



FLIGHTLINES

Newsletter of the Texins Flying Club

February 2004

Calendar of Upcoming Events

February

General Membership Meeting

14 Feb (Saturday)

8:30 AM, Donuts - TKI Conference Room

9:30 AM Meeting

March

TFC Board Meeting

10 March (Wednesday)

6:30 PM - TKI Conference Room.

All members welcome – encouraged to attend

General Membership Meeting

13 March (Saturday)

8:30 AM, Donuts - TKI Conference Room

9:30 AM Meeting

April

TFC Board Meeting

14 April (Wednesday)

6:30 PM - TKI Conference Room.

All members welcome – encouraged to attend

Member's Achievement!

Brian Anderson

Instrument SEL Checkride

14 January 2004

Instructor: Calvin Coffey

F.A.A. Considers Airworthiness Action for Garmin Transponders

A problem with the software for Garmin's GTX 330 and GTX 330D Mode S transponders has prompted the FAA to propose an airworthiness directive (AD). But Garmin told AOPA that it has already sent updated software that fixes the problem to all Garmin Aviation Service Centers. Without Garmin's recently released software version 3.03, the Mode S transponders may not reply to traffic collision avoidance system (TCAS) interrogations from other airborne traffic detection systems. Garmin issued a safety bulletin in mid-2003 and is offering to pay for both the software upgrade and the avionics shop time to do the work. Anyone with affected equipment who has not received the software upgrade should contact Garmin via this URL: <http://www.garmin.com/contactUs/>.



Sport Pilot Rule -- Last Hurdle

Over the holidays the FAA sent the Sport Pilot/Light-Sport Aircraft proposed rule to the White House Office of Management and Budget (OMB), the last step before the FAA can issue the final rule. Within 90 days, OMB has to decide whether the rule would have any negative economic effects. The proposal would enable pilots to fly lightweight, low-performance aircraft with a driver's license in lieu of a medical certificate. "The driver's license medical is a reasonable and safe standard for both sport and recreational flying," said AOPA President Phil Boyer. "Only one-fifth of 1 percent of GA accidents were caused by medical issues, and glider pilots have been flying for years without medical certificates or problems." In its formal comments on the rule, AOPA suggested that the FAA should eventually look at allowing a driver's license instead of a third class medical certificate for private pilots.

New Jersey Background Check Bill Stalls

Feb. 2 — AOPA's message that who may and may not fly in the National Airspace System is the sole domain of the federal government is finally taking hold with New Jersey lawmakers. A concerted blitz by AOPA staff, Eastern Regional Representative Bill Leavens, AOPA Airport Support Network volunteers, and AOPA members has convinced lawmakers to put off action on a bill to require pilot background checks.



Military Proposal Would Endanger General Aviation Pilots

The Marine Corps has filed paperwork for two proposed military operations areas (MOAs) that, if established, would compress general aviation flights near North Carolina's Outer Banks into an area that the military considers unsafe for its own pilots. The military seeks to create the Core and Mattamuskeet MOAs, which would extend from 3,000 feet to 17,999 feet msl. The airspace below 3,000 feet is a known bird-strike area. In addition, the proposed Core MOA, which overlies much of the Cape Lookout National Seashore, either forces GA aircraft into Class A airspace or compresses both northeast- and southwest-bound traffic into a 1,000-foot-high corridor below the MOA floor. The Marine Corps has yet to submit its formal request to establish the MOAs. Once it does, the FAA will have the final authority after reviewing public comment.

Remember to Give Your Engine Some T.L.C for Valentines

Aircraft engines are sensitive creatures. The engines in most general aviation training aircraft are air cooled—a design that works well during normal cruise flight but requires careful pilot oversight at other times. Chapter 2 of the *Pilot's Handbook of Aeronautical Knowledge* has a good discussion of engines and their cooling systems.



Be wary of overheating during extensive ground holding or taxiing, or during maximum-performance climbs, when the combination of high power and relatively low

airspeed reduces airflow over the cylinders. In a long descent, or during traffic-pattern work in cold weather, reduce power gradually to avoid shock cooling the engine. "Shock or sudden cooling can lead to expensive problems," writes Mark Twombly in the "Continuing Ed" column from the January 2000 *AOPA Flight Training*.

