



FLIGHTLINES

Newsletter of the Texins Flying Club

December, 1998

CALENDAR OF EVENTS

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

14 November (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am. **Club Officer election today!**

6 December (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal.

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Calvin Coffey	Seawings II	9/05/98	
Ted Bernhard	PPSEL	10/08/98	Bruce Miller
Brad Rodeffer	1 st Solo	10/10/98	Jim Lewis
Jim Lewis	1 st Solo Student	10/10/98	

Highlights from Board and Membership Meeting

The TFC Board met on 10/7/98 and the general membership meeting was held on 10/10/98. First we need to apologize for not ensuring that there was a reminder e-mail sent for the membership meeting. In the future I have asked my Outlook calendar to remind me to send this notice. You can also always plan on there being a membership meeting every second Saturday of every month. Now to the highlights.

We discussed the up-coming November elections. See the related article. Submit your nominations for these positions by sending an e-mail to tflyboard@list.ti.com.

The re-key effort is progressing with about 60 members that have secured new keys. Remember that to get your new lock-box key you need to talk to Art Jones or one of the flight instructors and show proof of a current medical, your pilots license and logbook entries that show a current BFR and club annual flight review.

Ash and Bill then reviewed the TFC Texins Association financial plan with the board. The plan was based upon membership total of 233 to 237 members. The 1999 plan calls for an average monthly income of \$15,588 with an estimated carry-over from 1998 of \$40,803. The estimated average monthly expense is \$15,841. Leaving

Valid: 4-Nov-98

\$40,803 to carry-over into 2000. Proposed capital purchases are: KX-155 for the Mooney, \$5,000, May-99; Additional GFS units, \$20,000, Jun-99; Refurbish N733NB Interior, \$5,000, August-99; and Non-complex XC airplane, \$65,000, September-00. This plan was approved for submission to Texins.

The Project MOU was discussed. It was decided that simply continuing the MOU it not in the clubs best interests. The board felt that the project got a great deal of value from the last agreement with the club getting very little during the agreement. The value to the club is that we now have an airplane that we might not have otherwise been able to purchase. We need to ensure that the membership has access to our complex XC airplanes. Entering into an agreement similar to the past MOU would not meet that goal. The board does have a proposal to make to the project. Ash will flesh this proposal out.

The basic proposal idea is given a \$70,000 payment from the project and then a \$100/tach hr usage rate, the club would be will grant the project access to the Arrow and N733NB with much the same rights as they had in the previous MOU. The club would then use the \$70,000 to purchase another complex XC airplane and continue to maintain, insure and management the Arrow. The club membership would have normal access to the new airplane and access to the Arrow when the project was not using it. All of this is yet to be worked out in detail and with the recent announced closing of the Raytheon Lewisville site that adds more uncertainty to the outcome of this agreement.

The Club Revitalization project was discussed. This is an effort by the board to get our members more involved in the operation of the club and for the board to become more informed as to the wants of the membership. The final goal is improving our club and making is even more valuable to our membership. The first part of this effort is to create a survey to poll the membership by asking questions about what specific changes might be wanted. Some questions are:

Would members be willing to share and help with some of the roles and duties of the club officers?

What are some of the good things that the club already does or provides?

Gary Ackerman agreed to collect suggested questions from the board and create the survey. Then take the approved list and telephone contact at least 100 members to get their input.

The next discussion was about our maintenance procedures and policies. The maintenance officer positions are always very tough and challenging jobs. Anyone that has owned an airplane or worked in one of these roles knows that "stuff happens". Maintenance on airplanes is rarely simple and managing a fleet is even more complex. With all of that said we discussed the problems and concerns the membership and we have with maintaining our airplanes. The situation with the Mooney has caused everyone, membership and board members, concern. There were a number of problems with the Mooney that surfaced one by one causing delay after delay. There is also a concern that Walkowicz has become overloaded with the amount of work that we need to have done. We are also concerned that we do not see more priority or effort put into getting the Mooney completed. All of this has led us to take a couple of actions.

One, Art Jones has been doing the 100-Hour inspections as they come due instead sending these to Walkowicz. We have also let Walkowicz know this. Telling him that we need his efforts to go toward getting the Mooney repairs completed. It is believed that only about 5 days of effort is required to complete the Mooney.

Other points that were brought up are that we have worked with Walkowicz for over 20 years and they have saved us money on many repairs over the years. Their quality has been very good. But we are beginning to wonder if they are dedicated to providing us with good turn-around time that we need and they are difficult to "deal" with. We have also tried to have the Arrow serviced at another location. We were not happy with this. The costs were high and the quality of the work was not to the standard that we expect.

