FLIGHTLINES

Newsletter of the Texins Flying Club

January, 2000

CALENDAR OF EVENTS

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.
2 February (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.
12 February (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Davinia Chism	1st Solo	11/4/99	Mike Hance
Brian Anderson	1st Solo	11/20/99	Sherman Ratliff

Highlights from December Board Meeting

Board members in attendance: Dick Sandlin, Art Jones, Micah Koons, Don Essenpreis, Steve Aughinbaugh, Dan Grelinger, and Cory Stewart

The first board business was the report from the insurance committee.

Texins Association wants us to increase our Aircraft Liability insurance from 1M to 2M. The cost to increase to 2M from Powel (the agent that we have used for many, many years) is $1,600 or 25% more per year. A motion was offerred to make this increase effective. It was seconded and accepted by the board.

Powell has also offered to write CFI Liability insurance to cover upto 12 CFIs in any given month for $500 per year. This was discussed and even though over the past year we have never had more than 10 CFI instruct in any given month, the board felt that it would be better to have the coverage be for 16 CFI and we would also be willing to and like to name the CFIs on the policy. The board directed the insurance committee to contact Powell with this request and get a quote. The concensus of the board is that if the quote is reasonable, then the board will vote to pay for this coverage as an added benefit for our CFIs. This coverage would on be effective while instructing in TFC aircraft.

Powel will also write Board of Directors liability coverage at no additional cost for named board members into the Aircraft Liability policy. Art Jones will get a copy of the Aero Country BoD Policy that the insurance committee can use to help Powell write the BoD clauses into the policy.

Powel is willing to offer members additional renters insurance at very reasonable rates that our members could opt for and pay themselves. He said that he would come to a board or general meeting to present the specifics if we are interested. The board asked the insurance committee to arrange for Powel to come to one of our meetings to make this offer. We will then document the offer on the club web site and the club handbook so members can make informed decisions about purchasing this extra coverage.

The insurance committee also reported that the TFC General ground liability coverage that we have is adequate and requires no changes. This is the insurance that protects the club from claims during club meetings, club picnics or other non-arcraft related activities.

Bob Moran informed the club that after the first of the year he will not have the time to complete the duties and tasks required for the Treasurer. He will be resigning this office as of 1/1/2000. He also stated that he would help to complete the emplimentation of the new accouting system and that he is willing to serve as the Club Controller.

Harold Morgan has stated that he would be willing to run for the Treasurer's office and would resigned as of 1/1/00 so that he could take that office.

The board accepted both resignations and temporarily elected Harold to be replace Bob as Treasurer. The board also temporarily elected Bob to replace Harold as controller effective 1/1/2000.

Per the TFC constitution, after the resignations are effective there will be an election at the next general membership meeting to fill the vacated positions. In this case the election will be held at the January 15, 2000 meeting for Treasurer and Controller. So as of this time nominations are open for Controller and Treasurer. Please send any nominations to tflyboard@list.ti.com If no one is nominated then Harold and Bob will have just switched board position at that point.

We also discussed the amount of time and effort that the Treasurers office requires in order to complete the job

successfully. It takes from 60 to 80 hours per month for the Treasurer to complete all of the required tasks. This includes frequent trips to pick-up tach logs, to Texins for financial reviews and to the post office. The implementation of the new account system may help some, but we also expect to enter more information into the new accounting system so that we can get a handle on the operating expenses of individual aircraft. This additional data entry is expected to offset the time saving of the new system but give us better data to operate the club. It was noted that the current $250 monthly salary for the Treasurer position has been at this level for at least the last 10 years. A motion was made to increase the Treasurers salary to $500/month effective 1/1/2000. It was seconded and accepted pending Texins Association approval.

