



FLIGHTLINES

Newsletter of the Texins Flying Club

August 2002

CALENDAR OF EVENTS

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

10 Aug (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

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

14 Sep (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Jason Holcomb	1 st Solo	06/21/02	Russ MacDonald

FAA Starts Offering TFR Graphics

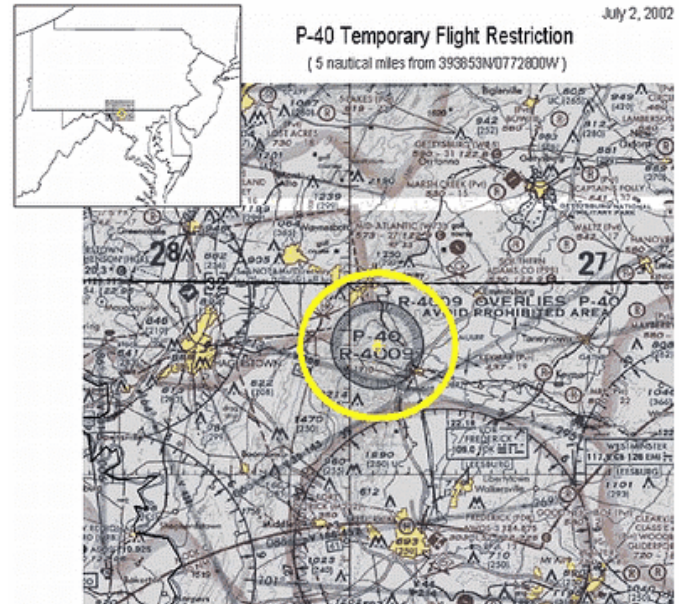
FAA has taken one small step towards providing graphical TFRs to pilots. Recognizing the value of showing, as well as telling, pilots where they may not fly, the FAA is now posting graphical depictions of four of some 35 national security temporary flight restriction (TFR) notams on its Web site.

"We've been pushing for this for over two years," said Andy Cebula, AOPA senior vice president for Government and Technical Affairs, "so we're happy to see that FAA finally buys into the concept. Now they need to make graphical depictions of all TFRs readily available to pilots and flight service station briefers."

AOPA has lobbied FAA at all levels, from Administrator Jane Garvey on down, for graphical notams. The association even went to Congress to secure funding for FAA to develop graphical notams.

AOPA has felt so strongly about the need for graphical depictions of TFRs that the association has been providing them on its Web site since November of last year. And when FAA issued a last minute TFR over New York City for the fourth of July, AOPA staff came in on their vacation time to create a graphic to show pilots the restricted area.

"The proliferation of security TFRs since the September 11 terrorist attacks, and the dire consequences for pilots who violate them, has made the need for depictions



even more critical," said Cebula. "The FAA must work aggressively to get graphical TFRs into the hands of users as soon as possible."

For More Information: <http://www.faa.gov/NTAP/>

Taxiing 101, The Web Site



While the stats say we're doing a better job of finding our way through the vast labyrinths of airport taxiways, runway incursions are still a big issue and now we can learn from the mistakes of others. AOPA's Air Safety Foundation (ASF) and the FAA's Office of Runway Safety are collaborating to promote an online service that details actual runway incursions and shows pilots how to avoid them. The Web page will display some of the more extreme examples of being in the wrong place at the wrong time, along with commentary from the ASF on how to keep yourself out of those types of situations ... much like drivers' education classes. There's also an interactive runway safety course and guidelines for

ground operations at towered and untowered airports. The ASF also carries taxi diagrams for most towered airports. Pilots can stop by the site and be updated on the don'ts of airport ground operations.

The address for the page mentioned above is:
<http://www.aopa.org/whatsnew/newsitems/2002/02-02-238x.html>

Thunderstorms!

It has been said that most weather is flyable, even under visual flight rules (VFR). The trick is learn to judge when the weather doesn't allow safe flight. Thunderstorms, however, do NOT fall into the class of "safe" environments. Thunderstorms represent Mother Nature in her most foul mood and, unfortunately, the U.S. has the rather dubious distinction of being one of the most active hotbeds with at least 100,000 storms per year. Despite the regular occurrence of these storms, pilots frequently regard thunderstorms as negotiable when, in fact, they should be avoided altogether.

