



FLIGHTLINES

Newsletter of the Texins Flying Club

January 2001

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Calvin Coffey	ATP MEL	12/05	Many, many
Dan McGrath	PPSEL	11/09	Art Jones

Highlights from November Board

Board members in attendance: Dick Sandlin, Don Essenpreis, Art Jones, Robert Jolly, Dan Grelinger, Bob Moran, Seth Fuller and Steve Aughinbaugh

Club members: Roger Nordmeyer, Jimmy Hashem and Calvin Coffey

We started the meeting with officer reports. Don commented on the status of the fleet most of which is documented in the newsletter. Various board member and club members commented on how great a job Don and Art have been doing in keeping our airplanes well maintained and thanked them for their efforts. It was noted that we have 4 overhauls that will be due over the next 12 months. 29U will be next, probably in late December or early January. Our spare O-200 engine is being overhaul right now and it will be ready to install before 29U's engine reaches 2000 hours. 08J will be next, probably in 1Q 2001, then 3NB this summer or fall followed by 68K this winter or late summer. The overhauls for the C-150 run about \$8,000 and 08J and 3BN will be between \$10,000 to \$13,000.

It was brought up that ExecAir has requested a change in our tie-down locations. Our aircraft, the North Texas Flying Club and Monarch Air planes do the most flying at TKI. ExecAir and the line personnel like to have these very active airplane nearest the FBO. So, it was suggested and agreed that we would park our TFC aircraft in the 7 ramp slots facing the runway giving us easy in, easy out access to the runway. NTFC would have their aircraft in the ramp slots behind ours facing

the inner taxiway and Monarch would remain along the fence on the other side of the inner taxiway across from the NTFC aircraft.

So when you bring one of our airplanes back to TKI, please try to park it in one of the 7 slots facing the runway starting with the first slot. (The transient slot no longer exists.) Also we are keeping all of our airplanes on the ramp and leaving the hanger open to be used for maintenance.

We also discussed section 5, UNIQUE AND HAZARDOUS AIRPORTS, from the club Flying Regulations. A member suggested a change in the wording of this section. Steve accepted an action item to draft the change and present it to the Board for review and vote at the next board meeting. The suggestion was to change the title of this section to simply: "AIRPORTS REQUIRING A CHECKOUT". A change to this document requires a majority vote of the board.

Over the past 2 months we have been reviewing the club finances. We have to create a budget and submit it to Texins Association every year at this time. During this review it has become clear that we have been operating at a loss. We started the year with a bank balance of \$48,215.26 and we have an end-of-October balance of \$32,835.58, but we have also pre-paid our hanger/tiedown through May 2001. This amounts to \$4,695. We also pre-paid insurance in two installments. The first installment will be ending at the end of December 2000. This amounts to about \$4,800. Adding both of these back into the October balance results in \$42,330.58. Subtracting this from the beginning balance for the year and dividing by 10 months shows that we are losing about \$588 per month.

We set aside a reserve or encumbered fund for engine overhauls based upon hours flown. The balance of that reserve is \$42,830.00. The club prefers to operate with a bank balance above the reserve depending upon the pre-paid analysis. After adding the pre-paid items back at the end of October we are about \$500 below the reserve. We also feel the need to build up funds for capital items since Texins Association has told us that the amount that they will be allocating to us will be less than in the past and will go to zero in the future.

It was also pointed out that our fuel costs have increased by about 20% for 2000 compared to the fuel we purchased in 1999. The last time we did this analysis

was in December 1999/January 2000 and 100LL fuel costs have increased by 15%. At that time we hoped the high fuel cost would come back down from those levels, but they have not. There has also been a 19% increase in hanger/tiedown rent, an increase cost of over \$2,000 per year as well as an increase in officer pay of \$3,000 per year. Most of the increases are from the increased cost of 100LL fuel.

We also studied aircraft rental rates at area FBOs. Steve looked at 6 FBOs and one club. The club was North Texas Flying Club and 5 of the FBO's are in this area including Monarch and FlightLine.

