



FLIGHTLINES

Newsletter of the Texins Flying Club

July 2003

CALENDAR OF EVENTS

3 Jul (Thursday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Calvin Coffey	SeaWings VI	10/20/02	
Calvin Coffey	Wings VI	04/11/03	
Bobby Mundy	1 st \$100 Hamburger	06/09/03	Calvin Coffey
Mark Borchelt	PPSEL	06/29/03	Dick Stephens

Mid-Year TFC Board Election Results

During the June General Membership meeting held Saturday, June 14th, the following is the results of that election:

Vice President, Operations – Fred Carvajal

Treasurer – Bob Moran

Trainer Maintenance – Doug Darlington

Safety Officer – Bill Moore

Controller (Interim) – Micah Koons

Four-Place RV-10 Flies

All that performance and room for four? Van's new RV-10 reportedly showed the same spirit as its two-place predecessors (albeit with a larger engine) as it leapt off the runway in 450 feet on its maiden flight Friday. The family-sized version of the world's most popular kitplane -- 3,261 of Van's Aircraft have been completed and flown, so far -- took off with "Van" himself at the controls and spent about half an hour doing basic control input checks and monitoring engine temperatures. The successful first flight was completed on schedule and that means kits may be available by the end of the year. Quick-build versions will be available and partial quick builds are being considered. According to the Van's Web site, the boss was happy with his company's newest creation: "Van described the RV-10 as a very pleasant airplane to fly." With a six-cylinder IO-540 (260 hp) up front, the RV-10 is designed to give the same type of performance as a 180-hp RV-7A, which is a 200 mph cruise and 1,600 fpm

climb. Engine options might range as low as 200 hp. The RV-10 has a useful load of about 1,100 pounds and carries 60 gallons of fuel.

New Arkansas Class C Airspace will come with RTR

Pilots using Northwest Regional Airport (XNA) will soon find it easier to talk to air traffic control (ATC), now that the FAA has adopted an AOPA recommendation for the airport's new Class C airspace.

Over a year ago, an ad hoc airspace working group was formed to review the need for Class C airspace around XNA. After soliciting input and working with local airspace users, AOPA insisted that adequate communications equipment needed to be installed prior to the establishment of Class C airspace, to improve the local pilots' ability to communicate with ATC. The FAA agreed and will install a remote transmitter and receiver (RTR) that will be operational before the Class C airspace is implemented on July 10, 2003.

According to the FAA, the airspace change is needed to support increased aircraft operations at XNA and the increased potential for midair collisions in the area.

"Class C airspace alone would not have improved the level of safety at XNA," said Heidi Williams, Manager of Air Traffic, Regulatory and Certification Policy. "We are pleased that the FAA agreed with AOPA's recommendations and took the necessary measures to make the RTR operational prior to the Class C implementation."

[Editor's Note: This is where Sally is rumored to have gone!]

EAA AirVenture Oshkosh 2003, July 29 – Aug 4

More than 500 educational and informative forums bring together aviation's best and brightest to share their accumulated knowledge and expertise. 700-plus of the industry's top companies bring their "A-teams" to unveil the latest products and technologies. (A number of huge announcements are in store you won't want to miss!) Leading government officials, including FAA Administrator Marion Blakey and her senior staff, in their first Oshkosh visit, will be here to meet with leading industry and public representatives. The world's best air show pilots perform their magic every day. Visitors also get to see the greatest collection of majestic, meticulously preserved warbirds around. AirVenture's main stage, AeroShell Square, will showcase some of the most interesting and unique aircraft in the world, including the only public display in the United States of the incredible Airbus Beluga cargo jet and the one-of-a-kind Hughes H1 Racer replica.

Stay Focused

Part 6 of AOPA's Ounce of Prevention Series

Plan the Takeoff— and take off according to the plan

By Julie K. Boatman (From AOPA Pilot, June 2001.)

My copilot for the flight, Steve O'Neill, set the flaps for takeoff, and I taxied the Cessna 206 Turbo Stationair into position on the runway. "Climbout at V_Y [best rate of climb] is 89 knots," he called, reading from the checklist. We were flying the Stationair down to Tulsa with the aft door removed, after the previous days' photo mission. Anxious to see what kind of climb rate that speed would produce, I pushed the throttle forward, and we charged down the pavement into the air. The deck angle launched a collective "Yee-haw!" from the front row — until a whoosh of blue tissue paper flapped its way from behind the seats into the windscreen. "I got it," said O'Neill, reaching for the scrap of paper. "You fly." The once carefully-wrapped baseball cap I'd secured for my grandpa instantly drove home a critical point about takeoffs: While approach and landing arguably take the most skill, takeoffs require focus.

