



FLIGHTLINES

Newsletter of the Texins Flying Club

January 2004

CALENDAR OF EVENTS

7 Jan (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

10 Jan (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

4 Feb (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

14 Feb (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
None Reported			

TFC ELECTION RESULTS

One-half of the TFC Board positions were up for election at year-end. At the December Membership meeting, the election was held by the members present. The results of that election are as follows:

President: Roger Nordmeyer
Membership: Rick Still
Controller: Micah Koons
Cross Country Maintenance: Keith Gutierrez
Communications: Rick Hightower

1 MILLION YOUNG EAGLES FLY

The Experimental Aircraft Association (EAA) has planted a million seeds. Early last month the organization reached its goal of giving a million young people free demonstration flights by the 100th anniversary of the Wright brothers' first powered flight on December 17. Andrew Grant, a 15-year-old high school sophomore from German Valley, Illinois, was registered as Young Eagle No. 1,000,000. EAA started the program in 1992 as a way to introduce young people to aviation. EAA formally recognized the milestone by having Grant fly with Chuck Yeager, chairman of the Young Eagles program, at the Countdown to Kitty Hawk ceremonies in Kill Devil Hills, North Carolina.

SAFETY INSTRUCTOR, STUDENT DIE IN TEXAS CRASH

The owner of Texas-based Aviation Safety Training, 64-year-old Don Wylie, died with his student, William Eisenhower of Centerville, Ohio, after a wing separated from the 1965 Beech T-34 the two men were flying. Wylie and Eisenhower had just completed a lesson in the school's upset recovery course and had rejoined with another T-34 that had given the same instruction to another student. That aircraft returned safely. A company official said there was no contact between the two aircraft. The course introduces pilots to accelerated flight conditions and recovery from those conditions. Another branch of the company, located at David Wayne Hooks Memorial Airport north of Houston, is Texas Air Aces, an air combat company that allows participants to engage in simulated aerial combat using lasers to determine when the other aircraft is hit. However, the aircraft were not engaging in air combat maneuvers, a company official said. Wylie, whose pilot customers included actor Harrison Ford, had given 8,500 hours of instruction since 1990 and flew 251 missions as a fighter pilot in Vietnam. He earned the Silver Star, Distinguished Flying Cross, and 16 Air Medals.

FAA FORMS NEW, BUSINESS-LIKE AIR TRAFFIC GROUP

The FAA on Tuesday established its new performance-based air traffic organization (ATO) and made clear that its main focus will be on containing costs. "We're passionate about costs," ATO Chief Operating Officer Russell Chew told reporters. The new organization includes among its "business units" air traffic control and flight service station functions. Chew said the new ATO organization will be service oriented and will listen to and involve the system's users or, as Chew termed it, the ATO's customers. "And that's where your association comes in," said AOPA President Phil Boyer. "AOPA will be there every step of the way, making sure the needs and concerns of general aviation are addressed, whether it's in the day-to-day operations or the long-range projects." Chew learned to fly in a GA aircraft before going to work for American Airlines.

MAKE YOUR NEW YEAR'S RESOLUTION TODAY TO RE-GAIN PROFICIENCY OR GET AN ADDITIONAL RATING!

Preventive Medicine

Part 12 of AOPA's Ounce of Prevention Series

Safety Strategies

BY Julie K. Boatman (From AOPA Pilot, December 2001.)

In this series, we've taken a detailed look at the causes of aircraft accidents and determined what you can do to reduce your risk of being involved in one. Now we'd like to provide a plan to help you incorporate these practices into your flying schedule with some key strategies.

Why -- because if you're not part of the solution, you're part of the problem.

Although statistics for the year 2000 are still being compiled for publication in the AOPA Air Safety Foundation's 2001 Nall Report, Executive Director Bruce Landsberg reports, "There's nothing new here." What we know will hurt us can, indeed, hurt us.

We also know that pilots who fly regularly are less exposed to the risks of rust and gain experience to help them cope with unusual or challenging situations. But unless you're a professional pilot, it can be tough to get in the hour every week that you promised yourself when you started this whole aviation project.