Per the TFC constitution there shall be a review by the board of Associate Members, Service Members and Family Members of Associate or Service Members membership eligibility at the first board meeting in December. We currently have two Associate members, Dave Pearce and Mike Hance. (It was noted the Joe Corder removed his request for membership.) Mike is a club CFI who also desires to utilize club aircraft for his personal use and Dave is the TKI airport manager whom the club wishes to have a sound ralationship with along with his desire to be involved the general aviation and its continued development and growth at TKI through the flying club. Both were found by the board to still be eligible for membership based upon their service or relationship to the club. A motion was made for approval their membership eligibility. It was seconded and accepted.

One of the club CFIs contacted the board to question if our club roster book next to the schedule book has upto date member phone numbers. The member roster book was updated from the club records about 2 months ago. The problem is that the data in our records is only as good as the last update that the members give us. Everyone is requested to do two things. First, please ensure that your phone number is included when scheduling club aircraft. Second, please review the information that is printed on your TFC bill and return any update to incorrect information with you check or e-mail the club Membership VP with the correct information.

Dan Grelinger reported that Pete Huff will speak at the December 11th mebership meeting about his flight to Europe and back in his homebuilt two-place White-lightening.

Bob Niedwiecki noted to the board that he has only received two positive responses for the IFR ground school in February and wanted to remind everyone to get the word out. Feb 7 will be here before we know it. Anyone can call him at his home number: (972) 681-2974 or email him at bniedwiecki@home.com to sign up.✈

November 1999 TFC Elections

The TFC general membership meeting was held on 11/13/99. The major order of business was the November TFC board elections. The following board members were elected to take office in January:

President - Dick Sandlin
Communications Officer - Steve Aughinbaugh
Controller - Harold Morgan
X-C Maintenance - Micah Koons
Membership VP - Dan Grelinger ✈

IFR Ground School may Start 2/7/00

Bob Niedwiecki is attempting to organize another IFR ground school. If enough students (6 or more) sign-up if will start on February 7, 2000. It will run for six weeks Mondays and Wednesdays from 6:30 to 9:30 at the TI Forest Lane site. The cost will be approximately $100.00, depending on how many people sign up for the course. (This includes all materials.) Remember that the TFC ground schools are open to anyone and are not limited to TFC members. Please let anyone that you believe would be interested know about the details. If you have any questions about the IFR Ground School, contact Bob Niedwiecki at bniedwiecki@home.com. ✈

Notice! New TFC Maintenance Recorder

Actually, it is not a new recorder, just a new number. The new number is: (972) 562-7213. The change was brought on by changes and remodeling at the Dallas Texins site. ✈

WINTER FLYING

By Robert Jolly, TFC Safety Officer

The following article is a reprint from our December 97 newsletter. Much of this was taken from FAA publication ASP-200 94/001. (Aviation Safety Department, 202-267-7770). Even though we may not have winter here in North Texas anymore, some of you may venture into areas which still experience winter conditions. I hope you find the following helpful. If you have questions or comments, please let me know.

Things to Remember about Airplanes and Winter

1. On the subject of scrapers: do not ever -- EVER -- use any object to scrape anything off of our airplanes. This goes for wing surfaces, tail surfaces, and especially the windshield. The only acceptable way to get frost, snow, or ice off an airplane is by melting/drying, either by putting the plane in a warm hangar or by waiting for the sun to do so. Even the deicing fluids used on airliners may not be safe for our General Aviation aircraft. Scraping frozen moisture off of surfaces or the windshield will cause damage.

2. It's said that starting a piston GA engine below about 30 degrees F will cause significant wear to cylinder walls, as the pistons tent to heat and expand faster than the block during warm-up. This additional wear

will shorten the life of the engine. It is desirable to use engine preheat before starting. Exec Air sells a preheat for $12.50.

3. With all our summer flying, we tend to forget about the primer. Increased starter cranking of a cold engine can cause additional wear, and priming can shorten the cranking. HOWEVER: priming an engine is tricky business; over-priming can cause fires and other hazards. Before using a primer, get a briefing from a TFC instructor, and read & understand the POH on the subject. Have a fire extinguisher nearby in case of emergency. Remember that preheating is the safest way to winter starts and it is easier on the engine.