Distractions, and lack of conscientious forethought, strike a powerful blow.

Gusty winds, high density altitude, obstructions, and the possibility of power loss all emphasize the need for careful planning prior to starting the takeoff roll. And once the departure begins, full attention to the effects of these variables is necessary.

Takeoffs and landings form the highest-risk phases of flight. As reported in the AOPA Air Safety Foundation's 1999 Nall Report, nearly 24 percent of all general aviation accidents in which the pilot was deemed responsible occurred in the takeoff and departure phase of flight. The takeoff phase was also the scene for 12 percent of fatal accidents.

Howling winds

Why do some pilots feel apprehension when the voice on the AWOS (automated weather observation system) announces that the wind is more than 15 knots? Those who learned to fly in Kansas typically suffer no such inner turmoil, and therein lies the key — we fear the unknown. Get to know your airplane in windy conditions, but attain this knowledge in small increments.

A Maule M7 contacted trees during takeoff from a strip in Alaska at the onset of a business flight to the pilot's hunting lodge. Winds and downdrafts were considered strong and gusty at the time of departure, and the pilot admitted that he waited for a lull in the action to attempt the takeoff. The airplane lifted off about 400 feet down the strip and crabbed almost 90 degrees to offset the crosswind from the right. The left wing contacted the trees, where the plane settled "on the edge of stalling," according to an accident report. The automated weather observation from a field four miles to the west recorded winds from the northeast at 13 knots, gusting to 25 knots.

During takeoffs in gusty conditions, expect the airplane to lift off earlier in the takeoff roll because of a sudden increase in the headwind component. In a tricycle-gear airplane, you can offset this somewhat with forward pressure on the yoke, holding the airplane on the ground until a faster-than-normal rotation speed is attained. With a faster airspeed, your margin above stall speed is greater, and the settling effects of the headwind shearing to a crosswind or tailwind are diminished.

When dealing with crosswinds, check to ensure that the amount of crosswind doesn't exceed your limitations, or those of the airplane. On a wet or slippery runway, an excessive crosswind could cause the airplane to slide into the runway lights during takeoff.

Another note on wind

A more unfortunate wind than a crosswind is a tailwind, and it requires a careful assessment of the airport conditions. Many airports have a designated calm-wind runway, which is preferred — for reasons of noise abatement or fewer obstructions in the departure area — under wind situations up to a few knots of tailwind. Using the calm-wind runway during these times requires a recall of your airplane's performance with a tailwind component. A trip through the pilot operating handbook (POH) reveals that most airplanes suffer a greatly extended takeoff roll with only a few knots of wind on the tail. Remember that your climbout will be shallower as well. This reduced angle may prompt the unwary to pull back on the yoke and coax out a departure stall.

Soft-field practice

Departures from soft fields warrant specific training. And soft-field techniques come in handy not only on grass strips, but also on snowy, rough, or otherwise more hazardous runway surfaces — any time when the need to get the wheels off the ground ASAP exceeds the immediate need to clear obstacles. A lack of good technique can result in a departure stall, too, with the airplane settling back onto the runway if the pilot pulls the airplane out of ground effect before enough speed is acquired.

Density-altitude hazards

One of the reasons I had been looking forward to the best-rate climbout in the Stationair was to perform the operation close to sea level. The high deck angle afforded by the thick air can feel like a rocket launch to a pilot accustomed to operations at high-altitude airports.

At higher elevations, the true airspeed at which an airplane acquires enough lift to leave the ground increases, while the indicated airspeed remains the same. This greater true airspeed translates to a lower deck angle after rotation and during climbout, and accident reports bear out the demise of lowland pilots who fail to properly adjust their attitude for the environmental conditions. When heat and humidity are added to the equation, the deck angle is shallowed further, making high-density-altitude operations hazardous if not conducted with, again, careful planning.

Meadow Lake Airport, just outside of Colorado Springs, Colorado, sits at 6,874 feet msl. On the August day of the accident, the temperature was 81 degrees Fahrenheit, creating a density altitude of 9,747 feet. The pilot departed on Runway 33 in a Piper Cherokee 180, with the winds initially observed to be 10 knots from the northwest, but noted later to be "variable and shifting" by several pilots at the time of the accident, as well as an FAA inspector initially on the scene. After lifting off at the proper airspeed of 80 mph, during climbout the airspeed "suddenly dropped to 60 mph," according to the pilot. He maneuvered the airplane below power lines in an attempt to gain airspeed, but the airplane impacted terrain soon afterward. The airplane flight manual listed no performance data for takeoffs at density altitudes above 7,000 feet, and this omission, contributing to the pilot's loss of control in a stall/mush, was listed as a factor in the NTSB report.