Just as many of us have learned to schedule appointments for medical checkups, dates with significant others, and even exercise, we need to set aside dedicated time for practicing our craft. And although flying around the countryside keeping the world safe for aviation has its place, we can use one flight per month to brush up on particular tasks — and gradually lower our odds of turning one of those flights in-to an NTSB report.

You can make these flights on your own, find another pilot to go with you, or schedule time with an instructor. When "Ounce of Prevention" series began, we encouraged you to use the safety strategies included each month on your next flight; now we challenge you to go one step further and commit yourself to taking that monthly dose of preventive medicine. For nine sample proficiency flights, read on.

First things first

(1) Start off your year of flying safely with some work during the dark hours. "The number of accidents are out of proportion" to the number of hours flown at night, says Landsberg. Winter nights are cold, and they're also long, so you need not stay up too late to get some good night practice. When you do fly at night, pay attention to the gauges; flying visually in the dark is more like instrument flying than day VFR, and flying night IFR is more hazardous than its daytime counterpart. During this training session, review unusual attitudes and emergency procedures, especially electrical system failures. And fly to other airports for practice visual approaches into different runway environments. The result? You'll be night current for the next three months — as you wait for the longer summer days to come.

(2) For instrument pilots, the next month's flight may serve as an instrument proficiency check (IPC). Your quest: to seek out approaches you've never flown before and try them on under the hood or, better yet, in actual conditions. Focus on missed approach procedures and using GPS and other avionics properly. For those without an instrument rating, here's an opportunity to get some hood time to add to the limited amount you may have flown for your private ticket. A little refresher can give you just enough talent to turn yourself around should you encounter low visibility or clouds.

(3) The third proficiency base to cover is landings. We make at least one at the end of every flight, so we should be good at them, right? Well, accident stats continue to show the error of this reasoning. Landing accidents historically spike in the spring as the wind picks up, according to Landsberg. The only solution is practice and following the checklist for perfect landings: Fly a good pattern, re-trim when you change configuration, use landmarks to guide your descent, stabilize your approach, keep your airspeed in check, and aim for the second stripe. Seek out a crosswind to test your skill, and don't hesitate to go around and land elsewhere if your skill isn't up to the crosswind you find. Also, if you fly tailwheel aircraft, this is a good opportunity to tune up your conventional-gear landings.

Building on the basics

(4) Low-level maneuvering accidents, though often the result of one pilot trying to demonstrate his prowess to others, stem from a lack of knowledge about the airplane's performance envelope, particularly at low speeds. Turns to base that end in stalls and spins get classified in this category, as do improper aerobatics and low passes that misjudge the airplane's climb capability. Devote some time to slow flight and imminent stalls one month, or give yourself a treat and take an unusual attitudes or aerobatics course from an experienced instructor. Such practice also gives you confidence in the event of a wake turbulence encounter.

(5) Once you've reviewed aircraft handling, it's time to revisit your preflight skills. "Well begun is half done," says Mary Poppins in the classic Disney movie, and she has a point — good planning starts the flight off right and helps you cope with unforeseen circumstances. If you haven't launched a cross-country flight in a while, make one your mission for month five. If you regularly fly trips, pay special attention to alternates and options, and take a hard look at your fuel management techniques to see if they need polishing. No matter what, prepare for your next trip as though preparing for a checkride — and note the places where you haven't been as thorough as an examiner would demand.

(6) When the summer comes around, density altitude rises along with the temperature. Review takeoff performance for your airplane and construct a scenario where you might have the airplane near max gross weight. If you plan to operate from a field at more than 3,000 feet msl, take a careful look at how hot it needs to

be before you reconsider a takeoff. You may find it's not as hot as you think. Just because you can land at an airport doesn't mean you can take off from the same runway under similar conditions. Wait until cooler morning or evening hours to launch.

Sharpening the edge

(7) Take the opportunity during one of the hectic summer months to tune up your scan. Fine weather means busy skies and busy airports — make it a point to look both ways any time you cross a runway or taxiway, whether you believe it to be active or not. Say to yourself, "Runway 30 is clear; Runway 12 is clear," for example, prior to taxiing across another runway as you clear each final approach path. Review airport diagrams (available on AOPA Online: www.aopa.org/asf/taxi/) before you fly to an unfamiliar airport. You can also take the ASF's runway incursions course online. Though initial midair collision data for 2001 show that the numbers of fatal and total accidents have fallen significantly, there is an element of randomness about these accidents that should keep us from dropping our guard.