Things to Remember about Ice

1. Even a thin covering of frost on an aircraft can cause amazingly large performance degradation and changes in flying characteristics. Ensure all frost is gone before flight.

2. Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.

3. Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.

4. Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

5. When there is a chance of ice, be sure that you can reach warmer-than-freezing temperatures, above or below your altitude, or clear air, within the performance of your aircraft.

6. If you are topping clouds to stay out of ice, remember that the "tops" become higher near the Low-pressure center.

7. If you are flying an aircraft equipped with deicing boots. it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the valves in the pneumatic system from sticking.

8. If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.

9. Pass along icing and cloud top information to Flightwatch on 122.0.

10. When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

11. A "zero flap" or "partial flap" landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

Things to Remember in General

1. If your aircraft's battery is dead, do not hand-prop the aircraft. Have the battery serviced or use external power. Hand-propping an aircraft is very dangerous.

2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

3. Take blustery winter headwinds into account, especially if flying westbound when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.

4. After a snowfall, remember that the landscapes will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

5. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast-moving winter weather and the latest information may not be in the NOTAMs.

6. Dress for survival when you fly this time of year. Also, pack a winter survival kit.✈

Carburetor Ice

By Jim Burrows

So here we are in late December in the heart of the icing season. When you think of icing accidents you probably visualize a winter time en-route IMC scenario with a plane struggling to maintain altitude while it picks up a load of structural ice. While that happens, the largest percentage of icing accidents are not that dramatic. Over 51% of icing accidents are the less dramatic cases of carburetor or induction system ice! Most amazingly of all is that of the carburetor icing accidents that occurred about 69% occurred because the pilot failed to properly use the carburetor heat!

Carburetor ice can form in float-type carburetors across a wide range of conditions. It will form when outside air with enough moisture enters the venturi section of the float type carburetor. The cooling from the acceleration of the air and the vaporization of the fuel causes the formation of ice on the internal parts of the carburetor. The cooling from acceleration is increased when the throttle is shut and so the range of conditions for

carburetor icing at cruise power and partial power are different. At partial throttle operation carburetor ice can form when the relative humidity is above 20% and across the temperature range from 10˚ F to 105˚ F. That is just about all the time! Cruise power or even full throttle operations can also suffer from carburetor ice. However this generally requires a relative humidity above 65% and occurs across the much narrower band of temperatures of 25˚ F to 60˚ F.

Everyone remembers the traditional signs of carburetor ice. Sudden engine roughness, an unexplained drop in RPM in a fixed-pitch propeller plane, or a drop in manifold pressure in a constant-speed propeller planes. However there are some other ways to detect carburetor ice that can help you pickup this problem earlier. If you are flying at a constant altitude and you experience a drop in airspeed this maybe the first indication of a reduction in engine power output. Additionally the EGT may decrease as the ice reduces the engine air supply and richens the mixture. Whatever reason leads you to suspect that you have carburetor ice you should immediately apply full carburetor heat. If your carburetor has a significant amount of ice built up the results will be a little unnerving. Initially the engine roughness will get worse, and RPM and/or manifold pressure will drop. Do not turn off the carburetor heat! This is the expected result of the engine ingesting the water from the melting ice and serves to confirm your suspicion of carburetor ice. Once the engine has ingested all the ice, everything should return to almost normal. RPM or manifold pressure will be slightly lower because of the heated, less dense air flowing into the engine. Now turn off the carburetor heat and watch for indications of ice forming again. If it does, apply full carburetor heat and leave it on. Lean the mixture and continue the flight with full carburetor heat. Do not use partial heat.