When high-density-altitude conditions are present, the pilot needs to calculate how much these conditions will affect the takeoff and departure. If the information isn't there — as was the case in the preceding accident — waiting for cooler conditions is advised. Plan for operations early in the day, or later in the evening — but before sunset, if rising terrain is a concern. And be aware that your sight picture looks quite different if you're used to flying from airports at lower elevations. Trust the airspeed indicator and stick to the recommended speeds listed in the POH.

A roaring takeoff — to silence

During the Bonanza/Baron Pilot Proficiency Program (BPPP), a subsidiary of the American Bonanza Society (see "Wings of Experience," page 138), instructors put pilots through a series of simulated engine failures during the takeoff roll — and the initial climbout. When the simulation is performed during takeoff from a long runway, pilots find that their airplanes can be landed straight ahead on the remaining runway (or at the very least, in the clear overrun area) in many instances — even after the airplane is well off the ground. At the BPPP clinic, these maneuvers are demonstrated first by experienced instructors, and it's best to proceed with similar caution should a pilot wish to "try this at home."

But practice makes a written emergency checklist come to life in ways that reading it a hundred times could never accomplish. During multiengine training, engine failures during the takeoff roll are also repeated many times, and each before-takeoff check ends with a briefing that recalls the procedures for engine failures before VMC (minimum control airspeed) and after. This quick pause should not be reserved solely for those flying around with two engines to lose. Besides, the situation is certainly no less grave in a single than in a twin. So before taxiing out onto the runway, review what to do in the event the engine fails during the takeoff roll, immediately after liftoff, and after the airplane has attained several hundred feet. When flying with other pilots, take a moment to state what each pilot should do in the event of a takeoff emergency. Typically, the pilot at the controls should fly the airplane, and the other

should handle radio communication or help troubleshoot the problem, unless the pilot not flying is substantially more comfortable maneuvering the airplane.

Having a plan is critical. At your local airport, the next time you fly, take a moment during climbout to note various locations where you could put the airplane should a complete power loss occur. Add these to your before-takeoff briefing.

Fly the plan

Preflight planning doesn't end once the pilot gets into the airplane; each moment before the airplane breaks ground is "preflight," and should be considered carefully. If you maintain focus on the takeoff, chances improve that the rest of the flight will be a safe one.

Common accident scenarios: Flight planning

- **Failure to adequately compensate for wind conditions during takeoff and climbout.**
- **Takeoff in wind conditions beyond the pilot's or airplane's capabilities.**
- **Engine failure or loss of power after takeoff.**
- **Failure to maintain adequate airspeed during takeoff and climbout, resulting in departure stall.**
- **Attempting takeoff with too strong a tailwind component.**
- **Failure to compensate for high-density-altitude conditions, or attempting takeoff in density-altitude conditions beyond the airplane's capabilities.**
- **Improper configuration of the aircraft for weight and flight conditions.**

Safety strategies

- **Plan every takeoff, taking into consideration aircraft loading, field length, and atmospheric conditions.**
- **Pay close attention to airspeed in high-density-altitude situations.**
- **Practice takeoffs in gusty and/or crosswind conditions with an instructor if your skills are rusty.**
- **Build a safety margin into your rotation speed during gusty conditions.**
- **Be cognizant of obstructions in the departure area.**
- **Brief a plan of action for coping with a loss of power during the takeoff roll and immediately after liftoff.**

National Park Service, National Air Tour 2003 Will Stop in Ft. Worth

Historic Flight Re-Creation Provides Once-In-A-Lifetime Opportunity

**Sunday, September 14th – 372 miles
Wichita > Tulsa > Fort Worth**

**Monday, September 15th – 386 miles
Fort Worth > Shreveport > Little Rock**



At a recent joint meeting of the U.S. Centennial of Flight Commission and the First Flight Centennial Advisory Board, representatives of the National Park Service's Outer Banks Group and the National Air Tour 2003 announced plans for the upcoming National Air Tour's stop at Wright Brothers National Memorial on September 20, 2003. Weather permitting, more than 25 rare, vintage aircraft will land at the park's First Flight Airstrip and be displayed in a circle around the base of Big Kill Devil Hill. The National Air Tour's visit to the birthplace of flight is part of a 17-day, 4,000-mile journey to celebrate the Golden Age of Aviation and the Centennial of Flight by re-creating the original Tours that were held from 1925 through 1931.

"The National Air Tour presents a once-in-a-lifetime opportunity to witness so many magnificent aircraft from the '20s and '30s flying together again," said Lawrence A. Belli, Superintendent, Outer Banks Group. "We're pleased to be able to share this important part of aviation history with visitors to Wright Brothers National Memorial."

