



FLIGHTLINES

Newsletter of the Texins Flying Club

December, 1999

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Alan Flewitt	1 st Solo	8/24/99	Bryan O'Neill
Mike Mize	PPSEL	10/12/99	Calvin Coffey
Calvin Coffey	SeaWings III	10/24/99	Danny Duggan
Calvin Coffey	MEI	10/26/99	Chuck Chase
Tod Williams	PPSEL	11/3/99	Dick Stephens

Highlights from November Board Meeting

No board meeting this month. →

Blue Bell Ice Cream by Air!

By Calvin Coffey

On November 1st I flew the Baron with a friend to Brenham, TX to sample some Blue Bell ice cream at its source. The Baron performed well with a tail wind on the way down giving us a ground speed of 221 knots! Of course we only got 160 knots on the way home. Here are the details about Brenham Municipal Airport (11R):

Bluebonnet Aviation (FBO) (409) 836-5462

1 courtesy car - call ahead to reserve.

The owner of the FBO, Billy Barnes, gave us a ride to Blue Bell Creamery (about 5mi away). 100LL was \$2.06/gallon.

Once at the Blue Bell Creamery, Prentis Webb (a college student) gave us the 40-minute tour of the creamery. It starts with a cute 7-minute movie presentation, and the walking tour around the production lines of ice cream and novelty foods. It follows with a complimentary cup of ice cream in an old fashioned looking soda shop. There is a gift shop as well for all those Blue Bell apparel needs.

Brenham, TX is a nice small German town NE of Houston, and is very proud of their small town atmosphere and heritage. It is an excellent place in the spring to see all kinds of Texas Wild Flowers. There are many bed-n-breakfast places available and antique stores. Check with the Brenham Chamber of Commerce at 1-800-225-3695 for more information.

Blue Bell Creameries web address is: <http://www.bluebell.com> and can also be contacted at 800-327-8135 or 409-830-2197. The Brenham Creamery Company opened its doors on August 26, 1907. By 1911 they were producing ice cream at a staggering rate of 1-2 gallons per day. That's where the motto "We eat all we can and sell the rest" came from. They changed names in 1930 to Blue Bell Creameries after one of the beautiful wildflowers that grow wild in the area. Tours are at 10 and 11am, 1, 1:30, 2 and 2:30pm. \$2.50 adults, \$2.00 55+ & kids 6+, free < 6yrs old. →

AirVenture '99 – The Trip Home

By Steve Aughinbaugh

We had decided to leave for home on Sunday. The airshows on the weekend are always a bit better, but there are also quite a few more people there watching them as well. We enjoyed the expanded airshow on Saturday. It ended with a Harrier Jump-jet demonstration. This was the first time that Cindy has seen a Harrier and it is an impressive sight to see something that big lift straight up off the concrete, hover and then streak off to the horizon at a high speed. It is almost alien. Needless to say, but my humble 180 HP airplane takes off a bit more conventionally.

We loaded the airplane up early Sunday morning. On the way back there were only three of us since Sallye had left using American Airlines on Friday. It was a good thing because somehow we ended up having the extra stuff that we collected occupying the seat that Sallye had used on the way to Oshkosh. The departure from OSH is normal except for two things. One is that you line up on the runway on either the left or right side with another airplane beside you. The procedure is that the controller will release one of you and then the other one after they are about 500 feet ahead. In my case they released the airplane to my left first and then I followed them into the sky. Which is the second difference. You are only allowed to climb to 1300 feet (about 500 feet above the ground) until you are clear of the OSH airspace or about

5 miles out. This is so that you avoid the incoming traffic at 1800 and 2300 feet.

As we lifted-off at 9 AM, Cindy took pictures of the EAA convention grounds off our left wing. We were looking out over a sea of airplanes and people. From Oshkosh we headed southeast. Yes, I know Texas would be southwest, but we wanted to do some sightseeing of the Lake Michigan coastline and the skyline of Chicago on the way home. When you are this far from home (about 900 statute miles) deviations like this do not add much to the total distance or time. In this case it only added about 75 miles and another 30 minutes to the more direct seven-hour route.