In cruise flight, improper engine management or an emerging engine problem may reveal itself as abnormal engine temperature. But how is the pilot to know? In many airplanes, the only clue you may see on the instrument panel is a high oil-temperature reading. This is an indirect and "delayed" indication. Other aircraft may have more sophisticated engine-temperature monitoring capabilities. One system employs a gauge linked to a cylinder-head temperature probe. Twombly explains that system in "What It Looks Like" in the March 2003 *AOPA Flight Training*.

There are also systems available that help pilots to deal with the effects of temperature extremes. Cowl flaps allow pilots to adjust airflow through the engine compartment to raise or lower engine temperature. They are described in "What It Looks Like" in the April 2001 *AOPA Flight Training*. In cold climates winterization devices are often installed on aircraft. "Winterization kits, also called 'winter fronts,' are installed to maintain cylinder head temperatures and oil temperatures. On some airplanes these kits also add a restrictor plate to the carburetor air intake to compensate for the dense, cold winter air," explains Steven W. Ells in the December 2000 *AOPA Pilot*.

It isn't necessary for every pilot to be an aircraft mechanic. But every bit of knowledge you gain about what makes your aircraft tick will help you fly more efficiently and more safely.

A Bold Experiment Is Called to Retire



McKinney Airport was visited by the last of its breed last month. The Beech Starships are being permanently grounded. Beech and Raytheon can no longer maintain production lines to manufacture spare parts for these unique aircraft. One will be displayed in the Smithsonian Air and Space Museum collection. The rest will be dismantled.

Training Matters



The Purpose of Unusual Attitude Training

The FAA's Private Pilot Practical Test Standards decree that during the checkride, a private pilot applicant must demonstrate six tasks concerned with flight solely by reference to instruments. Four cover basic maneuvers, and one deals with communications—all critical if a non-instrument-rated pilot is to survive an inadvertent encounter with instrument meteorological conditions. But it is when learning the remaining task, "recovery from unusual flight attitudes," that a student pilot discovers how quickly losing outside references can lead to losing aircraft control.

Flight instructors often introduce this lesson by having the student look down at the floor of the aircraft (to obscure the view outside) and sit through a series of maneuvers. At various times the student may be asked to say whether he or she senses a climb, descent, level flight, or a turn. Next the student is instructed to look back up at the instrument panel, interpret the indications, and "recover" the aircraft to stabilized straight-and-level flight. The Training Tips in the February 8, 2002, edition of this newsletter review the recovery sequences and discuss student pilots' instrument training. Usually the senses betray you during this process. The lesson is that it is imperative to trust your instruments, because responding to other sensory cues usually leads to catastrophic loss of control.

There are other methods of introducing this task, as Richard Hiner writes in the December 1999 "Instructor Report" in *AOPA Flight Training*. His observation: "The students, without exception, expressed shock at how their senses had misled them and how easy it is for the airplane to go out of control when you don't have outside references or instruments."

Ralph Butcher forcefully states the case in *AOPA Flight Training's* August 2003 article "Elementary Instrument Flying." "Remember, student pilot instrument training is for emergency use only. If you want to enhance these skills after you receive your private pilot certificate, enroll in a good instrument training program. Upon completion,

you'll realize the inadequacy of the private pilot certificate's required three hours of instrument flight."

If this realization has not been strongly imprinted on you during your instrument work, ask for a further demonstration—then hone a skill that your safety consciousness will keep you from ever having to use.



The \$200 Landing

TFC Safety Bulletin – February 10, 2003

You just landed 733NB. Not the best landing, but you were able to walk away from it. Yeah, you didn't mean to let the nose-wheel touch first, but heck, it was a tad bumpy on final. Since you were able to taxi back to parking and chain it down, there wasn't any harm done to the plane. Or was there? Did you see the small puddle of fluid near the nose wheel?

You may be surprised to know that later that day, the next pilot scheduled to fly the plane discovered the nose-wheel strut (that's the shiny cylinder in the picture) had collapsed and was surrounded by a large puddle of fluid. Naturally, the aircraft was grounded.

Your "salvaged" landing just cost us \$200 to repair a ruptured O-ring seal. We also lost out on the flight time income from canceled flights. There is no need for this to occur, but it seems to happen with some regularity.

Both of our Cessna 172 aircraft have required replacing the nose strut "O" ring seal during the month of December. Unfortunately, this problem occurs with nauseating regularity many times over the year. This replacement requires approximately 2 to 3 hours of labor plus parts, and we pay about \$200 each time this repair is needed.

