



# FLIGHTLINES

## Newsletter of the Texins Flying Club

December 2002

### CALENDAR OF EVENTS

**2 Dec (Tuesday):** TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

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

**8 Jan (Wednesday):** TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

**11 Jan (Saturday):** General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

### *Congratulations on these Member Achievements!*

Member	Event	Date	Instructor
None Reported			

### FAA Issues Photo ID Rule for General Aviation Pilots

In a move to further balance security and the needs of the aviation community, the FAA is issuing revised rules that provide a readily available, low-cost way for pilots to carry acceptable photo identification when flying. FAA Administrator Marion C. Blakey announced the new rules at a conference sponsored by the Aircraft Owners and Pilots Association (AOPA) in Palm Springs (CA).

The new regulations also require pilots to present that ID when requested by the FAA, Transportation Security Administration (TSA), National Transportation Safety Board or any law enforcement officer. Both rules are effective immediately.

The FAA expects the most commonly used photo ID will be a valid driver's license issued by a U.S. state, the District of Columbia, or a U.S. territory or possession. The agency based its rule changes on a petition submitted by AOPA last February. AOPA suggested that a valid driver's license would be an immediate, cost-effective solution to address security concerns about pilot identity in the general aviation community. The organization also proposed that pilots be required to present photo identification on demand.

Other suitable forms of identification under the new rules are a valid federal or state ID card, a U.S. armed forces' ID, credentials that authorize access to airport secure areas, or other identification that the FAA accepts.

The rules were developed in response to provisions contained in the Aviation and Transportation Security Act (ATSA), enacted in Nov. 2001.

The TSA requested immediate adoption of these rules to help prevent hazards to aircraft, persons and property within the United States, and the FAA agreed. The TSA has issued other regulatory documents that became effective immediately to minimize security threats and potential security vulnerabilities. The FAA has issued the new rule changes without prior notice and public comment for the same reason.

The new regulations can be viewed by clicking on the "Recently Published Documents" under:

<http://www.faa.gov/avr/arm>

### FAA Approves Internet As An "Official" Weather and NOTAM Source

The FAA has formally recognized the Internet as an "official" information source for aviation weather and NOTAMs. The FAA has issued an Internet Communications Advisory Circular (AC) that explains how vendors may become a Qualified Internet Communication Provider (QICP) and disseminate information to pilots via the Internet. The agency will provide a public listing of all QICPs on a designated Web page.

That means GA pilots may legally use flight information from the numerous aviation Web sites available to plan a flight, as long as the Web site has gone through the QICP process. Until now, only information from a flight service center or DUATS was considered valid.

Although weather and NOTAMs have been available via the Internet for quite some time, both quality control and guidance to pilots has been lacking. This AC provides the foundation for the transition to a Web-based distribution of NOTAMs. AOPA successfully lobbied Congress for the money so the FAA could put NOTAMs on a Web server.

"The inadequacies of the current notam system clearly illustrate the need for improved information dissemination to the pilot community," remarked Melissa Bailey, AOPA vice president of Air Traffic, Regulatory, and Certification Policy. In 2000, AOPA participated in an FAA workgroup assembled to develop a draft Internet policy for FAA. That task force report served as the foundation for this circular.

## **TIME TO GET CURRENT ON NIGHT LANDINGS**

Now that the days are shorter and the United States is back on Standard time, earlier sunsets make this a good time to get current on night landings. FAR 61.57(b)(1) states that in order to act as pilot in command of an aircraft carrying passengers during the period from one hour after sunset to one hour before sunrise, the pilot must have made at least three takeoffs and landings to a full stop during the same period (1 hour after sunset to 1 hour before sunrise) within the preceding 90 days.

## **Tips on Winter Flying**

Most pilots are familiar with winter conditions in their particular area; however, often a distance of a few miles may change the environment enough to present new problems to an inexperienced pilot. There are certain precautions that are significant to winter flying. Flight planning during winter months will require special knowledge in order to protect the aircraft as well as the pilot. Extra precautions should be used. Often roads that are well traveled during the summer months will be abandoned in the winter. To be forced down far from civilization may create a serious problem of survival. With today's extensive highway system, most flights in small aircraft would not be extended more than a few minutes if a well-traveled route were followed. Even the vehicles on the road can give valuable information. You may see cars and trucks coming toward you with fresh snow adhering to the front of the vehicles. In most cases, you may as well start making a 180-degree turn due to reduced visibility ahead.

