



FLIGHTLINES

Newsletter of the Texins Flying Club

August 2001

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
None this month			

Highlights from July Board

Board members in attendance: Don Essenpreis, Art Jones, Bob Moran, Roger Nordmeyer, Harold Morgan, Steve Aughinbaugh

The meeting began with a discussion of the two aircraft that have overhaul activity occurring right now. The spare O-200 is in the middle of its overhaul for 6368K. And the engine for the Arrow is at the engine shop right now for its overhaul and a cracked engine case. Due to the low bank balance and concerns about being able to have the funds to pay for both of these, Don had asked that work on the O-200 stop. The bank balance at this point is just over \$22,000. The estimate to complete the O-200 overhaul is about \$8,000, leaving \$14,000. After discussion with the engine shop it was discovered that the engine case for the Arrow is unusable because it has been line-bored 3 or perhaps 4 times already and there is no longer enough room left to do this again. Ironically, the crack in the case would be repairable. The bottom line is that we still need a new case. The engine shop has agreed to sell us a serviceable case for the core charge (just under \$2,000). So the cost for the overhaul is going to be about \$17,000. This will take the bank balance to right at zero since during this time of year we normally run ahead of expenses because of the higher flight hours on the aircraft. We expect the run rate to be a bit ahead, but not really enough to build back up the balance to cover future overhauls. The rate of income to expenses is really below what it should be to keep ahead of overhaul cost and maintenance.

Valid: 16-Jul-01

Don agreed and the board concurred that we needed to go ahead and complete the overhaul of the O-200 for 68K. The 150's need to remain fly as much as possible to support the membership and to be able to cover the expenses. This led into a discussion of the overall finances of the club. The overhaul estimate or encumbered amount was reviewed and at this point the estimate is that we should have about \$69,000 set aside for engine overhauls. For the past several years we had been using a \$9,000 estimate for the O-200's and \$12,000 for all the other aircraft. It turns out that the \$9,000 is still close for the O-200's: the overhaul for 29U cost \$9535.63. The total estimate for 68K is about \$9,500. But the costs for O-360 in the C-172's is expected to be higher than \$12,000 and much higher for the Arrow and Mooney. Here is what we are now using to calculate future overhaul cost from the most urgent (engine with the least time to be overhauled):

Aircraft	Set-aside	Overhaul Date
N6368K	\$10,548.00	8/1/2001
N7508J	\$18,582.00	9/1/2001
N733NB	\$13,120.00	4/1/2002
N737TY	\$12,984.00	4/1/2002
N150TM	\$7,248.00	12/1/2002
N7929U	\$636.00	2/1/2006
N5636Q	\$6,089.50	2/1/2009

The set-aside is based upon the following future overhaul cost estimates:

N6368K, N7929U, and N150TM: \$10,800
N737TY and N733NB: \$16,000
N5636Q and N7508J: \$19,000

The bottom line is that we are behind on having the funds set aside for overhauls. This is due to increases in maintenance cost for overhauls as well as increases in maintenance on avionics and not increasing dues as we probably should have. There has also been a major increase in aircraft insurance last year and this year. This year's increase is a 20% increase from about \$29,000 last year to about \$35,000 this year for the same aircraft. We have also seen fuel and oil cost increase in the last 6 to 9 month by about \$0.35 per gallon or 19%. So, we are running out of money and will not have the funds for the 2 or 3 overhauls that will be needed in 2002.

The overhauls for 68K and 08J will take our balance to almost zero and maybe a bit below depending upon the summer flying hours. We will probably stay slightly above zero. But we need to build up a balance of about \$52,000 by April 2002 to cover all of the set aside needed but at least \$32,000 for the two 172's plus another \$10,800 by year-end 2002 for 150TM. Texins Association has also directed us in the past to attempt to keep about \$20,000 above the set-aside in our accounts.

There was much discussion about rental rates and dues at this point. It was pointed out that our fixed cost for the next year will be about \$57,000. In other words if no one flew a single hour, the expense for tie-downs, insurance, hanger rent, etc would be about \$57,000. In the past (before about 1991 or so), the club policy was to cover fixed cost with member dues. There was about a 5-year period from 1991 to 1996 where no rates were increased and the dues remained the same from 1991 until March 2000. At that point dues were increase only 10%. At the last financial review in January 2001, we left dues unchanged. The bottom line is that over this 10-year period our fixed expenses have increases a great deal while we only increased dues a small amount. We discussed three options, \$25, \$28 and \$30 per month for dues. \$30 or \$50 is what the North Texas Flying Club members pay and they have about the same number of aircraft to support. The Texas A&M flying club has 3 150's and 3 172's with about 130 members and their dues are \$35 per month. We have about 170 dues paying members. $170 * \$28 * 12$ months comes to \$57,120 per year. This would just cover our fixed cost with no reserve for inflation, hence the discussion about going to \$30/month. A motion was made to increase dues to \$28 per month. It was seconded and voted on. The motion passed to increase dues from \$21 to \$28 per month.