So, as a refresher, let's review the basics of landing a tricycle gear airplane. If you have any doubt about your capabilities, get with an instructor. This part of the airplane should not have to be replaced every time you fly.

The Cessna 172 is a tricycle gear airplane. It's designed to be landed on the two main gear wheels first, after

which the nose gear is GENTLY lowered to the ground. Landing the nose gear first or too hard and you could invoke the scariest phrase in a pilot's vocabulary: "Call Art Jones." You could also porpoise, which is a bouncing action, not a tuna's playmate.

Watch Your Speed

According to the Cessna 172 Owners Manual, the airplane is to be landed at 65 to 75 mph (flaps down) or 70 to 80 mph (flaps up). Fly a little faster than that and the airplane will tend to float and resist touching down on the desired landing spot. Fly a little slower and the airplane is uncomfortably close to the stall speed. Controlling your airspeed is perhaps the most important quality for a successful landing.

The descent rate should not be excessive and should not put undue stress on the landing gear. All airplanes do not land with the same attitude nor does the same airplane land the same when the landing with flaps.

Flare At The Proper Height

You must learn to flare the airplane to ensure a soft, safe touchdown. Height is important. When you're approximately 15 feet above the ground, after passing the numbers (the large white numbers painted on the beginning of the runway), you're ready to begin the flare. Raise the nose with a slight and gentle pull on the control wheel. How much of a pull? Once again that's a matter of experience. If you don't know, get with an instructor.

The Nose Gear is Not the Main Gear!

Once the flare has begun, your descent angle will decrease and so will your airspeed. Maintain a slightly nose-up attitude and let the airplane settle onto the runway. This insures the main gear touches first. For your information, the nose-wheel is not considered the main gear. After the main gear is on the ground, gently lower the nose-wheel gently to the ground by slowly releasing back pressure on the control wheel. Never SLAM or PLANT the nose wheel into the Runway.

An Hour Of Dual Won't Hurt

If you have not flown in the past 60 days, an hour of time with an instructor is an excellent investment. If you are no longer current for night flying, consider starting late in the afternoon and continuing on into the evening. A combination of dual pattern work in the daytime, followed by some dual pattern work in the evening, is a great way to end the day and a great investment in your safety and the safety of your passengers.

Bill Moore, TFC Safety Officer

Keith Gutierrez, X-C Maintenance Officer

On A Lighter Note

Flying Blind

One day at a busy airport, the passengers on a commercial airliner are seated, waiting for the cockpit crew to show up so they can get under way. The pilot and copilot finally appear in the rear of the plane, and being walking up to the cockpit through the center aisle. Both appear to be blind. The pilot is using a white cane, bumping into passengers right and left as he stumbles down the aisle, and the copilot is using a guide dog. Both have their eyes covered with sunglasses. At first the passengers do not react; thinking that it must be some sort of practical joke. However, after a few minutes the engines start revving and the airplane starts moving down the runway.

The passengers look at each other with some uneasiness, whispering among themselves and looking desperately to the stewardesses for reassurance. Then the airplane starts accelerating rapidly and people begin panicking.

Some passengers are praying, and as the plane gets closer and closer to the end of the runway, the voices are becoming more and more hysterical. Finally, when the airplane has less than 20 feet of runway left, there is a sudden change in the pitch of the shouts as everyone screams at once, and at the very last moment the airplane lifts off and is airborne.

Up in the cockpit, the copilot breathes a sigh of relief and turns to the pilot. "You know, one of these days the passengers aren't going to scream, and we're gonna get killed!"



January Board Meeting Highlights

Members in attendance -- Roger Nordmeyer, Fred Carvajal, Art Jones, Bob Moran, Bill Moore, Rick Still, Micah Koons, Jack Riley, Calvin Coffey, and Richard Hightower.

Operations (Fred Carvajal) – Continuing to see maintenance items related to nose struts. 733NB - GPS needs to be pushed firmly into tray to get power to come on -- may disengage and loose power at any time and the transmit jack under the primer knob is not active. Will remove it at next 100hr inspection.

Treasurer (Bob Moran) -- We have achieved all the goals we set for 2003. The Texins origination is excited about our financial condition. Expenditure for the upholstery of 7508J “Juliet” have been authorized and we are proceeding to expedite.

