



FLIGHTLINES

Newsletter of the Texins Flying Club

July, 2000

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
None this month			

Highlights from June Board Meetings

I will include the June board meeting in the next newsletter. I wanted to get this published early for the TFC Picnic and general membership meeting being held on the first Saturday instead of the second Saturday of the month and the board meeting will not occur until after that. →

FlightCom Denali ANR Review

By Steve Aughinbaugh and Ash Collins

Ash and I bought the new FlightCom Denali ANR headsets. They come in Piper Cub J3 yellow or a less vibrant graphite blue. Ash and I both went with blue. Neither Ash nor I have used them much yet. Ash tested his in 87Y. He reports that it worked great and has decided to keep it. I have used mine on two flights of about an hour each. The ANR is very good and the clarity of ATC transmissions are good also. One of the other benefits is the weight, only 11.9-oz. This is about 6 oz lighter than my FlightCom 6ANX.

You can read more of the details at <http://www.texins.org/flyingclub/flightcom.html>. Follow the link to FlightCom. You can also see the dealer price that TFC members get for FlightCom products here.

The headset is design to fit tightly with a firm clamping force holding the headset instead of having the headband rest on the top of your head. It is light enough that this does work, but it does have a higher clamping force than the 6ANX. I have added cloth earcup covers.

That makes them more comfortable in the heat of Texas. I have also added a wind muff to the mike.

The only problem that I have had so far is forgetting to turn off the battery power. I have power jacks for my 6ANXs but have not yet made a jack for the Denali. Currently the Denali cannot easily be connected to aircraft power. I plan to build a battery eliminator to solve this problem. I have also spoken with the Denali engineers about my idea of a battery eliminator and they tell me that they are in the process of designing and manufacturing an accessory that will allow the use of aircraft power. But, leaving the battery on for 3 days did not drain the battery. My assumption is that as long as it is quite, the power drain is nil. So far I am very pleased with mine. Ash arranged a better test for his (well actually it is now his Dad's!)

Ash sent his Denali ANX home with his Dad when he took the Seneca from Dallas to ABQ. His Dad has the Seneca all outfitted with panel-powered Bose ANRs (the \$1000 one!), and he and a fellow high-time pilot tested both the Bose and the Denali on their 4-hour trip home. Dad and the other pilot reported that the Bose was slightly better at ANR, but just barely -- and certainly not worth two or three times the cost of the Denali. Furthermore, they said that the Denali's were actually providing clearer sound on the radio -- they could hear ATC better.

It looks like FlightCom has a winner with the Denali. If you are in the market for a good lightweight headset check out the Denali (passive) or the Denali ANR. →

Military Lessons for General Aviation

From Robert Jolly by Dale Snodgrass

The following article is from the Aviation Safety monthly journal. I thought it contained some interesting and useful information to help us all be better and safer pilots. It is written by Dale Snodgrass, a retired Navy pilot who has 4800 hours in the F-14 Tomcat and 1200 carrier landings.

“Ace up Your Sleeve”

In the tumultuous atmosphere of an aircraft carrier, some of the world's best pilots routinely embark on some of the most dangerous flying there is. Military aviation, especially carrier operations, demands disciplined pilots, well-maintained machines and a hardheaded look at the risk involved in every flight.

Even though most civilian pilots will never experience the critical flying demands that a fighter pilot takes in stride, the stakes are just as high. A wrecked airplane is still a wrecked airplane, and a dead pilot is still a dead pilot.

Over the years the military has learned a lot of things about flying, airplanes and risk assessment by losing a lot of blood, people and airplanes. Although many of those lessons are best suited for military flying, some of them apply equally to all pilots, whether they're hunting tanks in an A-10, flying across three states in a Baron to attend a meeting or coaxing a Cub to a Saturday morning pancake fly-in.

Holding yourself to proper procedures and strict standards from preflight through touchdown will help your mind stay ahead of your airplane. It will help you retain your technique during periods of disuse. Most importantly, it will give you the best shot at coping with the unexpected should an in-flight emergency arise.

Preparing to fly

In the military, the system is very structured. To learn new maneuvers or new airplanes, the military uses a staircase approach. Everything is built on what has come before, so there shouldn't be too many surprises. The emphasis is on procedures. It's not enough to have a working knowledge of your airplane, for example. You must be intimately familiar with its systems, how they work, how trouble manifests itself and how to respond.

Emergency procedures are especially critical. You have to know immediately what to do. If you have to reach for the book, it may be too late by the time you touch it, much less flip through it to find the right section.