Of course file a flight plan. A flight plan, in conjunction with an ELT, and a little knowledge on winter survival may save your life. Experience has shown that the advice of operators who are located in the area where the operation is contemplated is invaluable, since they are in a position to judge requirements and limitations for operation in their particular area.

In making business appointments, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable. You, the pilot, have complete responsibility for the GO, NO-GO decision based on the best information available. Do not let compulsion take the place of good judgment.

## **AIRCRAFT PREPARATION**

If your home base is located in a warm climate area, you may not have familiarized yourself with the aircraft manufacturer's recommendations for winterizing your aircraft. Most mechanical equipment, including aircraft and their components, are designed by manufacturers to operate within certain temperature extremes. Manufacturers generally can predict their product's performance in temperature extremes and outline precautions to be taken to prevent premature failures.

Baffling and winter covers -- Baffles are recommended by some manufacturers to be used in augments tubes. Winter fronts and oil cooler covers are also added to some engine installations. FAA approval is required for installation of these unless the aircraft manufacturer has provided the approval. When baffles are installed on an aircraft, a cylinder head temperature gauge is recommended, particularly if wide temperature differences are to be encountered.

Engine Oil -- The oil is extremely important in low temperatures. Check your aircraft manual for proper weight oil to be used in low temperature ranges.

Oil Breather -- The crankcase breather deserves special consideration in cold weather preparation. A number of engine failures have resulted from a frozen crankcase breather line which caused pressure to build up, sometimes blowing the oil filler cap off or rupturing a case seal, which caused the loss of the oil supply. The water which causes the breather line to freeze is a natural byproduct of heating and cooling of engine parts. When the crankcase vapor cools, it condenses in the breather line subsequently freezing it closed. Special care is recommended during the preflight to assure that the breather system is free of ice. If a modification of the system is necessary, be certain that it is an approved change so as to eliminate a possible fire hazard.

Hose Clamps, Hoses, Hydraulic Fittings and Seals -- An important phase of cold weather preparation is inspection of all hose lines, flexible tubing, and seals for deterioration. After replacing all doubtful components, be certain that all clamps and fittings are properly torqued to the manufacturer's specifications for cold weather.

Cabin Heater -- Many aircraft are equipped with cabin heater shrouds which enclose the muffler or portions of the exhaust system. It is imperative that a thorough inspection of the heater system be made to eliminate the possibility of carbon monoxide entering the cockpit or cabin area. Each year accident investigations have revealed that carbon monoxide has been a probable cause in accidents that have occurred in cold weather operations.

Control Cables -- Because of contraction and expansion caused by temperature changes, control cables should be properly adjusted to compensate for the temperature changes encountered.

Oil Pressure Controlled Propellers -- Propeller control difficulties can be encountered due to congealed oil. The installation of a recirculating oil system for the propeller and feathering system has proved helpful in the extremely cold climates. Caution should be taken when intentionally feathering propellers for training purposes to assure that the propeller is unfeathered before the oil in the system becomes congealed.

Care of Batteries -- Wet cell batteries require some special consideration during cold weather. It is recommended that they be kept fully charged or removed from the aircraft when parked outside to prevent loss of power caused by cold temperatures and the possibility of freezing.

Wheel Wells and Wheel Pants -- During thawing conditions, mud and slush can be thrown into wheel wells during taxiing and takeoff. If frozen during flight, this mud and slush could create landing gear problems. The practice of recycling the gear after a takeoff in this condition should be used as an emergency procedure only. The safest method is to avoid these conditions with retractable gear aircraft. It is recommended that wheel pants installed on fixed gear aircraft be removed to prevent the possibility of frozen substances locking the wheels or brakes.

## **OPERATION OF AIRCRAFT**

The thoroughness of a preflight inspection is important in temperature extremes. It is natural to hurry over the preflight of the aircraft and equipment, particularly when the aircraft is outside in the cold. However, this is the time you should do your best preflight inspection.