Controller (Micah Koons) -- Continue to work on collecting monies from "high-balance" members. Found former member who owes us money is on active duty in the US Army. Will work with him to resolve the debt.

Communications (Richard Hightower) – The February Newsletter is out and on website. The scheduler page will be updated with the new gate code as soon as it is available.

Safety (Bill Moore) -- Nothing to report. Everybody is safe!

Membership (Rick Still) – Seeking current contact information for all members. Also seeking inputs on suggested social activates for the membership to extend the club's function beyond the current training emphasis of TFC.

Cross Country Maintenance (Keith Gutierrez) -- Upholstery for the Arrow's interior has been decided – will discussing with upholsterer if schedule can be “bumped up”.

Other Business / Discussions: Review the salary structures of paid positions. Need to obtain training materials “samples” for upcoming ground school -- decided instructors need to query sources for free samples. Collin County Aviation Coalition asked club to join coalition. Individual members encouraged to join.

TFC Fleet Maintenance January '04

Fleet Maintenance – 01-01-04 through 01-31-04

6368K – In annual inspection (02-04 to 02-06)
01-05-04 Repaired radio and installed
01-12-04 New O-rings in nose strut

7929U
01-20-04 New spark plugs
01-29-04 New throttle pump installed

733NB
01-07-04 Left fuel gage sender rebuilt and installed
01-13-04 Overhauled shimmy damper / shimmed steering torque tubes.
Nose strut O-rings replaced.
50-hour oil change.
01-23-04 AI overhauled / oil temp gauge overhauled

737TY
01-04-04 Spark plugs cleaned / #1 top plug replaced
01-07-04 AI working again
01-12-04 Electrical lug on starter solenoid repaired
01-13-04 New O-rings in fuel primer pump.
New lower hinge pin in pilot's door.
01-16-04 100-hour inspection complete
01-20-04 CDI rebuilt
01-30-04 Magnetic compass serviced

7508J
01-07-04 New strobes installed
01-12-04 Electrical trim cable adjusted / new disk in drag mechanism on order.
01-19-04 Right main gear down bulb replaced

TFC Fleet Statistics (1H '04)

Tail No.	Hours						
	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	80.6	0.0	0.0	0.0	0.0	0.0	80.6
6368K	12.8						12.8
7929U	14.9						14.9
733NB	11.8						11.8
737TY	31.9						31.9
7508J	9.2						9.2

Texins Flying Club Officers

Office	Board Member	Office Phone	Home Phone	Email
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Texins Flying Club Instructors

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Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
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Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick (M) Stephens	*		*				(972) 517-1647	(972) 517-1647	stephens6@speakeasy.net

(M) TFC Member/Instructor **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

Texins Flying Club Aircraft and Rates

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
6368K	Cessna	150M Commuter	\$51.50
7929U	Cessna	150M Commuter	\$51.50
733NB	Cessna	172N(180) Superhawk	\$76.00
737TY	Cessna	172N Skyhawk	\$72.00
7508J	Piper	PA-28R-180 Arrow	\$87.00

* Detailed aircraft features are listed in Club Handbook

* Monthly Dues: \$35.00 for regular members

* Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr

* TFC measures aircraft rental rate using tachometer hour.

* Rate includes cost of fuel

* All non-instructional flights require additional 8.25% tax.

Key Contact Information

McKinney & TFC

Aircraft Scheduling www.texins.org/flyingclub
TKI ASOS Land Line (972) 542-9659
Airport Manager (972) 562-6080 ext 4053
WingsPoint @ TKI (972) 562-5555
Monarch Air @ TKI (972) 562-0717

General

DUAT (800) 345-3828
www.duat.com
www.duats.com

Dallas FSS/FSDO (214) 902-1800
Ft. Worth Center (817) 858-7300 (ZFW ARTCC)
FlightCom, Inc. (800) 432-4342 (Josh Pruzek)
Southwest Soaring (972) 251-5079 Metro
Monarch @ ADS (972) 931-0345
DE: TM Smith (972) 661-8086
DE: Richard Caldwell (972) 885-4911
DE: Kendall Haley (940) 321-2849
DE: Carol Walker (214) 948-0440
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FAA Medical: Gabriel Fried (972) 361-0155

Texins Flying Club Communications & Information

Web home page <http://www.texins.org/flyingclub>

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

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