(8) As the warm season winds down, take one monthly session to give your airplane a thorough once-over. Have the hours spent flying instead of keeping house led to cockpit disarray? Have minor maintenance items gone unsquawked? Most important, have the bugs of summer formed an impenetrable layer on your leading edges? A good wash and some TLC should spruce things up and give you an opportunity to make a list of items to address at the next maintenance-shop session. "Listen for a moment" as you start up and look for signs of aging, "such as gyros that make noise, that are slow to erect," says Landsberg. If you rent, use the hour you would normally fly and go over the logbooks of the aircraft you rent with an instructor or member of the FBO or club maintenance staff. Get to know the airplane a little better — you may just learn something about the type or model you didn't know before.

(9) At this point in your currency plan, about six months have passed since your IPC — if you took one in month two of the currency plan — or other instrument practice. As a final brush stroke to your picture of proficiency, plan another session in actual or simulated IMC. This time, turn your attention to partial-panel work. Also, have your instructor or safety pilot pose judgment questions to you regarding decision making in marginal VFR conditions. For example, you launch a flight from your home base to a destination less than 100 nm away, with visibility forecast to be around four miles in haze, with the ceiling roughly 3,000 feet agl. What are your options? When do you decide to turn around? Press on? File IFR in the air? There's a misconception floating around that VFR-into-IMC accidents only happen to pilots without instrument ratings.

Staying solid

Our menu of flights takes you into the first weeks of Fall. As the year winds down, you should be proficient enough to safely fly trips in the fine autumn months, and perhaps travel over the holidays with your family and

friends. That's what a program of currency is all about: being prepared to make the flights you want while reducing your chances of becoming a statistic.

AMERICAN CHAMPION TO DEVELOP GIANT SCOUT

American Champion Aircraft of Rochester, Wisconsin, has plans to grow its Scout into a high-performance bush plane, first as a two-place aircraft that would fly as early as the summer of 2004 (with certification in 2005), then as a four-place aircraft sometime in the future. Plans call for a drastic expansion of the present-day Scout 8GCBC into one capable of carrying more than 1,000 pounds of useful load (compared to the present model's 750 pounds) and having a gross takeoff weight of 2,700 pounds (compared to the present 2,150 pounds). Either a 235-horsepower Lycoming IO-540 engine or a 220-hp DeltaHawk engine will power it. The price is targeted at less than \$140,000, not including avionics and flight instruments. The four-place model, if it's built, would be powered by a 260-hp or 300-hp engine.

DIAMOND OFFERS FIXED-PITCH DIAMOND STAR

Diamond Aircraft put a fixed-pitch propeller on its four-place, low-wing Diamond Star in response to requests from flight schools and has dubbed it the Diamond Star FP. The aircraft has lower purchase and operating costs. The Diamond Star FP is powered by the carbureted Lycoming O-360A4M 180-horsepower engine turning a fixed-pitch metal Sensenich propeller. The current DA40 Diamond Star features the fuel-injected Lycoming IO-360 180-hp engine, hydraulic prop governor, and an MT or Hartzell constant-speed propeller.

FAA APPROVES THIELERT DIESEL ENGINE

German diesel manufacturer Thielert Aircraft Engines has received FAA approval for its 135-hp Centurion 1.7-liter diesel engine that in Germany has been approved for the Cessna 172 and Piper PA28 aircraft. The price will be \$19,900. Superior Air Parts is handling the distribution in the United States. The engine is certified for both jet and diesel fuel. The Centurion 1.7 is equipped with, FADEC (Full Authority Digital Engine Control), a redundant electronic engine management system.

INDUSTRY GROUP PRESENTS SECURITY GUIDELINES TO TSA

AOPA's Airport Watch program is the backbone of new general aviation security guidelines presented to the Transportation Security Administration (TSA). The guidelines are the work of a special committee, made up of representatives from virtually every facet of the aviation industry. "General aviation was not used in the September 11 attacks and has never been shown to be a terrorist threat. In fact, the head of the TSA recently told Congress that the threat from GA had been overstated," said Andy Cebula, an AOPA senior vice president. "But because GA continues to receive undue attention from security officials.

