



FLIGHTLINES

Newsletter of the Texins Flying Club

July 2001

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Brian Anderson	PPSEL	4/26/01	Sherman Ratliff
Daniel Leon	1 st Solo	5/26/01	Sherman Ratliff
Chris Weatherford	PPSEL	5/18/01	Hank Elts
Rick Still	1 st Solo	5/30/01	Calvin Coffey
Sebastian Thompson	1 st Solo	5/31/01	Dick Stephens

Highlights from June Board

TFC Board members in attendance: Dan Grelinger, Steve Aughinbaugh, Art Jones, Robert Jolly, Don Essenpreis, Jimmy Hashem.

TFC members: Mark Seglem, Leif Olsen, Calvin Coffey.

Cost again fared as a major board meeting item on the June board meeting agenda. Regrettably, the aircraft rental business reported loses in year 2000 and as such, quoted rates are going up 23% this year. TFC paid approximately \$31K last year and the increase will result in about \$7.1K more than originally planned. This will adversely hit the budget since TFC had originally factored in a 10% possible rate increase. In addition the general fuel price increases has not helped much.

The capital avionics upgrade project is going well: The first GPS and CDI installation was completed on 737TY during the annual inspection. Mark reported that the GPS is not yet IFR certified pending his completion of the supplementary flight manual to be reviewed by the FAA. The removed Loran from 7TY has been relocated to 29U. This leaves 150TM, which will have the installation

completed during the schedule annual next month and 7508J which should be installed while it is down for the engine overhaul.

The meeting adjourned following officer reports. Steve informed the board that the membership totals are at 195. He will be updating the TFC book at the airport with the new membership list. Don provided the fleet status: 68K has 60 hours to go before engine overhaul, 08J is the second engine requiring overhaul while 29U is almost due for an annual and 22 hours away from 100 hour inspection. Board decided that a discussion needs to take place immediately regarding whether future rates increases will be necessary to offset the increased insurance and fuel costs.

The next board meeting is scheduled for the 4th of July at 6:30 PM. →

TFC Fleet Maintenance Report

By Don Essenpreis

TFC Fleet Maintenance Report for 05/01/01 - 05/31/01

6368K

05/08/01 Drained oil and replaced with 5 qts 15w50 Aeroshell.

7929U

05/02/01 Overhauled nose gear shimmy dampener.
05/11/01 Serviced right brake master cylinder.
05/21/01 Drained oil, inspected filter screen and refilled with 5 qts 15w50 Aeroshell. Break-in competed. Please return to standard procedures for this aircraft.

150TM

05/01/01 Completed 100 hour inspection.
05/15/01 Re-seated transponder in mounting tray.

733NB

05/03/01 Completed 100 hour inspection.
05/17/01 Installed new gps datacard.
05/25/01 Replaced oil cooler.
05/30/01 Repaired rear tie down ring damaged by high wind.

7508J

None.

5636Q

05/15/01 Completed annual inspection.
05/23/01 Repaired #1 CDI and Loran.

3187Y

05/25/01 Checked fuel system for proper flow from both tanks, pressurized tanks to blow out any obstructions.

737TY

05/02/01 Replaced brake pads.
05/03/01 Drained oil and replaced with 6 qts 15w50 Aeroshell.
05/03/01 Replaced landing light.
05/03/01 Repaired cowling lord mount fasteners.
05/24/01 Replaced landing light.
05/24/01 Installed new left main tire.

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History of the Cessna 170 Airplane

The following is an excerpt from "[The 170 Book](#)" and was originally written by Bob Baas

Early in 1948, aviation publications across the country were publishing press releases similar to the following, which appeared in the February issue of FLYING magazine:

"Wichita, Kansas - A full line of Cessnas will roll off the lines this year. Deliveries of the new 1948 model Cessna began early in January... The big news in the way of completely new aircraft at Cessna this year is the Model 170, a four-place plane powered by a 145 hp Continental engine. Selling at \$5,475, this new 170 is the low-cost four-placer to complete Cessna's full line. Deliveries are expected to begin in March."

During the late 1940s through the mid-1950s over 5,000 Cessna 170s were manufactured and well over half that number survive today. This alone should indicate that this aircraft has certain qualities that make it a desirable aircraft to own and has also gained it recognition as a Neo-Classic in various aircraft organizations.

The Cessna 170 began it's life looking much like it's little brother, the Cessna 140. In fact, the 1948 C170 is quite often mistaken for the smaller two-place C140 by the casual observer. In 1948, Cessna expanded and stretched the 140 to make it a four-place aircraft and called it the 170. It had no dorsal fin, had fabric-covered wings, vee-type wing struts and three C140 fuel tanks to give it the necessary range for it's larger engine. The engine used was a Continental C145 (later designated the O-300A) and would be used throughout the entire production run of Cessna 170s.

The first production model was serialized #18001, but both it and #18002 were experimental and eventually scrapped by Cessna. The first C170 produced for sale to

the public was SN18003, which rolled out of the factory doors on February 6, 1948. She made her first trip on February 27, 1948.

Beginning very late in 1948 with SN18730, Cessna began producing the all-metal, slicked-up version with a single strut and a dorsal fin identical to the one used on the C195. The price new was \$5,995, and it was called the Model 170A. The plane had an all-metal wing with slightly larger flaps which ran from zero to 50 degrees. The 170A, which was produced through 1951, is commonly called the "straight wing" model because, unlike later 170Bs, the C170A has no wing dihedral. There were very few changes made in the C170A in it's three years of production.

The Cessna 170B was introduced in 1952 and continued in production with several changes until production on the series ended in 1956. The most obvious change from the 170/170A is the large semi-Fowler flaps similar to those used on the L-19. The flaps were labeled "Para-lift" by Cessna, but the term "barn door" is the more common description. The flaps originally had four settings: 0, 20, 30 and 40 degrees. Beginning in 1955, Cessna added a 10 degree flap setting.

The dihedral angle was increased to 3 degrees on the 1952 and all subsequent models, and more twist was given to the wing between the strut and the tip. The stabilizer and elevator shape was changed and the aerodynamic balance area was increased. A mass balance, enclosed in the aerodynamic balance section, was added, requiring less control pressure.

The Cessna 172 was introduced in 1956, and tricycle gear took over the general aviation scene. Since Cessna had parts left for some C170s, they continued to produce the C170B until the parts were gone.

As for performance, the stock Cessna 170 will pretty much do what the Owner's Manual says. It will get into a much shorter field than it will get out of at gross weight. It will cruise in comfort at about 118 mph at 65% power at 4,000' - 7,000' and burn about 8 gph with engine properly leaned.

Most C170s will take two adults, two children, 100 pounds of baggage and full fuel and still be legal for a gross weight of 2200 pounds. The C170 will climb 500-700 fpm at this weight and land at about 52 mph.

The Cessna 170 is a good, honest taildragger and has had very few AD notes on either the airframe or engine.

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TEXINS FLYING CLUB INSTRUCTORS

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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 Jimmy Hashem, email hashem@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/hr
Simulator	ATC	610J	\$0.00
N150TM	Cessna	150M	Commuter \$42.00
N6368K	Cessna	150M	Commuter \$42.00
N7929U	Cessna	150M	Commuter \$42.00
N733NB	Cessna	172N (180)	Superhawk \$59.00
N737TY	Cessna	172N	Skyhawk \$59.00
N3187Y	Cessna	182	Skylane \$72.00
N7508J	Piper	PA-28R-180	Arrow \$72.00
N5636Q	Mooney	M20E	\$72.00

- 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 4053
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
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