We approached Lake Michigan just north of Milwaukee, WI. Mike contacted Milwaukee approach and asked them for permission to cross their airspace on the east side over the lake. At first he was concerned that we might want to stay in close to the shore and that we would be in the path for the airliners landing at General Mitchell International airport. Mike assured him that we would be willing to go out over the lake far enough that we would not be a concern. The controller agreed and gave us a heading and transponder code to enter his airspace. It was an almost perfectly clear day and we could see all of the city and the people on the beachfront. The controller called back and said that he would not take us out far. About 3 miles out he turned us parallel to the shore just as we were coming up on a large group of sailboats. There must have been 50 or 60 sailboats bobbing and skimming across the lake below us. We were just over 500 feet above the water so we had a great view.

Soon we were leaving the Milwaukee airspace. We thanked the controller for his help and continued on toward Chicago at 500 feet and about a half mile off the shoreline. At this point we could begin to see the Chicago skyline come into view in the distance. On the shore north of Chicago there are some beautiful and large homes and estates. As we approached Chicago we stayed below the class B airspace. Mike entered the Meigs Field tower frequency and we began to hear the traffic and controller. Soon we could see Navy Pier as we were beginning to pass downtown with the John Hancock and Sears towers over the right wing. It is interesting to be flying and still looking up at buildings. I guess that is why they are called skyscrapers. These certainly are tall enough to be in clouds on some days. The buildings of downtown Chicago and its streets create the appearance of mountains and valleys and in their own way they have their own beauty. I still prefer the more natural mountains and valleys to these man-made ones.

Mike contacted the Meigs tower as we swung out further in the lake to stay clear of Navy Pier and the Meigs airspace. We crossed right over some of the water intakes that the city uses to keep its citizens happy. It takes a lot of water to keep a city the size of Chicago running and Lake Michigan is certainly up to the

challenge. The lake is over 300 miles long and 80 miles at its widest.

After leaving the Chicago area we climbed to 6,500 feet for the 3 remaining hours to our refueling stop at Osage Beach, MO. The flight across Illinois and Missouri was uneventful with only a few clouds as we descended into K15. The most noticeable event was the rising temperature. Even at 6,500 feet we could tell that we were getting closer to the 100+ temperatures of Dallas. At K15 we met a friend of ours. Dan had met and stayed with us at Oshkosh last year and he is a life long friend of Mike's. Dan lives on the Lake of the Ozarks in central Missouri. Dan and his brother have homes that are side by side on one of the many fingers of this very large lake. We flew over part of it as we were approaching K15. The shoreline of Lake of the Ozarks is, incredibly, greater than 1,150 miles, more than the coastline of the entire state of California! This area offers a great many activities for the residents as well as tourist. If you are interested in more information see: <http://www.odd.net/ozarks>.

Today we were here to visit Dan and his wife. We landed at 1:00 PM, 4.0 hours after leaving OSH. Dan was waiting for us and in fact was just turning into the airport as we were entering the pattern. Dan noted how nice the flashing tips lights looked. I am sure that he said that just to see if it would generate a big smile from me. It did. Dan had recently purchased a Mooney 201 that he keeps at another airport that is 10 minutes further south. Dan updated us on his new airplane while we drove to his home. We met Dan's wife there and jumped in the boat for a 10-minute trip to a lakeside restaurant. The lake breeze was refreshing and relaxing.

After a nice lunch and visit, it was back to the airport for the last leg of the trip. We left Osage Beach at 4:25 PM for the last 355 miles. Our route took us right over Springfield, MO and Fayetteville, AR. Near McAlester, OK we climbed to 8,500 feet to get to some less humid and cooler air. We also ended up with lower headwinds at that altitude. There was a hazy layer at 6,500 generating the higher humidity. As we neared the Red River, we could see the normal afternoon scattered thunderstorms that dot the horizon this time of the year in Texas. They were not a factor for us. Just south of the Red River we began our descent to Aero Country and the 103-degree heat.

Mike announced our intention to approach straight in on a 3-mile final to 17 at TX05. We kept a sharp eye out for other traffic but Aero Country was not nearly as busy as OSH! At 7:45 PM we taxied to my hanger and shutdown. Not a bad trip all in all. We were all tired but glad that we had made the trip. As the three of us unpacked N642RJ we began discussing plans for Airventure '00 next year! If you ever get the chance, go to EAA's big event at Oshkosh, WI. →

TFC Fleet Maintenance Report

For 10/01/99 through 10/31/99

Editors Note: we are going to try to include this section on a monthly basis. With the help of the maintenance officers who pass this information to me, we should be able to keep this going. My thanks go to Don Essenpreis for this month's report. It was a busy month and Don did a great job of documenting it. We believe that this will give the membership a better idea of the types of things that are maintained and therefore some of the things to look out for during your pre-flight walk-around.