The emphasis on procedures means that preflight is extremely thorough. Every flight has mission-specific goals, and each is thoroughly briefed in a preflight briefing that may last more than two hours. The briefing goes through the mission in detail. Frequencies, weather, tactical requirements, return route to the field and landing order are all specified in advance.

In a two-person cockpit, crew coordination is heavily emphasized. Even in aircraft where only one seat has flight controls the second officer is generally held equally responsible (and culpable) for any flight incident.

The strength of the system relies upon that framework, and to a large extent the military's approach can be mimicked by general aviation pilots.

Many pilots skip weather briefings, take off with old or missing charts, or lack a clear understanding of what they intend to do during the flight. If you're headed out for practice, think about what you are going to practice and why. If you're making a business flight or making a personal cross-country trip, brief yourself ahead of time on how the flight will transpire. Don't just point the nose in the direction you want to go and fly away.

If there is more than one pilot aboard, get straight in advance who will handle what. Many flights have come to grief when the non-flying pilot was definitely the senior pilot on board. In times of trouble, an inexperienced pilot may have had the airplane off unexpectedly or the non-flying pilot may abruptly take control.

The Flight Maneuvers

In a carrier landing, an F-14 is put in a holding pattern above the ship to await its turn. After being given a time to leave the holding fix, the pilot must leave the fix within 2 seconds of the target time, on altitude and on speed.

The jet barrels down the glideslope at 140 knots, with airspeed held to within two or three knots. There can be virtually no deviation from dead center. Altitude must be plus or minus one foot. Every landing is graded, with the grades posted publicly.

By comparison, an airplane on an ILS at the middle marker is about eight feet off target altitude for each dot of glideslope deflection. The longer runways and slower approach speeds make altitude and airspeed much less critical. In addition, the runways at airports are usually not moving.

Put your performance in perspective. If you're planning to shoot touch-and-goes, for example, have specific goals in mind. Make the second one a short-field approach and takeoff and the third one a soft-field procedure. Consider before you fly what the differences are in technique and airspeed. Decide ahead of time what constitutes an acceptable effort and grade yourself – mentally or on paper – on each one for later review.

If you're making a cross-country trip, hold yourself to particular standards. Don't let your altitude and heading wander even if you're flying VFR in an empty sky. Tell yourself before you take off that you're going to hold altitude to within 50 feet and heading within 5 degrees – and then stick to it. At the very least, try to operate within the standards of the last practical test you took – or on the next one if you're planning to advance your ratings.

Think that precision is difficult? Military pilots flying in close parade formations fly within three feet of each other.

Pay attention to your arrival times at en route checkpoints and compare them with your ETA's. If you think that's too much trouble, consider the bomb run, in which the weapon must be released within one second of the planned time to have any hope of hitting the target.

Maintenance and Operations

Fighters are sophisticated airplanes, which cuts both ways. They have superior performance, but also require more maintenance than general aviation airplanes. In the military, money is generally not an issue when deciding whether to fix something or defer it. Most airplane owners, however, have felt the urge to delay some repairs at one time or another.

Taking a few cues from military operations, however, can help reduce repair bills for light plane owners.

First, know the systems of the airplane intimately. If a gauge or annunciator light signals a problem, know how that warning system works and how to crosscheck whether the warning is in error.

Knowing how each system works will allow you to understand what's going on inside the machine and make a better judgment on how the malfunction affects the safety of the flight. It allows you to troubleshoot the problem to some extent yourself and explain the symptoms more accurately to the mechanic. That translates to less down time and lower bills.

Know and observe the operating limitations of the airplane. Exceeding gear or flap speeds or using unapproved power settings can spell trouble. Descending through turbulence with the airspeed indicator in the yellow arc can mean a spar repair sooner rather than latter. Think the few minutes you save will pay that bill? Think again.

Perhaps most importantly, define for your airplane what constitutes an up-gripe and a down-gripe. That is, know what kinds of malfunctions ground the airplane.

Do this in advance so you won't be as willing to fudge on the definition when a problem crops up as you're getting ready to leave on an important flight.

Assessing the Risk

Whatever you're trying to do, assess whether it's worth doing. If the airplane is mechanically marginal, do you really need to shoot a few touch-and-goes? If you're feeling a little tired or distracted, do you have to get that IPC today, or can it wait for a few days?

It may not be worth pushing into marginal weather to visit relatives, but it may be worth making the same flight for instrument practice with an instructor. Tackling a short, narrow airfield may seem foolhardy – unless the engine has stopped making noise.

