 52636, 46&1/2 feet (\$25 Gift Certificate, donated by Monarch Air)

All entrants also received a canvas bag, courtesy of Exec Air. The proceeds were donated to the Samaritan Inn of McKinney. Thanks to everyone and all the judges. →

Aviation Parts Web Sites

by Seth Fullers

This is the second of three articles regarding Internet aviation that I will be bringing to you. Article number two is regarding aircraft parts. After hearing about the gentleman finding the

seats for us for 7929U I wondered what was out there on the net regarding spare parts. Not being an A&P, I hope to not misinterpret any of this data and welcome all opinions regarding my findings. I haven't received any mail in reference to my last article so I hope all is well. If you have any comments email me at s-fuller1@ti.com.

The first web site is a parts site from Piper. I'm not sure of how far back they go in keeping stock parts. I hope someone will write to me and clue me in as to how far back Manufacturers typically stock parts. If I dent up the cowling on my 67' Arrow, can I buy another one, brand new? If one of the 150's needs a main gear faring, can we get a brand new one? It is fairly obvious that they will carry such items as belts, alternators, bulbs, etc. as these parts don't vary much from year to year. As well, there are a few parts that can be purchased as rebuilt. But, being the novice, if I owned a Piper and needed parts this seems to be a good place to start.

Piper Aircraft Parts.

<http://www.piperparts.com/>

This is a very simple site. Not much too it. I like the sectional background and lifted a copy of it for my own home page. Even a novice like me could have navigated the fairly straight forward and simple pages. I apologize that I can't remark on the service but possibly if we need parts for the piper we could implement this procedure. There is a contact page as well, that gave phone, wats and fax numbers as well as mailing and shipping address. As a last note, there is information here regarding SunJet as well.

Findparts.com Marine and Aviation Database

http://www.findparts.com/av_depot.htm

I found this little jewel that looks to be a great source. There are three different ways you may search for parts here. By NSN: National Stock Number or Manufacturers Part number and description. I, not being too ATP savvy, had to search by description. I would like to try this site using some genuine part numbers. There are wholesale, retail, and private sellers on this site. Beware of what you are buying and whom you are buying it from.

When buying expensive items across the NET I would suggest that you either plan to travel to the location of the piece or pieces or use this format. Have the vendor/seller send to you a picture of the item, possibly several views. Then make a deal where you will send him one half of a \$100.00 bill. This will show them that you are serious. When you receive the product in question then you send to them the remaining half of the \$100.00 bill and whatever other charges are appropriate. I have known several individuals that have utilized this method. As always be careful out there. It's even harder to trace fraud across the Internet as you may be dealing with someone overseas with out your knowledge. Of course, the part may be far out of the \$100.00 range but this is an idea that hopefully may spark you to come up with a plan of your own.

Internet Parts Locator System

<http://www.ipls.com/>

Below is an exert that I pulled from their site:

"There are currently 2,084,985 unique parts and 283,978,228 total parts in the inventory database, from 75 companies 3/17/2000. There are currently 334,567 different part numbers in the overhaul capability database, from 53 shops 3/17/2000."

This appeared to be a very professional and well put together site. I was especially impressed with the ease at which I could find what I was looking for, "parts".

If their ad is true then we should not have any problems finding new seats for some for the other Cessna 150's. Although, Art may want us to have the hard seats so we'll learn to land a bit softer! Ouch!

If any of you have any input as to the quality of service that you have received, or any experience with any of the sites mentioned above, please let me know. Let's spread the knowledge.

Aeroparts Locator Service

<http://www.aeropartslocator.com/>

This was a very interesting site. I was able to peruse through classifieds with ease. I like the way that this site is set up, very easy to navigate. I believe this may be new/used parts site so buyer beware. I suggest that if you need a part, give this site a shot. As well, if you have parts for sale, go list them. It is Free! One aspect of this site that did bother me is that I couldn't figure out how they made their money. There must be some charge somewhere. Possibly if I were actually going through the motions of buying a part then I would see where their fee was input. The front page says, "Free Postings for Buyers and Sellers". That means exactly what it says, "Free Postings". Beware of fees. They could creep in and make the deal less desirable than normal channels.

Well, I hope that we are making some ground with Internet Aviation. There is an extreme amount of information out there and I am only scratching the surface. I am sure that many of you have done quite a lot of surfing and may have some suggestions. If so, please email me at s-fuller1@ti.com.

Next month I will be discussing one of my favorite topics, "Homebuilts". This genre of aviation has also proliferated on the Internet as builders around the world share their ideas and techniques. As many of you read my first article on the major aviation manufacturers, it is easily discernable why so many pilots are building their own aircraft. As well, the FAA has just recently made it possible for us to earn time in the aircraft type we're building. See you next month! →

JFK Jr. Final NTSB Report

I published the preliminary report earlier, so here is the final report. This was taken from <http://www.nts.gov/aviation/NYC/99A178.htm>
NTSB Identification: NYC99MA178

Accident occurred: JUL-16-99 at Vineyard Haven, MA
Aircraft: Piper PA-32R-301, registration: N9253N
Injuries: 3 Fatal.