Vintage Aircraft to Fill Skies Above Wright Memorial



The National Air Tour aircraft will depart from Dare County Airport on the morning of September 20, and

land shortly thereafter at the First Flight Airstrip between 9 and 10 a.m. The aircraft, including large transport trimotors, flying boats and open-cockpit biplanes from the 1920s and '30s, will then be positioned for public display in a circle around the base of Big Kill Devil Hill, where the Wright brothers conducted hundreds of their pre-flight gliding experiments. The Wright Memorial, a 60-foot granite pylon, crowns Big Kill Devil Hill, and honors the Wright Brothers.

National Air Tourists will be on-hand to answer questions about their airplanes and the Tour. Throughout the day, the planes will be on display and programs will be offered. Weather permitting, the aircraft will remain at the Memorial overnight and depart from First Flight Airport for Richmond, Va., on September 21.

National Air Tour 2003 Celebrates Aviation History



The National Air Tour 2003 is an official U.S. Centennial of Flight Commission celebration that places a spotlight on the innovators and innovations of the Golden Age of Aviation — the period in aviation history between the two World Wars. The Golden Age marked a time of great advancements in civil aviation, spurred-on by such ventures as air tours and air races. Concrete runways, airport facilities, radio navigation, enhanced instruments, airmail, all-metal transport aircraft and even brakes on airplanes were among the significant developments during this era.

"It is a great honor for the best of America's vintage fleet on the National Air Tour 2003 to land at the First Flight Airstrip, literally steps away from where it all began," said Greg Herrick, President of the Aviation Foundation of America, the non-profit organization coordinating the Tour. "We're thrilled to salute both the first flight and the Golden Age of Aviation — a period in which so many advancements took place that affect how we fly today."

Departing on September 8 from Dearborn, Mich., the National Air Tour 2003 will visit 21 states along a 4,000-mile route during a 17-day period. The National Air Tour 2003 will fly a route for what would have been a 1932 Tour.

Route of the National Air Tour, September 8 - 24, 2003



The original National Air Tours, officially known as the “National Air Tours for the Edsel B. Ford Reliability Trophy,” were commonly referred to as the “Ford Air Tours.” Edsel B. Ford, a staunch supporter of the Tours, held a vision for the future of aviation and provided the trophy. The Tours helped build America’s modern system of air transportation in part by showcasing the latest advancements in aircraft design, encouraging the development of airports and promoting the safety and reliability of civil aviation.

National Park Service’s First Airplane to Visit the Outer Banks

The National Park Service’s first airplane, a 1928 Fairchild FC-2W2, N-13934, will fly on the National Air Tour from Dearborn to Kill Devil Hills. It is the only flying example of its kind and is privately owned. It is painted as it was when J.D. “Dave” Driskill flew it over the Outer Banks in the ‘30s. Driskill shuttled mail, payroll, supplies, patients and passengers to and from the Civilian Conservation Corps camps. Prior to being sold to the National Park Service in 1936, the Fairchild was the first airplane owned by the National Advisory Committee for Aeronautics (NACA) — the predecessor of NASA.

1927 National Air Tourists Met Orville Wright

When the 1927 National Air Tour pilots landed in Dayton, Ohio, they were greeted by one special gentleman who, in essence, helped make all Air Tours and aviation related activity possible — Orville Wright. Orville came to McCook Field and was personally introduced to each pilot by Tour referee Ray Collins. A dinner followed their arrival at the Miami Hotel. More than 300 people attended the dinner, including Mayor A.C. McDonald and Congressman Roy G. Fitzgerald.

The Aviation Foundation of America

Minneapolis-based Aviation Foundation of America is a 501(c)3 public charity designed to preserve and promote America’s aviation heritage at a grassroots level through initiatives such as historic flight re-creations, airport preservation projects and educational programs. The Aviation Foundation of America is a full partner in the U.S. Centennial of Flight Commission along with the FAA, NASA and the Experimental Aircraft Association.

FMI: www.NationalAirTour.org

10 Things Your Flight Instructor Wishes You Knew

Sure, your flight instructor is trying to teach you all the ins and outs of flying, but there are some things -- not officially in the curriculum -- that would make the training go faster, easier, and more enjoyably. And these apply to recurrent training, upgrading, and new certificates too.

We all want to get through training as quickly and efficiently as possible. Yet some student pilots fly through training (no pun intended), and others end up spending a great deal more effort, money, and time to reach the same levels as our peers. What's the difference? Though frequency of training and personal learning styles can have an impact, removing only a few common roadblocks from your training can reduce the hurdles encountered in the process. It will also help those responsible for your training give more thorough and concise guidance all around. Here are ten things that will undoubtedly make you stand out as one of your flight instructor's favorite students.