The board has a desire to develop another maintenance source. We believe that it is good to have the same airplane maintained by the same shop over an extended period of time. This is one of the benefits of staying with Walkowicz for such a long time. It was agreed that we would take the Arrow and the Mooney to Mark Ardizzone at Aero Country in the future. The Arrow was at Walkowicz for an annual. After this annual, we will use Mark Ardizzone for the complex XC airplanes and will continue to use Walkowicz for the trainer fleet.

In hindsight, we probably should have taken the Mooney to a major repair shop. But, we thought the repair was a simple wing tip/wing repair. The addition of the stub spar corrosion problem turned this repair into a much more major effort. We also agreed that any future non-overhaul major repairs will be taken to major shops with larger staffs such as the facility that repaired the Warrior. They appear to have done a very good job with a quick turn-around.

Controller's report

The average hours flown by all club airplanes has been about 330 hours/month, the last month number of hours were 239 hours. The number of different members flying club airplanes was averaging about 130 members, for last month the number was 135 members.

Membership VP's Report

13 new members from VFR ground school have now joined the flying club and Art reports that all of these people want instructors. Most have already been assigned CFIs.

Treasurer's Report

Approximate numbers are \$22k income, \$26k expenses with a balance of \$39k. →

No Obstacle is to great

By Mike Baulch, Texins Flying Club CFI

In December 1996 I began teaching a brand new student the art of flying an airplane. The student's name is Kent Selander, a young engineer from Purdue, who was and is still full of pep and vitality. About five months later he had progressed to the point of being ready to take his Private Pilot Flight test. I signed his recommendation and scheduled a flight test with Mr. Caldwell in Sulpher Springs. The day of his flight test came and it was raining so he and Mr. Caldwell agreed to postpone the flight test about two weeks. In the meantime he decided to go to Indiana for the Indy 500 event. While there one of his buddies came in his Cherokee 140 and they decided to go for a ride in his airplane. On takeoff something happened and they crashed and the aircraft was engulfed in flames. Kent was burned pretty bad and spent the next couple of months in intensive care at a hospital in Indiana. The next year was spent recovering from the burns. In May 1998 he gave me a call and said he wanted to complete his training. On October 19, 1998, Mr. Kent Selander received his PRIVATE PILOT CERTIFICATE from Mr. Caldwell.

In my opinion it takes a big man to overcome these obstacles and continue on and get his pilot's certificate. Congratulations to Kent Selander. →

There is a New EAA Chapter in Town!

EAA chapter #1246 has been formed. This chapter invites all interested in aviation (not only home builders) to meet on the 2nd Thursday of each month at the Dynamco Plant (1/4mi W of TKI on S side of Industrial Blvd) at 7pm. This group is mostly interested in excuses to go flying (hamburger runs, fly-ins, learning about airplane ownership, maintenance, social events, etc.) For more information, contact Tom Ferraro 972-542-4131. →

Maintenance Sqwalks!

Excerpted from "Bombardier Aerospace Globe" No. 4, Aug/Sep 1997. A newsletter put out by Bombardier.

I know that you have probably seen most all of these before. But in light of some of our recent maintenance problems I thought it would be fun to take a light-hearted look at some of the problems that we don't have! Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews.

Problem: "Left inside main tire almost needs replacement."

Solution: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."

Solution: "Autoland not installed on this aircraft."

Problem #1: "#2 Propeller seeping prop fluid."

Solution #1: "#2 Propeller seepage normal."

Problem #2: "#1, #3, and #4 propellers lack normal seepage."

Problem: "The autopilot doesn't."

Signed off: "IT DOES NOW."

Problem: "Something loose in cockpit."

Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."

Solution: "Evidence removed."

Problem: "DME volume unbelievably loud."

Solution: "Volume set to more believable level."

Problem: "Dead bugs on windshield."

Solution: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."

Solution: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."

Solution: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Solution: "That's what they're there for."

Problem: "Number three engine missing."

Solution: "Engine found on right wing after brief search."

→

Volunteers Needed to Assist TFC Maintenance Officers

By Don S. Essenpreis

Would you like to help out your club and learn a little more about the aircraft you fly? Your TFC Maintenance Officers are looking for volunteers who could occasionally assist with our club aircraft.

Valid: 4-Nov-98

If you would be interested in learning about oil changes, how to change landing & NAV lights and helping with aircraft washing & general clean up, we're looking for you.

Please contact Don Essenpreis at (972)-575-4905 or e-mail esse@ti.com to add your name to our volunteer call list. →

Just one more thing for us to worry about!

from AVweb's NewsWire

PILOTS CAUTIONED ABOUT VIAGRA USE...