Fuel Contamination-Fuel contamination is always a possibility in cold climates. Modern fuel pumping facilities are generally equipped with good filtration equipment, and the oil companies attempt to deliver pure fuel to your aircraft. However, even with the best of fuel and precautions, if your aircraft has been warm and then is parked with half empty tanks in the cold, the possibility of condensation of water in the tanks exists.

Fueling Facilities-Another hazard in cold climates is the danger of fueling from makeshift fueling facilities. Fuel drums or "case gas," even if refinery sealed, can contain rust and-somehow contaminants can find their way into the fuel. Cases are on record of fuel being delivered from unidentified containers which was not aviation fuel. As a precaution, we suggest:

1. Where possible, fuel from modern fueling facilities; fill your tanks as soon as possible after landing, and drain fuel sumps to remove any water which may have been introduced.
2. Be sure the fuel being delivered is, in fact, aviation fuel and is the correct grade (octane) for your engine.
3. If a fuel source other than #1 is used, be sure to filter the fuel as it goes into your tanks. NOTE: A funnel with a dirty worn out chamois skin is not a filter, nor will a new, clean chamois filter out water after the chamois is saturated with water. Many filters are available which are more effective than the old chamois. Most imitation chamois will not filter water.
4. Special precautions and filtering are necessary with kerosene and other turbine fuels. Manufacturers can supply full details on handling these fuels.

Aircraft Fuel Filters and Sumps -- Fuel filters and sumps (including each tank sump) should be equipped with quick drains. Sufficient fuel should be drawn off into a transparent container to see if the fuel is free of contaminants. Experienced operators place the aircraft in level flight position, and the fuel is allowed to settle before sumps and filters are drained. All fuel sumps on the aircraft are drained including individual tank sumps. Extra care should be taken during changes in temperature, particularly when it nears the freezing level. Ice may be in the tanks which may turn to water when the temperature rises, and may filter down into the carburetor causing engine failure. During freeze-up in the fall, water can freeze in lines and filters causing stoppage. If fuel does not drain freely from sumps, this would indicate a line or sump is obstructed by sediment or ice. There are approved anti-ice additives that may be used. When aircraft fuel tanks do not have quick drains installed, it is advisable to drain a substantial amount (1 quart or more) of fuel from the gascolator; then change the selector valve and allow the fuel to drain from the other tank. Advisory Circular (AC) 20-43C, entitled "Aircraft Fuel Control," contains excellent information on fuel contamination. Paragraphs 10 and 11 are especially pertinent to many light aircraft and include a recommendation for periodic flushing of the carburetor bowl. Copies of AC 20-43C can be obtained by writing to the U.S. Department of Transportation, Utilization and Storage Section, M443.2, Washington, D.C. 20590.

Aircraft Preheat -- Low temperatures can change the viscosity of engine oil, batteries can lose a high percentage of their effectiveness, instruments can stick, and warning lights, when "pushed to test," can stick in the pushed position. Because of the above, preheat of engines as well as cockpit before starting is considered advisable in low temperatures.

Extreme caution should be used in the preheat process to avoid fire. The following precautions are recommended:

1. Preheat the aircraft by storing in a heated hangar, if possible.
2. Use only heaters that are in good condition and do not fuel the heater while it is running.
3. During the heating process, do not leave the aircraft unattended. Keep a fire extinguisher handy for the attendant.
4. Do not place heat ducting so it will blow hot air directly on parts of the aircraft; such as, upholstery, canvas engine covers, flexible fuel, oil and hydraulic lines or other items that may cause fires.

Be sure to follow the manufacturer's procedures.

Engine Starts -- In moderately cold weather, engines are sometimes started without preheat. Particular care is recommended during this type of start. Oil is partially congealed and turning the engines is difficult for the starter or by hand.

There is a tendency to overprime which results in washed-down cylinder walls and possible scouring of the walls. This also results in poor compression and, consequently, harder starting. Sometimes aircraft fires have been started by overprime, when the engine fires and the exhaust system contains raw fuel. Other fires are caused by backfires through the carburetor. It is good practice to have a fireguard handy during these starts.