1. Look Outside!

With the proliferation of "gizmos" in general aviation aircraft -- tied so closely to the rapid expansion of the computer and electronics industries in the past few years -- every pilot has had to grapple with the temptation to fixate all of his or her energy on the latest technology. Student pilots in particular have a great deal of difficulty keeping their attention outside of the cockpit, since all of the instrumentation in the cockpit (even the relatively simplistic stuff) is new to them. However, any pilot who has just trampled through the instrument rating will confirm that it's a lot easier to precisely control the aircraft by looking outside, and most of the things that will hurt you in an airplane aren't found inside the cockpit. If you feel like you're having trouble, ask your flight instructor to cover up some instruments for a few lessons to force your attention outside the cockpit. Remember: A lot of airplanes don't have attitude indicators, radios, or GPS, and their pilots do just fine.

2. Be on time

In fact, be early if you can. Getting ready for the flight (preflighting the aircraft, getting the weather briefing, etc.) before your scheduled time with your flight instructor allows him to concentrate the bulk of his attention on teaching new things or working on the areas that need the greatest amount of review. As it turns out,

though, students often show up on the scheduled minute of arrival, spend half an hour getting ready to fly, and then have to hurry through a particular lesson to ensure that the aircraft and the flight instructor make it back on time for the next student. Sometimes the aircraft may not be available if you arrive early, but at the very least you can spend 20 minutes looking over the maneuvers you were supposed to know when you arrived. Speaking of which ...

3. One hour of studying at home can save two hours of training in the airplane

Most people fly for the fun of it, and studying hasn't generally been regarded as the most enjoyable of all activities. Particularly for those with busy schedules or who haven't been in a classroom for a while, study habits may be downright poor. However, students who progress most quickly through training (and folks, the most fun stuff comes after you get the Private Pilot Certificate) are generally those who spend at least an hour intimately close to the books between flight lessons. In particular, knowing the procedures for the next lesson's maneuvers and radio phraseology saves a tremendous amount of training time. Ask yourself if you could do any of the maneuvers you've done with your instructor on at least three occasions from memory and without help; if you can't, you're probably spending a lot of time with your instructor in the airplane going over the procedure step-by-step, when you should be working on the execution of the maneuver itself.

4. The checklist is required

The Practical Test Standards, the "cheat sheet" for check rides, couldn't possibly be more clear when it comes to the subject of checklists. Nearly every Area of Operation listed requires that the applicant "completes the appropriate checklist." Yet with many student pilots, proper checklist discipline falls short, and it typically results in things consistently getting missed. Is your landing light on when it should be? Forget to turn on the transponder again? Mixture not rich for landing? If you're using the checklist, that should never be a problem.

5. Asking questions makes a CFI's job easier

Anyone who's tried to teach anything to a person who refuses to participate in the process knows how frustrating it can be to determine the degree of understanding gleaned from the lecture. Yet many students, even those who are normally active and outgoing, act like a tree whenever the instructor asks, "Does that make sense?" If it doesn't, say so. Say it again if you have to. If you make learning an interactive process, you will pick up the material more thoroughly and more quickly than someone who takes notes that only somewhat make sense to them. Often flight instructors find new ways of looking at things themselves through the questions that you ask!

6. A weather briefing is a necessity -- even on nice days

It's a clear blue sky outside, visibility unlimited, and the winds are calm. Who needs a weather briefing? You do! It's not only a legal requirement (see FAR 91.103), but in this day and age of temporary flight restrictions (TFRs),

airports across the country constantly under construction, communication frequency outages, and aging navigation facilities, it's an absolute requirement that you get the full standard briefing. Either call the Flight Service Station or connect to DUATs. (If you don't know how these work, this would be a great question to ask at your next lesson. See # 5).

7. Safety, precision, smoothness; in that order.

Students often try to be the next ace when they're learning a new maneuver, and smoothness is a requirement for being considered ready to take the practical test. However, at some times, there are things more important than being soft on the controls for the sake of the hypothetical people in the back. Concentrate first on doing a maneuver safely (which means looking outside for other traffic!), then within the altitude, heading, and speed requirements, then work on doing both gently. You're expected to be a little rough at it first, but with experience, you'll find your corrections will get smaller and the "smooth hands" will follow.