6368K:

- 10/02/99 intercom inoperative - reseated wiring connections on intercom.
- 10/08/99 completed 100-hour inspection, required exhaust valve work on one cylinder.
- 10/08/99 replaced landing light.
- 10/14/99 tachometer surging - installed new tachometer cable.
- 10/16/99 oil door hinge broken - installed new hinge on cowling.

Other: rudder pedals to be replaced as soon as practical.

7929U:

- 10/05/99 drained oil and replaced with 5qts 15W50 Aeroshell.
- 10/05/99 replaced landing light.

150TM:

- 10/05/99 drained oil and replaced with 5qts 15W50 Aeroshell.
- 10/05/99 replaced landing light.
- 10/15/99 port strobe inoperative - installed new port side power supply.
- 10/18/99 carb heat inoperative - replaced cable attach bolt.
- 10/20/99 replaced landing light.
- 10/29/99 completed 100-hour inspection; new tire installed left main, new bushings in elevator hinges.

Other: rudder bushings to be replaced at next 100 hour and spark plugs to be replaced as soon as practical.

45023:

- None.

733NB:

- 10/06/99 rebuilt right main brake caliper to correct fluid leak.
- 10/06/99 repaired cracked landing light bracket.
- 10/12/99 replaced landing light.
- 10/12/99 installed new left main tire.
- 10/15/99 installed new pilot side seat stops.
- 10/27/99 completed 100-hour inspection, repaired cracked stringer in right wing.

Other: Cessna service bulletin, cracks at bottom of doorpost, to be repaired at next 100 hour, estimated cost to repair \$1000 - \$1500.

7508J:

- 10/08/99 tachometer inoperative replaced inner and outer cable.
- 10/14/99 #2 COM transmissions unclear - removed, cleaned connectors, reseated.
- 10/26/99 replaced broken wire to pilot PTT.

Other: main gear support bracket to be replaced when parts available. ADF reported intermittent on some frequencies.

5636Q:

- 10/12/99 drained oil and replaced with 7qts 15W50 Aeroshell.
- 10/20/99 #1 NAV/COM display repaired.
- 10/20/99 DME connections re-soldered to correct intermittent operation when slaved to NAV.

Other: #2 COM removed and sent to factory to correct transmission problems. ADF reported intermittent on some frequencies. The dome/instrument light circuit breaker is popping.

8142H:

- None

Other: Grounded - 100 hour inspection with the following problems reported: intercom inoperative, nose wheel shimmy, #1 NAV CDI jittery with static on audio, port rear cowling fastener is missing. →

Fleet Usage Statistics

	Hours	Member	Total
Month	Flown	Flights	Flights
September	209.6	120.0	172.0
October	191.1	110.0	175.0
November	140.1	91.0	132.0
December	142.6	71.0	112.0
January	161.5	93.0	150.0
February	224.2	109.0	201.0
March	155.1	96.0	155.0
April	175.8	98.0	167.0
May	272.3	125.0	237.0
June	285.7	124.0	251.0
July	278.5	120.0	205.0
August	363.1	127.0	275.0
Average	217.4	107.5	186.6

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 column is the number of different members that have flown at least once during the month. The Total Flights is the total number of flight log entries for the month. →

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) 575-4905	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(972) 398-8477	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Dan Grelinger	(972) 995-1539	(972) 690-7074	dgrelinger@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Bob Moran	(972) 575-2210	(972) 612-1402	rmoran@ti.com
Controller	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly@swbell.net

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	R	✓	✓	✓	✓			None	843-2208	<na>
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓	✓	✓	✓			(972) 315-2216	(972) 315-2216	cfly@airmail.net
Gerhard Deffner	Y			✓	✓	✓		(972) 562-5533	(972) 562-5533	gdeffner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 839-8933	(972) 346-3346	mwhance@juno.com
Jim Evans	R	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
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Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@raytheon.com
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Bob Niedwiecki	N	✓	✓			✓		(972) 390-5210	681-2974	bniedwiecki@home.com
Bryan O'Neill	Y			✓				(972) 205-8993	(972) 562-4241	Bryan_O'Neil@raytheon.com
Betsy Parrott	N	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓	✓					(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

Tier - Employed by TI; **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional gear (taildragger) instructor; **SES** - Single-Engine Sea; **CFI** - 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 **PVPD**, 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
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) 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
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N5682T Owner	(214) 792-7980

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

TFC COMMUNICATIONS & INFO

WWW	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
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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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