Another cold start problem that plagues an unpreheated engine is icing over the sparkplug electrodes. This happens when an engine only fires a few revolutions and then quits. There has been sufficient combustion to cause some water in the cylinders but insufficient combustion to heat them up. This little bit of water condenses on the sparkplug electrodes, freezes to ice, and shorts them out. The only remedy is heat. When no large heat source is available, the plugs are removed from the engine and heated to the point where no more moisture is present.

Engines can quit during prolonged idling because sufficient heat is not produced to keep the plugs from fouling out. Engines which quit under these circumstances are frequently found to have iced-over plugs.

After the engine starts, use of carburetor heat may assist in fuel vaporization until the engine obtains sufficient heat.

Radios -- Should not be tuned prior to starting. Radios should be turned on after the aircraft electrical power is stabilized, be allowed to warm-up for a few minutes and then be tuned to the desired frequency.

Removal of Ice, Snow, and Frost -- A common winter accident is trying to take off with frost on the wing surface. It is recommended that all frost, snow, and ice be removed before attempting flight. It is best to place the aircraft in a heated hangar. If so, make sure the water does not run into the control surface hinges or crevices and freeze when the aircraft is taken outside. Don't count on the snow blowing off on the takeoff roll. There is often frost adhering to the wing surface below the snow. Alcohol or one of the ice removal compounds can be used. Caution should be used if an aircraft is taken from a heated hangar and allowed to sit outside for an extended length of time when it is snowing. The falling snow may melt on contact with the aircraft surfaces and then refreeze. It may look like freshly fallen snow but it usually will not blow away when the aircraft takes off.

Blowing Snow -- If an aircraft is parked in an area of blowing snow, special attention should be given to openings in the aircraft where snow can enter, freeze solid, and obstruct operation. These openings should be free of snow and ice before flight. Some of these areas are as follows:

1. Pitot Tubes
2. Heater intakes
3. Carburetor intakes
4. Antitorque and elevator controls
5. Main wheel and tail wheel wells, where snow can freeze around elevator and rudder controls.

Fuel Vents -- Fuel tank vents should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse of the tank, and possibly very expensive damage.

Taxiing -- A pilot should keep in mind that braking action on ice or snow is generally poor. Short turns and quick stops should be avoided. Do not taxi through small snowdrifts or snowbanks along the edge of the runway. Often there is solid ice under the snow. If you are operating on skis, avoid sharp turns, as this puts torque on the landing gear in excess of that for which it was designed. Also for ski operation, make sure safety cables and shock cords on the front of the skis are carefully inspected. If these cables or shock cords should break on takeoff, the nose of the ski can fall down to a near vertical position which seriously affects the aerodynamics efficiency of the aircraft and creates a landing hazard. If it is necessary to taxi downwind with either wheels or skis and the wind is strong, get help or don't go. Remember, when you are operating on skis, you have no brakes and no traction in a crosswind. On a hardpacked or icy surface, the aircraft will slide sideways in a crosswind and directional control is minimal particularly during taxiing and landing roll when the control surfaces are ineffective.

## TAKEOFF

Takeoffs in cold weather offer some distinct advantages, but they also offer some special problems. A few points to remember are as follows:

1. Do not overboost supercharged engines. This is easy to do because at very low density altitude, the engine "thinks" it is operating as much as 8,000 feet below sea level in certain situations. Care should be exercised in operating normally aspirated engines. Power output increases at about 1% for each ten degrees of temperature below that of standard air. At -40 degrees F an engine will develop 10% more than rated power even though RPM and MP limits are not exceeded.
2. If the temperature rises, do not expect the same performance from your aircraft as when it was operated at the lower density altitudes of cold weather.
3. Use carburetor heat as required. In some cases, it is necessary to use heat to vaporize the fuel. Gasoline does not vaporize readily at very cold temperatures. Do not use carburetor heat in such a manner that it raises the mixture temperature barely to freezing or just a little below. In such case, it may be inducing carburetor icing. An accurate mixture temperature gauge is a good investment for cold weather operation. It may be best to use carburetor heat on takeoff in very cold weather in extreme cases.

If your aircraft is equipped with a heated pitot tube, turn it on prior to takeoff. It is wise to anticipate the loss of an airspeed

indicator or most any other instrument during a cold weather takeoff-especially if the cabin section has not been preheated.