8. Fly it like you own it

At first, every one of us needs to be walked through a new procedure, maneuver, or operation, because, quite frankly, we haven't ever done it before. Loosening the leash after that can be a difficult task for the instructor, and most students aren't sure what they're allowed to do on their own -- they wait until they're told to put out the flaps, or reduce the power, or run the checklist, or call the tower. Take the initiative and ask your flight instructor if you can try doing a maneuver without his help, and have him critique you after you've completed it. The more responsibility you take on, the more comfortable an instructor will be letting you tackle the aircraft by yourself. When you do this, though, you have to ...

9. Keep your instructor in the loop

One thing that every flight instructor hates to hear after giving an instruction to a student is, "I was just about to do that." It can be difficult for an instructor to predict what a student will do next, and sometimes a flight instructor has to assume that the student has forgotten a step or needs to be prompted for a particular action. When you tell your flight instructor what you plan to do and when, he can tell if you've forgotten, because you haven't done what you said you would do. This allows him to give you more responsibility to make decisions on your own, and short circuit a plan that may not work for one reason or another before you are in the midst of executing it.

10. Keep your eyes on the big picture

The most important thing that any flight instructor wants to see in a student is safety. Most student pilots tend to evaluate their performance on how softly they land, how precisely they execute a maneuver, how accurately they memorize procedures. In the real world of flying, though, poor decisions about weather, equipment, or pilot skill are generally what cause accidents -- not a bad steep turn or a firm landing. Make your goal to be a conservative, current, and well-informed pilot, and the rest will fall into place!

fly-in dining

Springtown, Texas

The Wild Onion Restaurant

(from Pilot Getaways, Spring 2003)



Some of the best hotspots in Texas are found in quiet hamlets a few miles outside big cities. One such local place is a country steakhouse known as the Wild Onion. It's not an airport restaurant per se, but it is only a five-minute walk from your tiedown. The Wild Onion's sterling reputation for Texas comfort food draws locals and savvy pilots alike, especially those who relish a hearty plate of chicken-fried steak, a deep-fried wild onion blossom, or a steaming bowl of chili. Other notables include fried or grilled quail, melt-in-your-mouth catfish, and frog legs. For dessert, choose between cream pies, fruit pies, rhubarb pie, or one of the confections piled-high with meringue.

Enjoying a meal at the Wild Onion means first flying to Kezer Air Ranch (61TE), a small, private airport in Parker County farm country [N 32° 59.2' W 97° 37.2' Elevation 830 ft. MSL]. The airport is three miles northeast of Springtown, TX and 29.8 nm northwest of DFW – just inside the Mode C ring and just outside of the Class B airspace with a floor of 6000 feet MSL.



The 2400x20 asphalt strip is in a manicured grass field; however, it may be somewhat difficult to spot at first since it is surrounded by live oak trees. Additional landmarks include 5 houses and several hangars with access to the runway. On landing, you may park for free in the clearly marked spaces in a mowed area next to the runway. Avgas is available and the airport even has its own on-site Aviation Medical Examiner, Dr. Duane "Doc" Giles – a retired physician and self-proclaimed airport bum!

This is a private airport and the owner, Jack Weiland, appreciates a phone call prior to landing; the telephone number is (817) 677-2222. Jack spent 32 years as a Delta pilot before he and his wife, Sharon, retired to the ranch life. The Weilands welcome flyers from all over, even throwing impromptu get-togethers for pilots who "take-over" their covered picnic area under the shady oak trees.

Sounds like a great place for a \$100 Hamburger trip. Try it out and let us all know how it is!



FIRST FLIGHT CELEBRATION TICKETS NOW AVAILABLE

Heading to the First Flight Centennial Celebration this December in Kill Devil Hills, North Carolina? Tickets are now available for purchase online at:

<http://www.wrightbrothers.reserveworld.com>

or by calling 800/973-7327.

Quotable Quotes

Man must rise above the Earth -- to the top of the atmosphere and beyond -- for only thus will he fully understand the world in which he lives.

— Socrates

The natural function of the wing is to soar upwards and carry that which is heavy up to the place where dwells the race of gods. More than any other thing that pertains to the body it partakes of the nature of the divine.

— Plato, 'Phaedrus.'

"Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber."

— Douglas Manuel, aerospace executive regards airport security. Reported in USA Today, 13 March 2003.

Upcoming Regional Events

Jul 4 — Colorado City, TX. Colorado City (T88).

41st Annual Fly-in Breakfast. Event starts at 7:30am-10:00am. Awards to be presented to the youngest and oldest pilots, the most unusual aircraft and who traveled the farthest distance to attend. Please call for more information. Contact J. O. Dockery, 915/728-2542.

Jul 12 — Sherman, TX. Sherman Municipal (SWI).