The AIM describes thunderstorms this way. Turbulence, hail, rain, snow, lightning, sustained updrafts and downdrafts, icing conditions - all are present in thunderstorms.

There is no useful correlation between the external visual appearance of thunderstorms and the severity or amount of turbulence or hail within them. The visible thunderstorm cloud is only a portion of a turbulent system whose updrafts and downdrafts often extend beyond the visible storm cloud. Turbulence can be expected at least 10 miles, and up to 20 miles away from the storm. Also, NO FLIGHT PATH THROUGH AN AREA OF STONG OR VERY STRONG RADAR ECHOES SEPARATED BY 20-30 MILES OR LESS MAY BE CONSIDERED FREE OF SEVERE TURBULENCE.

Turbulence beneath a thunderstorm should not be minimized. This is especially true when the relative humidity is low in any layer between the surface and 15000 feet. Then the lower altitudes may be characterized by strong out flowing winds and severe turbulence.

The probability of lightning strikes occurring to aircraft is greatest when operating at altitudes where temperatures are between minus 5 degrees Celsius and plus 5 degrees Celsius.

DO's and DON'Ts of Thunderstorm Flying

If you do encounter a thunderstorm, consider the following:

Above all, never regard any thunderstorm "lightly" even when radar observers report the echoes are of light intensity. A sudden gust front of low level turbulence could cause loss of control.

Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind shear under the storm can be disastrous.

Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorms not embedded usually can be visually circumnavigated.

Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.

Do avoid, by at least 20 miles, any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.

Do clear the top of a known or suspected thunderstorm by at least 1000 feet altitude for each 10 knots of wind speed at the cloud top. *This should exceed the altitude capability of most aircraft.*

Do circumnavigate the entire area if the area has 6/10 thunderstorm coverage.

Do remember that vivid and frequent lightning indicates the probability of strong thunderstorm.

Do regard any thunderstorm with tops 35,000 feet or higher as extremely hazardous.

If you cannot avoid penetrating a thunderstorm:

- Tighten your safety belt, put on your shoulder harness, and secure all loose objects.
- Plan and hold your course to take you through the storm in a minimum time.
- To avoid the most critical icing, establish an altitude below the freezing level or above the level of minus 15 degrees Celsius.
- Turn on the pitot heat and carburetor heat. Icing can be rapid at any altitude and cause almost instantaneous power failure and/or loss of airspeed indication.
- Establish power settings for turbulence penetration airspeed recommended in your aircraft manual.
- Turn up cockpit lights to highest intensity to lessen temporary blindness from lightning.
- If using autopilot, disengage altitude hold and speed hold modes; these modes will increase maneuvers of the aircraft and increase structural stress.
- Keep your eyes on your instruments. Looking outside the cockpit can increase danger of temporary blindness from lightning.
- Don't change power settings. Try to maintain constant ATTITUDE; let the aircraft "ride the waves."
- DON'T TURN BACK ONCE YOU ARE IN THE THUNDERSTORM. A STRAIGHT COURSE THROUGH THE STORM MOST LIKELY WILL GET YOU OUT OF THE HAZARDS MOST QUICKLY; MANEUVERING INCREASES THE STRESS ON THE AIRCRAFT.

Scary, huh!?!? Best approach is to find a nice stable chair at home or in an FBO and wait it out!

Sliced Bread?

By Hank Eilts

What happens when a running aircraft runs into a parked aircraft? Check the photo. Can't happen here? Our Mooney was parked at Tomlinson a few years ago waiting for avionics repair. The technician was troubleshooting a problem in a Comanche with the engine running. He set the brake, climbed under the dash, and the brake released, allowing the running Comanche to collide with our Mooney. It put a few chops into the outboard end of the wing. It can and has happened here.



Highlights from July Board Meeting

An abbreviated Board Meeting was held on Wednesday, July 3rd. Board and club members present were: Art Jones, Rick Still, Keith Gutierrez, Bob Moran, and Harold Morgan; Burak Ilhan participated by telephone.