Now we all know that carburetor heat is the primary method that we as pilots have to eliminate the threat of carburetor ice. Carburetor heat comes from a heat exchanger mounted around the exhaust system and so our only source of eliminating carburetor ice is dependent upon continued operation of the engine. And since this heat comes from the engine the amount of heat is reduced at low power operations. But wait a minute, low power operation is when the plane is most susceptible to carburetor ice! It is now obvious why we do not want to get into trouble with carburetor ice at low engine power levels and our goal as a pilot should be to avoid carburetor ice at low power as opposed to curing carburetor ice problems at cruise powers. So here is my approach to this. While most pilots are drilled to apply carburetor heat prior to closing the throttle as part of the Before Landing Checklist, I use a more conservative approach. Most Let-Down checklists have a carburetor heat as required item and I read that to be anytime the engine power is reduced below the normal cruise power range (which is the green arc on the tach or the manifold pressure gauge) turn on the heat! If you have to go around or return to cruise power operation, advance the throttle and then shut off the carburetor heat.

Could carburetor ice effect you on takeoff? Yes, under severe intake icing conditions it is possible to develop carburetor ice even at full power! What is a severe intake icing condition? The worst conditions for the formation of intake icing condition is at about 55˚ F and 80% humidity. So if you are near these conditions (say less then 70˚F and greater than 50%) you should check for the presence of carburetor ice before take off by briefly applying heat. If you find that you need carburetor heat for takeoff, beware of the impact on you takeoff performance. Engine power can be reduced by as much as 15%.

Be alert for the signs of carburetor ice and use the carburetor heat system correctly and don't become a statistic. Remember that the above comments are general in nature and you should always follow the operating instructions for you plane. ✈

TFC Fleet Maintenance Report

By Don Essenpreis

For 11/01/99 through 11/30/99

6368K:

- 11/12/99 drained oil and replaced with 5 qts 15W50 Aeroshell.
- 11/22/99 replaced broken oil door hinge half on oil door side.

7929U:

- 11/12/99 completed 100 hour inspection - exhaust valve work on two cylinders, new co-pilot push-to-talk switch, new elevator bushings.

150TM:

- 11/11/99 replaced landing light.
- 11/15/99 installed new set of eight spark plugs.
- 11/19/99 resealed and refilled mag compass.
- 11/24/99 drained oil and replaced with 5 qts 15W50 Aeroshell.
- 11/26/99 recharged dead battery - master left on.

45023:

- None.

Other: Grounded - nose wheel shimmy, inoperative pilot push-to-talk switch, broken pilot window latch, leaking magnetic compass, mode c reported reading 1100' high.

733NB:

- 11/13/99 glide slope repaired at radio shop.
- 11/14/99 cleaned carbon fouled spark plug to correct 500 rpm drop on left mag.
- 11/17/99 replaced landing light.
- 11/29/99 drained oil and replaced with 7 qts 15W50 Aeroshell.

Other: Grounded - reported problems transmitting on both COM radios. Note: Cessna service bulletin, cracks

at bottom of door posts, to be repaired at next 100 hour, estimated cost to repair $1000 - $1500.

7508J:

- None.

Other: Grounded - 100 hour inspection in progress at Aeromark. ADF reported erratic.

5636Q:

- 11/15/99 24 month pitot static and transponder checks completed.

Other: Grounded - #1 kx-155 dead, #2 terra NAV head unable to set OBS, #2 terra COM still at factory. adf reported weak on some frequencies. dome/instrument light circuit breaker reported popping. fuel seeping at seams in right wing. heater reported weak.

8142H:

- 11/24/99 completed 100 hour inspection - new intercom installed. ✈

Fleet Usage Statistics

Month	Hours Flown	Member Flights	Total 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	CFIG	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
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817	(972) 727-1422	jimlewis@ raytheon.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@ raytheon.com
Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@ lucent.com
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	shermanr@ airmail.net
Mark Seglem	N	✓	✓	✓			✓	(972) 783-0284	(972) 727-3465	mseglem@ datavon.com
Dick Stephens	R	✓		✓				(972) 517-1647	(972) 517-1647	Stephens6@ ont.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 **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) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 562-6080 ext 7512
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717

Mark Schulty, N45023 Owner (972) 494-9488
Garry Ackerman, N8142H Owner (972) 867-8713

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
Mailing list	tfly@list.ti.com
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.* ✈