Fly-in Pancake Breakfast - <http://www.eaa323.org>, Sherman Municipal, 8:00 to 11:00, All the pancakes, sausage, bacon, juice you can consume. \$5 donation. Sponsored by EAA Chapter 323. Contact: Danny Offill 469-223-4508

July 15-24

Lubbock, TX

SSA 15-Meter Span National Soaring Contest at Reese Center. Contact Bob and JoAnn Dittert 505/392-7449

Jul 26 — Granbury, TX. Granbury Municipal (F55).

Fly-in Breakfast. Contact John Holt, 817/570-8533.

July 29-August 4

Oshkosh, Wisconsin

<http://www.AirVenture.org>

Aug 16 — Abilene, TX. Elmdale Airpark (6F4).

Pioneer Aviation Day. Fly-in, missing man flyover, program honoring aviation old timers in attendance, former POW's, etc. Contact David Duncan, 915/676-1944 or 915/766-3769

Sept. 11 - 14

Reno, NV

National Championship Air Races and Air Show
Info: 775-972-6663 or www.airrace.org

Sep 13 — Sulphur Springs, TX. Sulphur Springs Municipal Airport (SLR). 8th Annual Fall Fly-In.

Largest regional Fly-In in Northeast Texas. Activities, vendors, and food. Camping available on site. Contact Roger Elliott, 903/885-7613 <http://www.eaa1094.org/>

Sunday, September 14th

Wichita,KS > Tulsa,OK > Fort Worth,TX

Aviation Foundation of America's National Air Tour Route

Historic 4,000-mile journey follows path of uncompleted 1932 tour with 25 vintage aircraft landing in more than two-dozen cities in celebration of Centennial of Flight.

FMI: <http://www.NationalAirTour.org/>

Friday - Sunday, Sep 19-21

Abilene, TX. Big Country Airfest. Abilene Regional.

Local EAA chapter will be hosting a fly-in airshow on September 20th 2003. Fly bys Saturday morning by a T-6 team, PT-19, T-34's, B-25, B-1 bomber, C-130, T-38, and a demonstration of the amazing capabilities of the C-17. Static displays of the C-130 will also be available to tour. Saturday afternoon, an airshow with about 8 acts presently. Of course there will be food and about 50 aviation vendors all day long. Saturday night we will

have a live band and cook steaks at the airport. Fuel discounts (40%), and hotel discounts, down to \$40, and free transportation to the hotel. Contact: Gray Bridwell 915-537-2496, gtbrid@nts-online.net

Sept. 26 - 28

Midland, TX. Midland International (MAF).

FINA-CAF Airsho 2003.

Featuring the Canadian Snowbirds, B-29 Superfortress, SB2C Helldiver, and many more. 915/563-1000 or 915/567-3009 <http://www.airsho.org/>

Oct 3 - 5 — Oklahoma City, OK. Wil Rogers World airport (OKC). Aerospace America International Airshow.

3 day event. Friday night show, all day Sat, Sun. Aerobatic performers, warbirds, fire and fury (modern military. GA Fly-in's Welcome. Great show and fun. Contact Lois Lawson or Don Schmidt, 405-685-9546

Saturday-Sunday, Oct. 18 – 19

Houston's Ellington Field, TX

2003 Wings Over Houston Airshow Festival

Info: 713-266-4492 or www.wingsoverhouston.com

December 13-17

Kill Devils Hill, NC

First Flight Centennial Celebration at Wright Brothers National Memorial, Hwy 158, Milepost 8 ½. FMI: contact: Outer Banks Visitors Bureau, 800/446-6262 or visitorinfo@outerbanks.org or www.centennialofflight.gov



2003 South Central Area Performances

Thunderbirds

15 June	Sheppard AFB, TX
20 --21 September	Wichita, KS
1 October	Tucumcari, NM
4 --5 October	El Paso, TX
11 --12 October	Ft. Smith, AR
1 --2 November	NAS New Orleans, LA

Blue Angels

5 --6 April	NAS Corpus Christi, TX
10 --11 May	Topeka, KS
31 May --1 June	Millington, TX
27 --28 September	Fort Worth --Alliance, TX
1 --2 November	Randolph AFB, TX

Canadian Forces Snowbirds

10 --11 May	Barksdale AFB, LA
17 --18 May	Millville, TX
27 --28 September	Midland, TX

Welcome New Members

Douglas J. Fiscler
Albert Herrmann
Ishwar S. Hosagrahar

Highlights from June Board Mtg -- 06/04/2003

Members in attendance were Keith Gutierrez, Bill Moore, Rick Still, Art Jones, Fred Carvajal, Bob Moran, Micah Koons, Jack Riley, Calvin Coffey, Mark Seglem, and Hank Eilts. Did not have a quorum of board members. Discussed moving board meeting to other day/time but could not agree; decision was made to follow "traditional" schedule of first Wednesdays at 6:30 PM.