Climbout -- During climbout, keep a close watch on head temperature gauges. Due to restrictions (baffles) to cooling air flow installed for cold weather operation and the possibility of extreme temperature inversions, it is possible to overheat the engine at normal climb speeds. If the head temperature nears the critical stage, increase the airspeed or open the cowl flaps or both.

## En Route

Weather -- Weather conditions vary considerably in cold climates. In the more remote sections of the world, weather reporting stations are generally few and far between and reliance must be placed on pilot reports. However, don't be lured into adverse weather by a good pilot report. Winter weather is often very changeable; one pilot may give a good report and five or ten minutes later VFR may not be possible. Remember, mountain flying and bad weather don't mix. Set yourself some limits and stick to them.

Snowshowers and Whiteouts -- Snowshowers are, of course, quite prevalent in colder climates. When penetration is made of a snowshower, the pilot may suddenly find himself without visibility and in IFR conditions. Snowshowers will often start with light snow and build. Another hazard which has claimed as its victims some very competent pilots is the "whiteout." This condition is one where within the pilot visibility range there are no contrasting ground features. Obviously the smaller the visibility range the more chance there is of a whiteout; however, whiteout can occur in good visibility conditions. A whiteout condition calls for an immediate shift to instrument flight. The pilot should be prepared for this both from the standpoint of training and aircraft equipment.

Carburetor Ice -- Three categories of carburetor ice are:

1. Impact ice formed by impact of moist air at temperatures between 15-32 degrees F on airscoops, throttle plates, heat valves, etc. usually forms when visible moisture such as rain, snow, sleet, or clouds are present. Most rapid accumulation can be anticipated at 25 degrees F.
2. Fuel ice forms at and downstream from the point that fuel is introduced when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40 and 80 degrees F but may occur at even higher temperatures. It can occur whenever the relative humidity is more than 50%.
3. Throttle ice is formed at or near a partly closed throttle valve. The water vapor in the induction air condenses and freezes due to the venturi effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5 degrees F, the best temperatures for forming throttle ice would be 32 to 37 degrees F although a combination of fuel and throttle ice could occur at higher ambient temperatures.

In general, carburetor ice will form in temperatures between 32 and 80 degrees F when the relative humidity is 50% or more. If visible moisture is present, it will form at temperatures between 15 and 32 degrees F. A carburetor air temperature gauge is extremely helpful to keep the temperatures within the carburetor in the proper range. Partial carburetor heat is not recommended if a C.A.T. gauge is not installed. Partial throttle (cruise or letdown) is the most critical time for carburetor ice. It is recommended that carburetor heat be applied before

reducing power and that partial power be used during letdown to prevent icing and overcooling the engine.

To prevent:

- use heat ground check
- use heat in the icing range
- use heat on approach and descent

If it occurs -- Warning signs:

- loss of rpm (fixed pitch)
- drop in manifold pressure (constant speed)
- rough running

Pilot response:

- apply full carb heat immediately
- (may run rough initially for short time while ice melts)

The curves encompass conditions known to be favorable for carburetor icing. The severity of this problem varies with different types, but these curves are a guide for the typical light aircraft.

Caution-light icing over a prolonged period may become serious.

When you receive a weather briefing, note the temperature and dewpoint and consult this chart.

Carbon Monoxide Poisoning -- Don't count on symptoms of carbon monoxide to warn you. It's colorless, odorless, and tasteless although it is usually found with exhaust gases and fumes. If you smell fumes or feel any of the following symptoms, you should assume that carbon monoxide is present.

Feeling of sluggishness, warmth, and tightness across the forehead followed by headache, throbbing, pressure at the temples and ringing in the ears. Severe headache, nausea, dizziness, and dimming of vision may follow. If any of the above conditions exist, take the following precautions:

1. Shut off the cabin heater or any other opening to the engine compartment.
2. Open a fresh air source immediately.
3. Don't smoke.
4. Use 100% oxygen if available.
5. Land as soon as possible.
6. Be sure the source of the contamination is corrected before further flight.

Spatial disorientation can also be expected any time the pilot continues VFR flight into adverse weather conditions. Flying low over an open body of water during low visibility and a ragged ceiling is another ideal situation for disorientation.

