



# FLIGHTLINES

## Newsletter of the Texins Flying Club

December, 2000

### CALENDAR OF EVENTS

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

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

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**Congratulations on these Member Achievements!**

Member	Event	Date	Instructor
None this month			

### Highlights from November Board

Board members in attendance: Dick Sandlin, Art Jones, Don Essenpries, Micah Koons, Seth Fuller, Harold Morgan, Bob Moran and Dan Grelinger

Dick began with a discussion on how our fixed and variable expenses have gone up at a much higher rate than the aircraft rental rates. We need to do something address this.

Art said that he assigned 23 students and had only one un-assigned.

Don summarized the Maintenance Report. Discussion about the 182 in that it had leaks in the fuel tanks. Art has seen no leakage, but on 133NB he knows of a leak around the filler tube. Line people have been notified not to fill it up within 1 inch of the top. Current work on the spare C150 engine continues. They should be assembling it soon as 7929U is the closest to TBO. The Mooney gear doors are in and they are waiting on paint. In regards to the Mooney, the bottom of the engine is new and should go to its own TBO and will not have to be overhauled with the top end.

Dan entered talks about removing some Associate Members who were not active. The board agreed and said that he did not need the approval of the board to remove Associate Members even though the Board has to approve their membership. It seems that the By-Laws doesn't say anything about removing Associate Members, only about how they are considered and given membership. Dan has further work to do in contacting these people. It seems that there may be some family

members at half price with the original Tier or Raytheon member that has relinquished their membership. These people will still be eligible for full membership but they will have to pay full price.

Micah had nothing new to report on the Cross Country fleet that wasn't already in the Maintenance Report.

Seth had nothing new to report on the Trainer Fleet that wasn't already in the Maintenance Report.

Bob gave us a budget Review. It seems that we are carrying in the neighborhood of \$12,000.00 in late pays. Many of these are paid throughout the month and some members are carrying very large bills. It is encouraged for those folks who are late to please pay soon as this is taking away from other members and can at times put us in a bind. Please be mindful of you bill.

As far as the budget, a committee of 3 people was set to investigate raising the rental rates on the aircraft. What needs to be done is to create a plan to help recover our encumbered funds. It appears, due to gas prices, increased insurance rates, our rates are not covering costs. As well, we will be experience a diminishing of capital input from Texins Association. Fixed and variable costs have both been rising faster than we expected. The committee will investigate a rate change as well as benchmarking our rates against other clubs and make an educated decision as to how we can provide a good service to our members at rates that are less than other clubs.

The committee agreed to meet on the 4th of November at 9:00 am. The committee is Bob Moran, Dan Grelinger, Micah Koons and Harold Morgan.

Harold mentioned that he would make an adjustment for CFI rates to those CIF's that have been paid at the older rate instead of the new rate that went into effect about 3 months ago.

The meeting was adjourned at 7:22 p.m.→

### A Rare Find

By Calvin Coffey

The thought of someone finding an old forgotten rare airplane tucked away in an old barn has inspired a few daydreams and treasure hunts. Sure it could happen ... or could it?

A few weeks ago, on a beautiful Sunday morning, I flew up to Texoma Lodge to meet with old and new friends of the Cessna 120/140 Breakfast Club. One of the gentlemen across the table from me spoke of one of his latest projects he has been working on. Don lives on his own 1500' turf runway, and enjoys flying and working on his airplanes, when he isn't busy farming his ranch.

He told us it was a Franklin. At first we thought he was talking about an engine, but he insisted it was an airplane. He invited us to come over and take a look. Of course, we were going to have to see this.

There in a small barn behind his house, sharing space with a more modern Waco Biplane, sits the Franklin. It is a 1930 Franklin Model A, one of 8 ever built by the Joy Manufacturing Company in Franklin, Pennsylvania and reportedly the last one flying today. It is a 2-seat open cockpit biplane, powered by a 5 cylinder Velie M-5 radial engine (65 HP). The landing gear has no real suspension except for the balloon tires and the tail spring on the skid. This airplane doesn't have (or need) any brakes, gyros, lights or radios! Sometime back in the late 30's, a logbook entry curses the CAA (early FAA) for requiring a whisky compass to be added. Don has been busy replacing the wood stringers and recovering the airplane. Otherwise, the Franklin is pretty much the way it came from the factory, 70 years ago.