A motion was also made that the club initiation fee should be at least 4 month's worth of dues or \$112. This was voted on and it was accepted as well. The initiation fee will change from \$65 to \$112. (by proper estimates, this is the first increase in this fee for over 15 years!)

We then concentrated on rental rates. Based upon history the aircraft are just barely ahead of maintenance and operating cost and some might be a bit behind. The current rates are not high enough to keep ahead of the estimated cost needed to cover overhauls. Steve presented an analysis of area FBO/club rental rates. Our current rates appear to be 17% below for C-150's, 21% to 48% below on the C-172 (21 for the 7TY and 40 to 48% for 3NB), about 18 to 22% below for the Mooney and Arrow and about 50% below for the C-182. In addition, all of the comparisons are based upon our tach time versus hobbes time except for the North Texas Flying club. It is generally accepted that using tach versus hobbes time is a saving of about 20% for training flight and 10% for X/C fights. So the current rates are well below market. A proposal was made and adjusted during the discussion. It was decided that the two 172's should not rent at the same rate because of the different fuel burn rates and better avionics in 733NB. 3NB burns 1.5 to 2 GPH more than 7TY. This was agreed to. There

was a similar discussion about the difference between the C-182 and the Mooney or Arrow. The C-182 burns at least 3 GPH more and probably closer to 4 GPH more. The end result was a motion to set the rates as follows:

C-150's: from \$42 to \$47
737TY: from \$59 to \$66
733NB: from \$59 to \$70
7508J: from \$72 to \$80
5636Q: from \$72 to \$80
3187Y: from \$72 to \$90

The motion was seconded, voted on and passed with all of the new rates becoming effective 8/1/2001.

This represents an increase of 12% for the 150's and 7TY, an increase of 11% for the Mooney and Arrow, an increase of 19% on 3NB and 25% on 87Y. When looked at in light of the 20% insurance rate increase and the 15 to 20% increase in fuel cost, this is not unreasonable and our rates using tach hours versus hobbes hours will be about 20% to 40% below market.

So the net of the rate changes is:

Initiation fee:	\$112
Monthly Dues:	\$28
Rentals C-150's:	\$47
C-172 737TY:	\$66
C-172/180HP 733NB:	\$70
PA28R-180 7508J:	\$80
Mooney 5636Q:	\$80
C-182 3187Y:	\$90

All of these will be effective 8/1/2001.

We then discussed an incident with a club member in a club aircraft. 733NB was observed by one of the TKI tower controller who happened to be at Lake Texoma. 733NB was being operated in violation of FAA regulations. The incident happened in June and 733NB was observed making low passes over the lake and shoreline at an estimated altitude of 50 feet AGL. The date, time and details of the incident was reported to club CFI's who consulted the schedule book and aircraft logs to determine who had 733NB at time of the flight. The pilot's primary instructor CFI contacted him and he admitted to the low passes. He detailed the incident in writing to the board. The details included flight below 500 AGL to 50 feet AGL 3 or 4 times at different locations over Lake Texoma and the shore-line of Lake Texoma. He confessed and recognized his error in judgment in putting himself, his passenger and the airplane in a high risk situation and in violation of FAA regulations. The member was not present at the meeting but his instructor was. The instructor believes this was a serious error and something that needs to be addressed. The CFI and Art also noted that one of the other club CFI's had observed this same club member taking off from Cedar Mills in the Club Arrow in what appeared to be an over gross limit with him and 3 passenger in the last 12 months. The CFI

observed a wallowing lift-off and was very concerned about the ability of the airplane to get out of ground effect. He considered it a very unsafe take-off. The board discussed the club regulations and our options and concerns. The Club Flying Regulation prohibit low level flying in club aircraft. Specifically from section 2, Prohibited Flying Types, paragraph d. "Low-level flying (less than 500 feet above the surface) except for takeoffs, landings and practicing maneuvers required by the FAA." And further from the Operating Regulations: "Any violation of the Federal Aviation Regulations or existing rules of the club will constitute cause for immediate grounding. Any member so grounded shall remain grounded until further action is taken by the Board."