## Letdown

Engine Operation -- During letdown there may be a problem of keeping the engine warm enough for high power operation if needed. It may be desirable to use more power than normal, which may require extension of landing gear or flaps to keep the airspeed within limits. Carburetor heat may also be necessary to help vaporize fuel and enrich the mixture.

Blowing Snow and Ice Fog -- Blowing snow can be a hazard on landing, and a close check should be maintained throughout the flight as to the weather at destination. If the weather pattern indicates rising winds, then blowing snow may be expected which may necessitate an alternate course of action.

Ice fog is a condition opposite to blowing snow and can be expected in calm conditions about -30 degrees F and below. It is found close to populated areas, since a necessary element in its formation is hydrocarbon nuclei such as found in automobile exhaust gas or the gas from smoke stacks.

Both of the above conditions can form very rapidly and are only a few feet thick (usually no more than 50 feet) and may be associated with clear en route weather. A careful check of the forecast, weather, and cautious preflight planning for alternate courses of action should always be accomplished.

## LANDING

A landing surface can be very treacherous in cold weather operations. In addition, caution is advised regarding other hazards such as snow banks on the sides of the runways and poorly marked runways. Advance information about the current conditions of the runway surface should be obtained. If it is not readily available, take the time to circle the field before landing to look for drifts or other obstacles. Be aware that tracks in the snow on a runway do not ensure safe landing conditions. Often snowmobiles will use runway areas and give a pilot the illusion that aircraft have used the airport and the snow is not deep.

Ski Wheels -- Ski wheel combinations are popular and very convenient; however, forgetting to use the landing gear appropriate to the runway surface can be embarrassing.

Skis -- In level flight, skis due to their relatively dirty profile will cut cruising speed to some extent. In addition to some loss of aerodynamic efficiency, skis have other disadvantages. They require more care in operating because bare spots must be avoided to keep from wearing the bottom coating of the skis, although the bottom coating must be renewed on some skis periodically. There is now on the market an antifriction tape which is very useful for this purpose. Skis equipped with the antifriction coating do not freeze to the surface like those which expose bare metal to the snow. Another method of keeping skis from freezing to the snow is to taxi the aircraft up onto poles placed across and under the skis. This prevents them from touching the snow for most of their length.

Extra care in use of skis during takeoff and landing is also recommended. Rutted snow and ice can cause loss of ground control, even failure of skis or landing gear parts. Deep powder snow can adversely affect ski operation. Prolonged takeoff runs in deep powder are expected and it may be deep enough that no takeoff is possible under existing conditions. In this case, experienced operators pack a takeoff path with snow shoes or taxi back and forth until an adequately packed runway is available.

## POST FLIGHT

The following are a few items to consider before leaving the aircraft after the flight:

1. As soon as possible fill the tanks with the proper grade of clean aviation fuel, even if the aircraft is going into a heated hangar.

2. If the aircraft is to be left outside, put on engine covers and pitot covers.
3. If the weather forecast is for snow or "clear and colder," put on rotor or wing covers and save yourself from a snow or frost removal job in the morning.
4. Control locks or tied controls are suggested if the aircraft is left outside, and there is a chance of high wind conditions. Tie downs are, of course, also suggested in high winds.
5. If the aircraft is equipped with an oil dilution system, consider the advisability of dilution of the engine oil. If it is decided to dilute, manufacturer's recommendations should be carefully followed commensurate with the temperature expected.
6. During engine shutdown, a good practice is to turn off the fuel and run the carburetor dry. This lessens the fire hazard during preheat the next morning.

### **Highlights from November Board Meeting**

Highlights of Board Meeting -- 11/06/2002

TFC Board Members and club members present were: Roger Nordmeyer, Fred Carvajal, Bob Moran, Rick Still, Doug Darlington, Bill Moore, Art Jones, Dick Sandlin, Keith Gutierrez, and Calvin Coffey.

Operations: 733NB is back on-line after TBO engine overhaul; has GPS S/W problem that should be corrected with 11/28 update. Mooney has Positive Control (PC) inop and shimmy in nose wheel; investigate and fix, as necessary before sale. Fleet flew approximately 150 hours last month. Art has lead to sell Mooney ASAP with help from Mark Seglem. A great deal of discussion was also given to what and how to deal with 150TM problem. It too is coming up on TBO and we currently do not have money to overhaul. Numerous suggestions were made but we agreed that we needed to analyze the situation unemotionally. Decision was postponed until at least December meeting because it is still ~90 hours from TBO.