According to Don, it was originally owned by a man in Dallas who once flew it to Colorado Springs. That was some feat in an open cockpit airplane that flies 60 mph and requires stopping every 2 hours or so to grease the rocker arms and refuel. No GPS back then ... at least they had a road map from the local Texaco gasoline station.

What a find! Don hopes to have it flying for the Bartlesville Biplane Fly-in next year. Keep your eyes open ... you never know what you will find as you are out there flying. :)

*Editors note: Calvin sent this in just before deadline: As an update, at the Cedar Mills Splash-In (seaplane safety seminar) a most rare amphibian seaplane appeared late Sunday afternoon. It turned out to be a 1937 Fleetwing Seabird. NC19191 is #2 of 5 built and the only one still flying today. The new owner, a captain for American Airlines, just bought it the day before in New Mexico and was on his way home to Michigan. It looks kind of like a miniature PBX with one large Jacob 300 (radial) engine on top. The fuselage was all built with stainless steel and welded (not riveted) together. The new owner made his 1st water landing and takeoff (and the planes 1st in 15 years) there at Lake Texoma. Wow! Again, you never know what you will find. I have seen two very rare airplanes in the last 45 days! →*

## **Oklahoma! A Great Place for General Aviation**

*By Steve Aughinbaugh*

Valid: 7-Nov-00

The other day I was surfing the web and ran into a great website, at least a great site for those of us that have our airplanes based near Oklahoma. The site is: <http://www.okladot.state.ok.us/aeroinfo/indexg.htm> and the really great thing about this site is that in addition to the normal airport information there is also an aerial photograph of each airport. There are three indexes to all 139 airports in the Okie state. My favorite is the one by city: <http://www.okladot.state.ok.us/airports/aprtcty.htm>. I thought it would be fun to look at each one of the airports that I have been to. The OK DOT needs to be commended for creating a great resource.

Note that you can also read this article at my web site using [this URL:](http://members.home.com/saughinbaugh/OKPlaces.htm) <http://members.home.com/saughinbaugh/OKPlaces.htm>

Here are the airports that I have been to with a couple of comments about each one:

### **Ada**

I have only been here on training flights, but there is a good BBQ place here. Park your airplane at the north end and walk down the street to Bob's BBQ. This also home to one of the best aircraft paint shops in the middle of the country, Red & Vera Brend have been recommended by many satisfied customers.

### **Ardmore Downtown Executive**

Just went here during my training. A neat, sloping to the south runway, not much else

### **Ardmore Municipal**

This airport is home of the Runway Café, where else, not on the runway, but right next to it under the control tower. A good restaurant on an old converted military field. Climb up the tower for a visit and get a good view of the place.

### **Lake Texoma State Park**

This is a really nice location and one of the OK State Parks. The lodge is within walking distance and they serve a good Sunday brunch. There is also an arcade, go-kart and horse riding to the west within walking distance. Take the whole family or just the kids.

### **McGehee Catfish Restaurant**

The name says it. A great catfish restaurant and a challenging and fun grass strip. Call ahead to make sure the strip is in good condition. If you are not very experienced with grass or challenging runways, take a CFI with you the first time and pay for his meal.

### **Westheimer Field**

At Norman, home of OU and the all-you-can-eat, cooked-to-order, \$3.69 (was \$2.99) breakfast in the airport terminal restaurant! Join the crowd on weekend

mornings. There is never a long wait, but it is always a busy place.

### **Wiley Post**

Wiley Post is home to the Annie Okie's Runway Cafe. This was the destination for my first CFI assisted IFR flight in IMC. It was really neat to fly in clouds for over an hour and pop out at 700 feet AGL with the airport runway right in front of us!