The average wet rental rates for these 7 FBOs are:

C150/152: \$48.71
C172: \$66.57 Note: these are 160-HP 172s
C172-180HP: \$85.33
C182: \$88.67
Arrow200HP: \$87.50

I could not find a 180-HP Arrow nor could not find an M20E for rent. I found one 180HP C172 conversions and the rest in the C172-180HP group are 1999 or later C172's with the 180HP engine (and almost brand new airplanes).

It appears that we are 22% below the market on C150 time and 20% to 38% below on C172-180HP. (20% compared to 160HP C172's and 38% compared to new C172's.) Comparing our 172 to Monarch's C172 180HP conversion we are 28% below. The C182 is 26% below market. Our 180HP Arrow is 25% below 200HP Arrows. And our Mooney is in a class of its own. Our rates are well below the market plus you have the saving of using tach time instead of hobbes time.

After all of the discussion and analysis it was decided that we would leave monthly dues at \$21/month and increase the hourly aircraft rental rates: for the C-150 from \$38 to \$42 (14% below market), for 3NB from \$53 to \$59 (12% below). Both of these are increases of 10.5%. And increase the rate for the Mooney, Arrow and C-182 from \$66 to \$72 (18 to 19% below), an increase of 9.1%.

A motion was made as follows:

Leave monthly dues at \$21/month, set the C-150 rate at \$42/hr, the C-172 rate at \$59/hr and the Mooney, Arrow and C-182 rate at \$72/hr, all to be effective on 2/1/2000.

The motion was voted on and approved. →

TFC Fleet Maintenance Report

By Don Essenpreis

For 11/01/00 through 11/30/00

6368K

- 11/13/00 Bench tested tachometer - checked ok.
- 11/16/00 Replaced flap position indicator.
- 11/16/00 Lubricated elevator trim system.

7929U

- 11/10/00 Serviced left brake master cylinder.
- 11/15/00 Repaired carb heat box.
- 11/21/00 Repaired carb heat box.
- 11/28/00 Installed new tires on left and right mains.

150TM

- None

733NB

- 11/11/00 Installed new battery.
- 11/21/00 Replaced broken left brake master cylinder actuator rod.
- 11/22/00 Installed new GPS database card.
- 11/25/00 Serviced right brake master cylinder.
- 11/27/00 Repaired carb heat box actuating lever.
- 11/27/00 Adjusted carb idle mixture.
- 11/27/00 Cleaned bottom spark plugs.

7508J

- 11/06/00 Installed new spark plugs.
- 11/07/00 Completed pitot static and transponder certification.
- 11/12/00 Replaced burned out instrument panel lighting bulbs.
- 11/18/00 Drained oil and replaced with 7 qts 15w50 Aeroshell.

5636Q

- 11/21/00 Gear-up repairs completed - returned to service.
- 11/29/00 Replaced missing rear nav light bulb, lens, retaining ring.

3187Y

- 11/11/00 Completed annual inspection.
 - 11/21/00 Installed new strut fairings.
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TEXINS FLYING CLUB OFFICERS

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Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

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Mike Baulch	✓	✓	✓	✓			None	843-2208	mbaulch@flash.net
Chuck Chase			✓				(972) 927-8070	(972) 867-0624	cwc@ti.com
Calvin Coffey	✓	✓	✓	✓		✓	(972) 519-3534	(972) 423-5239	cfly@airmail.net
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Art Jones	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
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Bryan O'Neill			✓				(972) 205-4463	(972) 562-4241	Bryan_O'Neill@raytheon.com
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Mark Seglem	✓	✓	✓			✓	(972) 783-0284	(972) 727-3465	mseglem@datavon.com
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: Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh, email saughinbaugh@ti.com →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$38.00
N6368K	Cessna	150M	Commuter	\$38.00
N7929U	Cessna	150M	Commuter	\$38.00
N733NB	Cessna	172N (180)	Superhawk	\$53.00
N3187Y	Cessna	182	Skylane	\$66.00
N7508J	Piper	PA-28R-180	Arrow	\$66.00
N5636Q	Mooney	M20E		\$66.00

- Monthly dues: \$21.00 for regular members
- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$19.00; Advanced: \$21.00 (\$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

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

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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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