Controller: Have contacted lawyer regarding delinquent account collection, however, his fee was too high; pursuing other attorneys. Still trying to get accurate 30-60-90 day delinquent list generated and certified letters be sent, as necessary.

Communications: On-line scheduler is approved and underway with initial set-up, familiarization, and testing to be done this month. Board encouraged cut-over as early as possible.

Treasurer: Still working crossover to new accounting system and reconciling accounts; effort progressing well. Hopefully, we will be able to send out both old and new statements this month.

Membership report: Currently 190 active members.

Fleet Team: Mooney is back; team re-established to get it sold ASAP and start looking at replacement candidates.

Other discussion items: Feedback to board members on 2003 budget presentation to Texins. Request to sponsor

Explorer group interested in aviation. Additional cost cutting measures such as telephone(s) [after scheduling system cut-over], hangar office proposal, tie-downs,.....

Adjourned 2110

### **WELCOME NEW MEMBERS!**

**Byron McDaniel**

**Brandon Leung**

### ***TFC Fleet Maintenance November '02***

Fleet Maintenance - 11/01/02 through 11/30/02

#### **6368K**

11/14/02 New seat belt installed.

11/22/02 Loaner transponder installed. Ours in the shop.

#### **7929U**

11/13/02 New right main tire installed.

11/13/02 Nav calibrated.

11/18/02 Oil changed.

11/20/02 Flaps are not deployable.

#### **150TM**

11/17/02 Intermittent electrical short found.

11/22/02 Grounded for charging problem.

#### **733NB**

11/22/02 Landing and taxi lights disconnected.

11/21/02 Oil changed

11/30/02 Nav#1 reported out.

#### **737TY**

11/06/02 Radio returned to factory, loaner installed.

11/13/02 New left main tire and oil change.

11/20/02 New Battery

11/22/02 New alternator installed.

#### **7508J**

11/11/02 New mike on order.

11/16/02 New key for luggage door.

#### **5363Q**

11/10/02- Nose wheel yoke shimmed.

11/11/02- Grounded for charging problem.

11/12/02 - Alternator belt tightened.

11/16/02 - Grounded for charging problem.

### ***TFC Fleet Statistics (Q3 '02)***

Tail No.	Hours							YTD
	Q1	Q2	Jul	Aug	Sep	Q3		
6368K	48.2	66.3	24.8	14.8	18.3	57.9	172.4	
7929U	80.2	71.9	36.9	43.1	22.7	102.7	254.8	
150TM	73.7	67.2	24.2	37.5	38.2	99.9	240.8	
737TY	102.7	102.5	0	41.7	49.2	90.9	296.1	
733NB	76.5	104.2	74.4	54.7	0	129.1	309.8	
7508J	53.6	65.2	11	19.1	9.5	39.6	158.4	
5363Q	25.5	24.0	0	0	1.7	1.7	51.2	

### ***TFC Fleet Statistics (Q4 '02)***

Tail No.	Hours							YTD
	Q1	Q2	Q3	Oct	Nov	Dec		
6368K	48.2	66.3	57.9	23.8	38.1		234.3	
7929U	80.2	71.9	102.7	22.7	44.0		321.5	
150TM	73.7	67.2	99.9	14.9	28.0		299.7	
737TY	102.7	102.5	90.9	28.1	28.8		353.0	
733NB	76.5	104.2	129.1	22.0	22.1		353.9	
7508J	53.6	65.2	39.6	30.2	26.7		215.3	
5363Q	25.5	24.0	1.7	8.9	4.0		64.1	

## Upcoming Regional Events

### **December 7 Midland, Texas**

"Subchasers" A Remembrance of War Seminar Series at the American Airpower Heritage Museum. 2pm. Tami 915-563-1000.

### **Dec 27 - 29 Gulfport, MS**

Gulfport-Biloxo Regional (GPT). Carolina Aero Club December Fly-In. Founded in 1928, the Carolina Aero Club is the oldest social flying club in the US. CAC hosts monthly Fly-Ins on the East coast and publishes a monthly newsletters to its membership.