### **Will Rogers**

Headquarter of the 99s, women aviators whose first president was Amelia Earhart. It is also home to the 99s Museum of Women Pilots. The museum is a recent addition and I have not seen it. I was here for one of the big air shows they have every year.

### **Lake Murray State Park**

This is another great OK state park with a lodge and breakfast buffet. I also have found memories of this location because it is home to Fireside Inn and I took my wife, Cindy there for Valentine's day once. The number for Fireside is (580) 226-4070. Call before you go to make sure of the hours. They will also come pick you as will the state park lodge.

### **Jones Riverside**

Home of the Airport Express Cafe and I stopped there on the way to OSH once, friendly and quick service.

### **Harvey Young**

Last but not least is Harvey Young. Not much at this airport, but Cindy's parents live just 3 miles down the road from here! Don't you just love general aviation and the ability that it gives you to get really near to where you want instead of across the town or state at the mega-hub airports that the commercial airlines mostly fly to.

And the places I want to go to are many, but in particular I want to get to:

### **Ponca City**

This is home of the almost world famous Enrique's Mexican restaurant. I also understand that they have a \$4.00 all you can eat breakfast on the first Saturday of every month. Hmmm, I need to get this destination higher on my priority list ...so many places to go to, so little time.

And just think there are 127 more airports in OK that we could go to! I hope you enjoyed this and maybe I'll see you at Enrique someday! →

## ***TFC Fleet Maintenance Report***

*By Don Essenpreis*

For 10/01/00 through 10/30/00

### **6368K**

- 10/12/00 Completed transponder certification.
- 10/12/00 Drained oil and replaced with 5 qts 15W50 AeroShell.
- 10/31/00 Installed overhauled turn coordinator.
- 10/31/00 Replaced both main tires.

### **7929U**

- 10/20/00 Replaced bad plug wire.
- 10/20/00 Drained oil and replaced with 5 qts 15w50 AeroShell.

### **150TM**

- 10/17/00 Drained oil and replaced with 5 qts 15w50 AeroShell.

### **733NB**

- 10/01/00 Installed GPS datacard update.
- 10/06/00 Replaced co-pilot's inside door handle.
- 10/10/00 Disassembled, cleaned, lubed, reassembled and adjusted elevator trim system.
- 10/17/00 Cleaned lead fouled spark plug and drained carburetor float bowl.
- 10/24/00 Installed GPS datacard update.
- 10/26/00 Completed 100-hour inspection.
- 10/31/00 Replaced upper and lower front strut o-rings.

### **7508J**

- 10/18/00 Replaced landing light.

### **5636Q**

- Repairs in progress.

### **3187Y**

- 10/06/00 Replaced instrument lighting rheostat.

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## 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
Ops VP	Don Essenpreis	(972) 927-8396	(972) 530-8648	esse@ti.com
Train Main	Seth Fuller	(214) 480-2933	(972) 771-5211	s-fuller1@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
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Comm	Steve Aughinbaugh	(972) 927-5593	(972) 437-6862	saughinbaugh@ti.com
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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	CFII	MEI	Conv	SES	CFIG	ATP	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) 423-5239	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
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Art Jones	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
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Mark Seglem	✓	✓	✓			✓	(972) 783-0284	(972) 727-3465	mseglem@datavon.com
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](mailto: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
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

#### General

DUAT	(800) 345-3828 or <a href="http://www.duats.com">www.duats.com</a> Or <a href="http://www.duat.com">www.duat.com</a>
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

WWW	<a href="http://www.texins.org/flyingclub">http://www.texins.org/flyingclub</a>
FlightCom Prices	<a href="http://www.texins.org/flyingclub/flightcom.html">http://www.texins.org/flyingclub/flightcom.html</a>
Mailing list	<a href="mailto:tfly@list.ti.com">tfly@list.ti.com</a>
TFC Board Email	<a href="mailto:tflyboard@list.ti.com">tflyboard@list.ti.com</a>
Mailing Address	Texins Flying Club C/O Harold Morgan P.O. Box 831311 Richardson, TX. 75083-1311

**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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