Consider also the insidious problems that can creep up on the pilot, the airplane, and the system.

During periods of tight defense funding, for example, the need to maintain operational readiness puts stress on the whole system. A shortage of spare parts may mean that an operational component has to be swapped from plane to plane. That puts added pressure on the maintenance staff and sometimes leads to sloppy mistakes due to fatigue.

If your maintenance budget is strained, consider what it might do to the safe operation of the airplane. And it doesn't just mean repairs you know you're deferring. Many well meaning mechanics who sense financial pressure on the owner won't even bring up looming maintenance issues. You may get maintenance that

follows the letter of the law, but you may be wasting the opportunity to have your mechanics trained eye looking out for your welfare.

In the military, the farther you are down the command food chain the less say you have over what you do. Some civilian pilots also feel like they're put on the spot. The boss needs to get to Peoria pronto. The student needs to prepare of a checkride in two days. Your mother-in-law wants her grandkids at her birthday party tomorrow.

One sentence should be all it takes to remind whoever is pushing you t fly that you have the final say over the safety of the flight: "I don't feel up to it today".

The ability to back out of a flight is always there before takeoff – up to a point. Certainly anyone who uses the sinus infection defense too many times will be looking elsewhere for flight responsibilities, but use it if the weather is too bad, you don't feel proficient, the airplane is suspect or you're too tired. Better to arrive late, after all, than to never arrive.

Remember also that, despite all the preparations, sometimes there's no way to prepare for something until it happens. The need to maintain altitude and airspeed should be deeply imbedded. Knowledge of the systems is essential. The well-known mantra "fly the airplane first" applies here, because without maintaining control it doesn't matter much what else you can do.

Never Stop Learning

Part of the reason military pilots adapt to such a structured flying environment is that discipline is such a part of the military's culture. People are conditioned to follow orders and therefore expect to be given specific procedures. They don't have any ego problems when they follow edicts sent down from above.

In addition, a critical pillar of military flying is that the pilots are in the business of flying their aircraft. That's all they do.

Most general aviation pilots have other responsibilities that enable them of afford the cost of flying, but they can still tap into the mindset. Visualizing your flying during those fleeting periods of daydreaming can help. So can mentally going over checklists or performance numbers while standing at the microwave waiting for the coffee to get hot.

It's also important to pick the brains of the best pilots you can find. Pilots who are really good know all kinds of things you'll never find in a POH. By associating with them, learning how they think, and talking about the strategies they use, you have a better chance of becoming one of them.

Since my retirement from the Navy, I've caught myself regressing just a bit. Although I am still very methodical, I do occasionally miss a step during preflight or rely on memory instead of a checklist. It's clear that military-like

discipline does not come easy in the more casual environment of general aviation.

Knowing that, however, is the first step on the way to ensuring that you don't become too complacent.

Most of the tactics fighter pilots use to optimize safety are logical to all pilots. Because they fly close to the edge, fighter pilots learn to believe in them. Maybe it's time for you to become a believer, too. →

TFC Fleet Maintenance Report

By Don Essenpreis

For 05/01/00 through 05/31/00

6368K

- 05/16/00 Replaced center elevator bearing.
- 05/16/00 Replaced nose tire.

7929U

- 05/05/00 Replaced broken microphone holder.
- 05/27/00 Replaced interior plastic - left & right front post covers, center console cover.

150TM

- 05/05/00 Replaced air box bushings.
- 05/12/00 Installed new interior plastic - left & right rear side panels, rear baggage panel, eyebrow panel.
- 05/23/00 Drained oil and replaced with 5qts. 15w50 Aeroshell.
- 05/24/00 Replaced landing light.
- 05/24/00 Replaced rotating beacon bulb.

733NB

- 05/12/00 Installed new GPS data card.
- 05/15/00 Ferried to Mena for paint and interior.

7508J

- 05/07/00 Replaced left main tire.
- 05/25/00 Completed annual inspection.
- 05/29/00 Repaired vacuum leak.

5636Q

None. Status: Grounded, gear-up landing.

8142H

- 05/13/00 Completed 100-hour inspection.

3187Y

- 05/16/00 Replaced lock sets in pilot and baggage doors.
- 05/30/00 Cleared blocked pitot tube.
- 05/??/00 Number 1 NAV/COM was repaired for and display illumination problem and re-installed. →

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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
N8142H	Piper	PA-28-161	Warrior	\$56.00
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
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

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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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