The "eight hours from bottle to throttle" rule got a bit of company last week when media attention focused on an article in the Fall edition of The Federal Air Surgeon's Medical Bulletin. The author, U.S. Air Force doctor Donato J. Borrillo, M.D., recommends that male pilots should wait at least six hours after taking the anti-impotency drug Viagra before flying. The article suggested to AMEs that taking Viagra in the hours before flight could possibly lead to certain "problems." Borrillo warns that there is a slim possibility that use of Viagra can impair color vision. That, in turn, he surmised, could lead to a reduced ability to distinguish between the common instrument display and taxiway light colors.

...POTENCY PILLS A PERIL?

In what some wags have dubbed the "six hours from gear up to gear up rule" or "six hours from coming to going rule," the article then recommends that flight docs tell pilots about the possible side effects and urge abstinence in taking the drug less than six hours prior to a flight. Borrillo warns that otherwise, "Full attention to the instrument scan and task at hand may be compromised." AVweb's free medical advice includes no solo simulator flights in the hours preceding the real thing, and attention should be focused on the instruments, not the stick. →

Fleet Usage Statistics

	Hours	Member	Total
Month	Flown	Flights	Flights
April	337.2	156	286
May	346.2	134	251
June	274.3	137	237
July	319.2	126	270
August	217.9	125	256
September	203.6	123	174

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight is the number of different members that I flown at least once during the month. The Total Flights is the total number of flight log entries for the month. Our hope is that reporting these will give you a better idea of how your club airplanes are being utilized. →

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Ash Collins	(972) 462-2482	(972) 418-5133	abc3@ti.com
Ops VP	Ed Beaver	(972) 597-9732	(972) 924-2784	ebeaver@worldnet.att.net
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X-C Maint	Micah Koons	(972) 952-5306	(972) 509-5773	mkoons@ti.com
Mbrshp VP	Harvey Davis	(972) 995-7265	(903) 989-2924	h-davis2@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Harold Morgan	(972) 462-5869	(972) 495-0220	HMOR@ti.com
Controller	Bill Moore	(972) 995-2438	(972) 270-1769	b-moore1@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Jim Burrows	(972) 462-2620	(940) 321-6180	j-burrows1@ti.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	T	C	M	S	C	A	Office Phone	Home Phone	Email
	i	F	E	S	E	A			
	e	l	n	S	E	A			
	r	v	I	I	T	P			
Mike Baulch	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 952-6093	843-2208	mbfi@ti.com
Chuck Chase	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 575-2070	867-0624	cwc@ti.com
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Gerhard Deffner	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	644-9351	gdefner@aol.com
Mike Hance	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 640-5225	346-3346	mwhance@juno.com
Jim Evans	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	--N/A--	(972) 390-9950	--N/A--
Art Jones	R	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 952-2817		jlewis@ti.com
Richard Klein	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 344-3356	424-2307	r-klein1@ti.com
Bruce Miller	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	390-3147 390-3266	681-2974	BNiedwieck@aol.com
Brian S. O'Neill	Y	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 952-2971	(972) 562-4241	ofly@ti.com
Betsy Parrott	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	(972) 874-1466	pistola52@aol.com
Sherman Ratliff	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 575-6598	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(972) 517-1647	(972) 517-1647	stephens6@aol.com

Tier - Employed by TI; **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. PC Drop **PVPB**, email saughinbaugh@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172 (145)	Skyhawk	\$49.00
N7404A	Cessna	172 (145)	Skyhawk	\$46.50
N8142H	Piper	PA-28-161	Warrior	\$52.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$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) 995-8333
 Aircraft & Sim Scheduling (972) 562-8359 (562-TFLY)
 TKI ASOS land line (972) 972-542-9659
 TKI Control Tower (972) 562-6651
 Airport Manager (972) 238-0091 ext. 202
 ExecAir at McKinney (972) 562-5555
 Monarch Air (TKI) (972) 562-0717
 TI/Arrow: Laurie Skalenda; (972) 575-7555 p598-4346
 Mark Schultzy, N45023 Owner (972) 494-9488
 Garry Ackerman, N8142H Owner (972) 867-8713
 Liam Gartside, N7404A & N5682T Owner (214)-792-7980

General

DUAT (800) 245-3828
 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

TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
News Group	ti.rec.aviation
Documentation	USADA10 \\cna0840436a\tfc\op-regs\TFC-REGS.doc
TFC Board Email	tflyboard@list.ti.com

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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