The noninstrument-rated pilot obtained weather forecasts for a cross-country flight, which indicated visual flight rules (VFR) conditions with clear skies and visibilities that varied between 4 to 10 miles along his intended route. The pilot then departed on a dark night. According to a performance study of radar data, the airplane proceeded over land at 5,500 feet. About 34 miles west of Martha's Vineyard Airport, while crossing a 30-mile stretch of water to its destination, the airplane began a descent that varied between 400 to 800 feet per minute (fpm). About 7 miles from the approaching shore, the airplane began a right turn. The airplane stopped its descent at 2,200 feet, then climbed back to 2,600 feet and entered a left turn. While in the left turn, the airplane began another descent that reached about 900 fpm. While still in the descent, the airplane entered a right turn. During this turn, the airplane's rate of descent and airspeed increased. The airplane's rate of descent eventually exceeded 4,700 fpm, and the airplane struck the water in a nose-down attitude. Airports along the coast reported visibilities between 5 and 8 miles. Other pilots flying similar routes on the night of the accident reported no visual horizon while flying over the water because of haze. The pilot's estimated total flight experience was about 310 hours, of which 55 hours were at night. The pilot's estimated flight time in the accident airplane was about 36 hours, of which about 9.4 hours were at night. About 3 hours of that time was without a certified flight instructor (CFI) on board, and about 0.8 hour of that was flown at night and included a night landing. In the 15 months before the accident, the pilot had flown either to or from the destination area about 35 times. The pilot flew at least 17 of these flight legs without a CFI on board, of which 5 were at night. Within 100 days before the accident, the pilot had completed about 50 percent of a formal instrument training course. A Federal Aviation Administration Advisory Circular (AC) 61-27C, "Instrument Flying: Coping with Illusions in Flight," states that illusions or false impressions occur when information provided by sensory organs is misinterpreted or inadequate and that many illusions in flight could be caused by complex motions and certain visual scenes encountered under adverse weather conditions and at night. The AC also states that some illusions might lead to spatial disorientation or the inability to determine accurately the attitude or motion of the aircraft in relation to the earth's surface. The AC further states that spatial disorientation, as a result of continued VFR flight into adverse weather conditions, is regularly near the top of the cause/factor list in annual statistics on fatal aircraft accidents. According to AC 60-4A, "Pilot's Spatial Disorientation," tests conducted with qualified instrument pilots indicated that it can take as long as 35 seconds to establish full control by instruments after a loss of visual reference of the earth's surface. AC 60-4A further states that surface references and the natural horizon may become obscured even though visibility may be above VFR minimums and that an inability to perceive the natural horizon or surface references is common

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during flights over water, at night, in sparsely populated areas, and in low-visibility conditions. Examination of the airframe, systems, avionics, and engine did not reveal any evidence of a preimpact mechanical malfunction.
Probable Cause
The pilot's failure to maintain control of the airplane during a descent over water at night, which was a result of spatial disorientation. Factors in the accident were haze, and the dark night. →

TFC Fleet Maintenance Report

By Don Essenpreis

For 06/01/00 through 06/30/00

6368K

- 06/06/00 Completed 100-hour inspection.

7929U

- 06/12/00 Completed 100-hour inspection, RF filter installed in alternator circuit.
- 06/24/00 Battery re-charged, master was left on.

150TM

- 06/14/00 Cleaned and tightened connector in landing light circuit.
- 06/30/00 Installed new tire on left main.
- 06/30/00 Installed new voltage regulator.

733NB

- 06/16/00 New paint and interior work completed.
- 06/16/00 Drained oil and replaced with 7 qt. 15W50 Aeroshell.
- 06/17/00 Installed new GPS data card.
- 06/25/00 Broken hinge pin replaced.
- 06/25/00 Installed new left main tire.
- 06/26/00 Repaired broken ground wire in left position light circuit, landing light circuit and partial ground in dome light circuit.

7508J

- None.

5636Q

- 06/28/00 Overhauled prop installed.
- 06/29/00 Ferried to Aeromark for repair of airframe and engine damage from gear-up landing.

8142H

- None.

3187Y

- 06/06/00 Installed new tires on left and right mains.
- 06/08/00 Installed new tire on nose gear.
- 06/13/00 Drained oil and replaced w/12 qt. 15W50 Aeroshell.
- 06/30/00 Installed new battery. →

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dick Sandlin	(800) 817-5572	(214) 350-6426	d_sandlin@email.com
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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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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: Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh, email saughinbaugh@ti.com →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$38.00
N6368K	Cessna	150M	Commuter	\$38.00
N7929U	Cessna	150M	Commuter	\$38.00
N733NB	Cessna	172N (180)	Superhawk	\$53.00
N8142H	Piper	PA-28-161	Warrior	\$56.00
N3187Y	Cessna	182	Skylane	\$66.00
N7508J	Piper	PA-28R-180	Arrow	\$66.00
N5636Q	Mooney	M20E		\$66.00

- Monthly dues: \$21.00 for regular members
- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$19.00; Advanced: \$21.00 (\$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) 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 7512
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
Garry Ackerman, N8142H Owner	(972) 867-8713

General

DUAT	(800) 345-3828 or www.duats.com Or www.duat.com
Dallas FAA/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 Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911
DE: Kendall Haley	(940) 321-2849

TFC COMMUNICATIONS & INFO

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HINT ABOUT THIS PAGE: This page is designed to be torn off and then kept in your flight bag. This will ensure that you away have all of the club contact information with you. →

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