The Club Constitution under Article II, section 4 states: "EXPULSION. The Board may for due cause recommend expulsion of a member, at which time the member is automatically suspended. The member may defend himself if he so desires, either before the Board or the membership. A vote will then be taken by the membership by secret ballot, in which two thirds of the active membership present must concur to effect the expulsion. Final expulsion shall then take place immediately, or, if the member is in arrears, upon payment of all money due the club. No member, having been expelled from the club, shall be entitled to any refund." The club member has about 250 hours total time. The board discussed expulsion but decided instead to suspend the club member for 3 months effective immediately or until October 1, 2001 during which time he may not fly club aircraft except with club CFIs for purposes of remedial training and review. This time period may be shortened pending a positive recommendation from his CFI and another review by the Board. This motion was made, seconded and approved. The club member's CFI and Art Jones were requested to inform him of the Board decision.

Various members of the board have been working to resolve a unpaid bill from a club member for the past several months. The amount is about \$1,500 with an additional accumulation of about \$1,700 in late fees. Recently Dan Grelinger has been working this and has investigated taking the case to small claims court. A motion was made authorizing and directing Dan to proceed with the small claims court action against the individual in order to secure payment of the amounts due. The motion was seconded and approved. At this point we adjourned the meeting.

The next board meeting is scheduled for the 4th of July at 6:30 PM. →

TFC Fleet Maintenance Report

By Don Essenpreis

Fleet Maintenance for June 1 through June 30

6368K

None.

7929U

06/05/01 Loran from 737TY moved to 7929U.

06/22/01 Completed annual inspection.

150TM

06/06/01 Drained oil and replaced with 5 qts 15W50 Aeroshell.

06/24/01 Replaced broken oil dipstick with serviceable part.

733NB

06/01/01 Installed new nose tire.

06/04/01 Drained oil and replaced with 7 qts 15W50 Aeroshell.

06/15/01 Replaced trim system screw jack, repaired broken trim cable.

7508J

None.

5636Q

None.

3187Y

06/12/01 ADF removed for repair.

06/24/01 Completed annual inspection.

737TY

06/04/01 Installed panel mounted intercom.

06/06/01 Completed annual inspection.

06/06/01 Installed Apollo GX55 gps.

06/13/01 Completed pitot static/transponder certification.

06/14/01 Replaced broken co-pilot door hinge pin.

06/25/01 Lubricated starter bendix drive.

06/25/01 Tightened shoulder harness attach brackets.

06/29/01 Installed new seat rail stops.

06/29/01 Completed certification of GX55 for en-route IFR.

Parking reminder: We are supposed to have the eight spots on the east row facing away from the tower so TFC members should please try to park in our designated spots as much as possible; TFC board is working with ExecAir to keep the TFC reserved spots free of other aircraft.

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Cool Websites

If you want and electronic AFD take a look at this:

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

If you are studying for an FAA written test, take a look at this:

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

Possible VOR training aid:

<http://www.visi.com/~mim/nav/>

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TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dan Grelinger	(972) 979-7104	(972) 690-7074	dvgrelinger@home.com
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Train Main	Seth Fuller	(214) 480-2933	(972) 771-5211	sethfuller@worldnet.att.net
X-C Maint	Roger Nordmeyer	(972) 575-5546	(972) 422-7684	r-nordmeyer@Raytheon.com
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Treasurer	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	adj1@airmail.net
Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I	M E I	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch	✓	✓	✓	✓			None	843-2208	mbaulch@flash.net
Chuck Chase			✓				(972) 927-8070	(972) 867-0624	cwc@ti.com
Calvin Coffey	✓	✓	✓	✓	✓		(972) 519-3534	(972) 423-1770	cfly@airmail.net
Keith Cole	✓	✓				✓	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Hank Eilts			✓				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans	✓		✓	✓			(214) 284-9467	(972) 390-9950	jb4ev@aol.com
Art Jones	✓	✓	✓				(972) 346-2646	(972) 346-2646	adj1@airmail.net
Jim Lewis							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
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Bryan O'Neill			✓				(972) 205-4463	(972) 562-4241	Bryan_O'Neill@raytheon.com
Betsy Parrott	✓	✓					N/A	(972) 899-0708	pistola52@aol.com
Sherman Ratliff	✓						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	✓	✓	✓		✓		(972) 727-3465	(972) 727-3465	mseglem@swbell.net
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 Jimmy Hashem, email hashem@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/hr
Simulator	ATC	610J	\$0.00
N150TM	Cessna	150M	Commuter \$47.00
N6368K	Cessna	150M	Commuter \$47.00
N7929U	Cessna	150M	Commuter \$47.00
N733NB	Cessna	172N (180)	Superhawk \$70.00
N737TY	Cessna	172N	Skyhawk \$66.00
N3187Y	Cessna	182	Skylane \$90.00
N7508J	Piper	PA-28R-180	Arrow \$80.00
N5636Q	Mooney	M20E	\$80.00

- Monthly dues: \$28.00 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 4053
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717

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
DE: Carol Walker (214) 948-0440
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FAA Medical: Gabriel Fried (972) 361-0155

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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