Art Jones reported on the status of the fleet: 737TY's engine has been removed and delivered to Tulsa for overhaul, new plastics in interior being installed and prop was to be delivered on July 5th to Mecham for overhaul. A corrosion problem was discovered on Mooney's wing spars during annual inspection -- being reworked. 29U in annual -- replacing cowling brackets.

Membership: Burak Ilhan reported that we currently have 188 members on the roster.

Financial: Bob Moran distributed a potential P&L report from new accounting system as potential format/content.

Communications: Rick Still reported feedback on newsletter distribution running 3:1 in favor of electronic-only distribution. Suggestion was made that specific reference to newsletter location on website be added to monthly bill to make sure people know its available.

Miscellaneous Discussions:

Floated idea to build "office area" inside hangar as alternative to space at FBO; however, hangar has low voltage that would have to be fixed before A/C and simulator could be operational. Art also shared that McKinney Testing is still wanting to purchase a simulator and is looking for space; preliminary discussions

revolved around potentially using part of our office space and sharing facility expenses.

Meeting Adjourned @ 1920

TFC Fleet Maintenance Jun '02

Fleet Maintenance - 06/01/02 through 06/30/02

6368K

None

7929U

06/26/02 Re-glued pilot armrest pad.

06/27/02 Replaced o-rings in front strut.

150TM

06/03/02 Drained/replaced oil with 5 qts.100W Aeroshell.

06/04/02 Replaced oil cap gasket.

06/07/02 Re-seated transponder in mounting tray.

06/26/02 Replaced o-rings in front strut.

06/26/02 Repaired broken alternator ground wire.

06/27/02 Serviced left brake.

733NB

06/05/02 Completed 100-hour inspection @ 10509.8 hrs.

06/05/02 Installed new GPS datacard.

06/15/02 Replaced voltage regulator and faulty wiring.

06/22/02 Re-attached carb heat control cable.

7508J

06/07/02 Bench checked #2 COM radio. Power output within specification.

06/12/02 Replaced broken inside door handle.

5636Q

None

737TY

06/07/02 Completed 100-hour inspection @ 1977.5 hrs.

06/11/02 Repaired inoperative transponder.

06/28/02 Engine removed and delivered to engine shop for overhaul.

TFC Fleet Statistics (Q1 '02)

Tail No.	Aircraft	Tach Numbers		Hours (Q1)
		12/31/01	03/31/02	
6368K	Cessna 150	7295.2	7343.4	48.2
7929U	Cessna 150	5691.0	5771.2	80.2
150TM	Cessna 150	12065.9	12139.6	73.7
737TY	Cessna 172	1794.2	1896.9	102.7
733NB	Cessna 172(180)	10355.8	10432.3	76.5
7508J	Piper Arrow	4619.8	4673.4	53.6
5636Q	Mooney M20E	3899.0	3924.5	25.5

TFC Fleet Statistics (Q2 '02)

Tail No.	Aircraft	Tach Numbers		Hours (Q2)
		03/31/02	06/30/02	
6368K	Cessna 150	7343.4	7409.7	66.3
7929U	Cessna 150	5771.2	5843.1	71.9
150TM	Cessna 150	12139.6	12206.8	67.2
737TY	Cessna 172	1896.9	1999.4	102.5
733NB	Cessna 172(180)	10432.3	10536.5	104.2
7508J	Piper Arrow	4673.4	4738.6	65.2
5636Q	Mooney M20E	3924.5	3948.5	24.0

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
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Treasurer	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	(972) 346-2646	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

TEXINS FLYING CLUB INSTRUCTORS

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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 Rick Still, email r-still@raytheon.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$47.00
6368K	Cessna	150M Commuter	\$47.00
7929U	Cessna	150M Commuter	\$47.00
733NB	Cessna	172N(180) Superhawk	\$70.00
737TY	Cessna	172N Skyhawk	\$66.00
7508J	Piper	PA-28R-180 Arrow	\$80.00
5636Q	Mooney	M20E	\$80.00

- Detailed aircraft features are listed in Club Handbook
- Monthly Dues: \$28.00 for regular members
- Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr
(\$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
- Instruction flights are tax exempt; others require additional 8.25% tax.

KEY TELEPHONE NUMBERS

McKinney & TFC

Aircraft status Recorder	(972) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
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
DE: TM Smith	(972) 661-8086
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