Fly-Out Destinations

By Calvin Coffey

Looking for a nice fly-out dinner destination with scenic route? An evening trip from McKinney (TKI) over downtown Dallas to Ft. Worth Spinks (FWS) is the ticket. Take off early enough to land before dark at Spinks to enjoy the sights of Dallas enroute.

After departing McKinney tower's class D airspace, contact Ft. Worth Approach on 124.3. "Regional Approach, Nxxxxx VFR off McKinney, request Class B clearance over Love to Spinks." You will most likely hear "Nxxxxx, squawk yyyy, altimeter zzzz". After a short time, the controller will radar identify you, and then issue a clearance.

The routing normally will take you just North of the Dallas downtown skyline, over Love Field and the Trinity River bottoms, over the old Naval Reserve Station, Grand Prairie (GPM) and Arlington (ARL) airports, before reaching Spinks.

The airport is uncontrolled and easy to find. Tie down on the ramp on the west side of the runway. Fuel and services are available at the FBO. Cracker Barrel, Chili's, On the Border, Outback Steakhouse, Spring Creek BBQ, Tia Pan Chinese, Lafayette Seafood Company, McDonald's and a Lowes are available within a short ¼ mile walk west of the airport.

My student and I opted for the Lafayette Seafood Company, located just past McDonalds. The seafood served Cajun style and is fresh, delicious and very reasonably priced. Their phone number is (817) 295-9346 if you wish to check their hours.

After dark, the return leg is absolutely beautiful. Depart Spinks and contact Ft. Worth Approach on 135.975. "Regional Approach, Nxxxxx VFR off Spinks, request Class Bravo clearance over Love to McKinney" The clearance should allow you to pass over the same route in reverse to McKinney. Have a great dinner flight!

FORT WORTH SPINKS (FWS) 14 S N32°33.91' W97°18.49'

700 B S4 FUEL: 100LL, JET A TPA—1700 (1000)

RWY 17R-35L: H6002x100 (ASPH)

RWY 17R: PAPI(P4L) GA 3.0° TCH 52' P-line. rgt tfc.

RWY 35L: MALSR, PAPI(P4L) GA 3.0° TCH 52'

RWY 17L-35R: 4000x60 (TURF)

RWY 35R: Rgt tfc

Traffic Pattern: Light Aircraft: 1500 MSL; Heavy Aircraft: 2000 MSL

COMMS: CTAF 124.625 UNICOM 122.7 FSS: 122.6

REGIONAL APP/DEP CON: 135.975

SPINKS TOWER: NFCT 124.625 (1400-0000Z)

GND CON 119.475

GCO 121.725 (FORT WORTH FSS)

RADIO AIDS TO NAVIGATION:

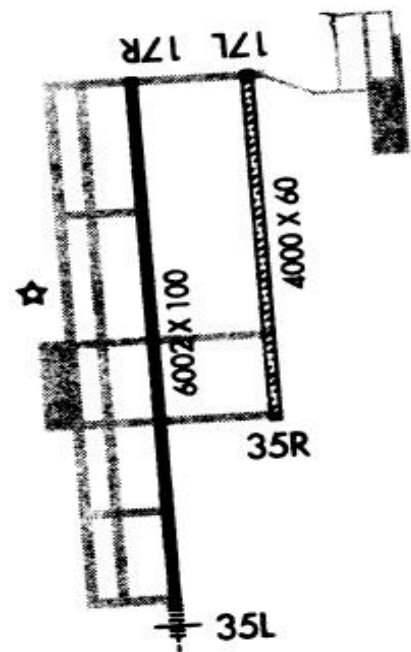
Ranger (H) VORTACW 115.7 FUZ Chan 104

N32° 53.37' W97°10.77'

193° 20.5NM to fld 637/6E

ILS: 110.95

Noise Abatement: Maintain alt at or abv 2000' MSL N, W & S of arpt; avoid residential area SE



Welcome New Members

Clyde Tobin
Dan Michaelis
Kathryn Sheppard

Highlights from December Board Mtg -- 12/10/03

Members in attendance were Roger Nordmeyer, Art Jones, Bob Moran, Doug Darlington, Burak Ilhan, Rick Hightower, Keith Gutierrez, Jack Riley, and Bill Moore.