Ground School Summary: Hank Eilts presented a summary of the just-completed Private Pilot Ground School. Out of 17 students, 8 took final and 3 have arranged for make-ups. Hank also made some recommendations for improving ground school; analysis and discussion by board postponed until next board meeting. Due to work travel commitments, Hank will not be able to coordinate the Spring class.

Operations: Fleet flew 161 hours last month. DG in 3NB in repair again – 3rd time this year. Identified serious roadblocks installing 3-point strobe kit on Arrow – have to pull wing tanks for wiring and have not been able to determine how to route wiring for tail strobe through the rudder cable area.

Membership: 149 members.

Treasurer: Cash balance continues to be positive. Moving another \$1800 to Overhaul account. Having trouble getting outstanding debts collected.

Decision was made to suspend scheduling privileges to members with large/overdue bills; scheduling system to be changed to implement easily.

Communications: June newsletter is on website. Worked with scheduling system webmaster to add "suspended" category and logon messaging for delinquent accounts. Also changed scheduler to prevent violation of 10-Day rule. Discussed 2nd terminal @ TKI – very difficult at this time – recommended waiting until T1 line is installed.

Special project & Elections: Vote on revised Constitution/By-Laws/Regulations to be held at the June Membership meeting. May need to define "family member." Elections for Operations VP, Treasurer, and Trainer Maintenance to be held; vote on Safety Officer will also be required if revised Club documents approved. Vote/confirmation of interim Controller needs to be held.

Special aircraft projects: Have had 3 inquiries on Mooney but no demo rides yet. Spare 150 engine still not listed for sale. Status of 150TM remains unchanged – still sitting on ramp awaiting money/decision to replace TBO engine or sell aircraft.

Adjourned 2000.

TFC Fleet Maintenance June '03

Fleet Maintenance - 06/01/03 through 06/30/03
6368K

06/03/03 Right main tire and tube replaced.
06/14/03 Turn and bank indicator replaced.
06/15/03 Exhaust manifold repaired.

7929U

06/11/03 new windshield and pilot's door window installed.
06/18/03 Shimmy damper overhauled.
06/30/03 50Hr oil change.

150TM - Off line

733NB

06/03/03 Left brake master cylinder serviced.
06/09/03 Brake cable ordered.
06/22/03 Tail Faring crack stop drilled.
06/23/03 DG installed from TM.
06/26/03 Repaired transponder installed and new knob for the GPS installed.

737TY

06/11/03 Right main tire replaced.
06/10/03 Lower #2 plug serviced.
06/12/03 Repaired DG installed.
06/16/03 Flight instruments checked by Wriston.
06/24/03 Nose strut rebuilt.
06/26/03 Turn coordinator from TM installed, original sent for rebuild.
06/30/03 50 Hr oil change.

7508J

06/06/03 Right fuel tank drain valve replaced.
06/25/03 Ammeter and stall warning repaired.

5636Q - Off line, For Sale.

TFC Fleet Statistics (1H '03)

	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

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	f-carvajal@ti.com
Trainer Maint	Doug Darlington	(972) 344-8393	(972) 578-8410	d-darlington@raytheon.com
XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
Communications	Rick Still	(972) 344-8391	(972) 612-8443	r-still@raytheon.com
Controller	Open			
Treasurer	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
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
Mike Baulch (M)	*	*	*	*				(972) 843-2208	mbaulch@flash.net
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@prodigy.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu05@aol.com
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis (M)							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@attbi.com
Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill			*				(972) 344-5770	(972) 562-4241	Bryan_O'Neill@raytheon.com
Sherman Ratliff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
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 Still, email r-still@raytheon.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$50.00
6368K	Cessna	150M Commuter	\$50.00
7929U	Cessna	150M Commuter	\$50.00
733NB	Cessna	172N(180) Superhawk	\$75.00
737TY	Cessna	172N Skyhawk	\$70.00
7508J	Piper	PA-28R-180 Arrow	\$85.00
5636Q	Mooney	M20E	\$85.00

?? 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
DE: Carol Walker (214) 948-0440
Email: WalkerCL@aol.com
FAA Medical: Gabriel Fried (972) 361-0155

TFC COMMUNICATIONS & INFO

www	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
Email List	tfly@list.ti.com
TFC Board Email	tflyboard@list.ti.com
Mailing Address	Texins Flying Club P.O. Box 831311 Richardson, TX 75083-1311

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