### **January 2 - 10 Mexico and Central America**

South of the Border. Baja Bush Pilots Central America Adventure. Join the Baja Bush Pilots on the "Central America 2003" Adventure. Mexico, Guatemala, Honduras, Costa Rica, and Panama. Each location has exciting things to see and do! Visit the Baja bush web page for additional information and trips. . Contact Jack or Erik McCormick, 480/730-3250

### **January 14 - 19 South of the U.S. Border, Mexico, Honduras and Guatemala**

Baja Bush Pilot, Bonanza Society Central America trip. The Baja Bush Pilots will be hosting the Rocky Mountain Bonanza society in a private trip to Mexico, Honduras and Guatemala. Your club can schedule a private trip, contact the Baja Bush Pilots for more information. . Contact Jack McCormick, 480/730-3250

### **January 18 Marshfield, WI. Marshfield Municipal Airport (MFI)**

Ski-Plane/Wheel Plane Fly-in and Chili Feed. Ski plane fly-in -- wheel planes welcome. Packed snow runways. Dave's famous chili. 10:00AM - 3:00 PM. Contact Dave LeVoy, 715/687-4120

### **February 11 - 16 Geelong, Victoria, Australia. Avalon Airport**

Australian International Airshow 2003. Celebrating the centenary of flight, this airshow will be the most spectacular aviation event ever staged in Australia.

### **February 21 - 24 Baja, California to Mexico**

Baja Bush Pilot, Whales 2003 Trip # 1. Join the Baja Bush Pilots for "Whales 2003" with over 100 aircraft and 300 Baja Bush Pilot members for a experience you will not forget. Get up close and personal with a whale, and have a great taco south of the boarder! Visit the BBP web page for further details. Contact Baja Bush Pilots Whales 2003, 480/730-3250

### **February 28 - March 3 Baja California, Mexico**

Baja Bush Pilot, Whales 2003 . Join the Baja Bush Pilots for "Whales 2003" with over 100 aircraft and 300 Baja Bush Pilot members for a experience you will not forget. Get up close and personal with a whale, and have a great taco south of the boarder! Visit the BBP web page for further. Contact Baja Bush Pilots Whales 2003, 480/730-3250

### **April 28 - 30 Dallas, TX**

Gaylord Opryland Resort & Convention Center. AEA's 49th Annual Trade Show. The meeting will feature timely business topics as well as an exhibit area offering the latest technology. Call for more information. Contact Tracy West, 816/373-6565 or Fax: 816/478-3100

### **April 2-8 Lakeland, Florida [Sun 'N Fun 2003](#),**

### **July 29-August 4 Oshkosh, Wisconsin [AirVenture 2003](#)**

## TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
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Controller	Dick Sandlin	(972) 979-0439	(214) 350-6426	d_sandlin@email.com
Treasurer	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

## TEXINS FLYING CLUB INSTRUCTORS

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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:** Inputs are encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Rick Still, email [r-still@raytheon.com](mailto:r-still@raytheon.com)

## TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$50.00
6368K	Cessna	150M Commuter	\$50.00
7929U	Cessna	150M Commuter	\$50.00
733NB	Cessna	172N(180) Superhawk	\$75.00
737TY	Cessna	172N Skyhawk	\$70.00
7508J	Piper	PA-28R-180 Arrow	\$85.00
5636Q	Mooney	M20E	\$85.00

- Detailed aircraft features are listed in Club Handbook
- Monthly Dues: \$35.00 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
- All flights 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) 562-4214
WingsPoint @ TKI	(972) 562-5555
Monarch Air @ TKI	(972) 562-0717

### General

DUAT	(800) 345-3828 <a href="http://www.duat.com">www.duat.com</a> <a href="http://www.duats.com">www.duats.com</a>
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
DE: Richard Caldwell	(972) 885-4911
DE: Kendall Haley	(940) 321-2849
DE: Carol Walker	(214) 948-0440
Email:	<a href="mailto:WalkerCL@aol.com">WalkerCL@aol.com</a>
FAA Medical: Gabriel Fried	(972) 361-0155

## 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>
Email 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>
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