Operations: Both crankshafts for the 0200 & 0320 engines have been mic'ed, polished, and magnifluxed. Both the 0200 and the 0320 crankshaft are good. The rest of the two engines are being collected to determine if all the parts are available for complete engines. They will be sold as soon as possible.

Treasurer: The club is on budget. December may be a lean month. Low flight hours in November. \$12K is in the checking account.

Communications: December Newsletter is out on the Web site and the printed newsletters are in the box beside the weather computer in the pilot briefing room at the airport.

Training Maintenance: Nothing to report. Doug will handle the election Saturday at the Membership meeting.

Membership: Burak reported 3 cancellations. Membership is now 129.

Safety: No problems reported. All is safe.

Other business: Both of the Cessna 172's have lost a nose strut 'O' ring this month. There have been several this year. Will work up a Cost/Safety bulletin on this issue. Suggestion was made to post a list of Safety Pilots that could be on call. Private Pilot training course was discussed again. Still looking at ways to and when to conduct a class. Is a class needed with the available material on video and DVD?

The club needs a way to keep the members interested in the club. Keep the members flying and interested. Picnics, fly-ins, or any other activity that builds interest. With only 106 hours flown in November, expenses will climb and revenue will decline.

There was discussion on leasing a low-wing fixed wheel aircraft as a transition aircraft to the Arrow. Someone on the field has an Archer that they want to lease.

Discussed question on what type aircraft is needed in the club. Most of the current members are at a place in their learning where they need advanced aircraft. Some now rent aircraft from other airports.

Adjourned 2030 hrs.

TFC Fleet Maintenance December '03 Fleet Maintenance - 12/01/03 through 12/31/03

6368K

12/20/03 Engine cooling baffle repaired.
12/28/03 Radio is in the shop. Spare Nav/Com installed.

7929U

12/07/03 Cleaned bottom spark plugs.
12/18/03 100 hour inspection complete.
12/19/03 Right strobe in-op. Power supply on order.

733NB

12/08/03 Left brake repaired.
12/15/03 Faulty GPS data card replaced.

737TY

12/07/03 50 Hr. oil change
12/10/03 New O rings in nose strut.
12/11/03 New CB24-11 battery installed.
12/12/03 Radio #1 swapped with radio #2.
12/15/03 New front seat lap belts installed.
12/29/03 Carburetor heat control repaired.

7508J

12/15/03 New fuel filler gaskets installed.
12/31/03 Off line for 100 Hr inspection.

TFC Fleet Statistics (1H '03)

Tail No.	Hours						
	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	145.4	82.6	137.1	141.7	160.6	160.4	827.8
6368K	20.2	11.3	25.3	17	32.4	28.8	135.0
7929U	19.4	7.3	45.8	25.3	29.7	33.2	160.7
150TM	21.1	7.9	5.6	0	0	0	34.6
733NB	42.5	22.3	43.2	11.1	50.4	32.9	202.4
737TY	32.5	28.3	17.2	63.9	29.2	38.7	209.8
7508J	8.9	5.5	0	23.6	18.6	26.8	83.4
5636Q	0.8	0	0	0.8	0.3	0	1.9

TFC Fleet Statistics (2H '03)

Tail No.	Hours							
	1H03	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Total	827.8	153.1	156.6	156.0	129.7	106.3	125.7	1655.2
6368K	135.0	21.4	26.6	18.7	14.9	3.6	9.0	229.2
7929U	160.7	35.6	21.8	19.2	15.3	23.4	23.0	299.0
150TM	34.6	0.2	0.5	0.0	0.0	0.0	0.0	35.3
733NB	202.4	40.4	46.8	42.4	35.0	38.6	23.8	429.4
737TY	209.8	33.0	40.0	50.8	42.4	26.8	42.7	445.5
7508J	83.4	13.6	14.2	18.9	22.1	13.9	27.2	193.3
5636Q	1.9	8.9	6.7	6.0	0.0	0.0	0.0	23.5

TEXINS FLYING CLUB OFFICERS

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President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
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Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I I	M E I	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
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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 Hightower, email r-hightower@ti.com*

TFC 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
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TFC COMMUNICATIONS & INFO

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