



# FLIGHTLINES

## Newsletter of the Texins Flying Club

July, 1998



### CALENDAR OF EVENTS

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

**11 July (Saturday):** Member/New Member meeting, donuts at 8:30am, meeting at 9:30am. Speaker will be announced via email.

### Congratulations on this Member Achievement

MEMBER	MILESTONE	DATE	INSTRUCTOR
Chris Johnson	1 <sup>st</sup> Solo	6/6/98	Dick Stephens

### Highlights from Board and Membership Meeting

#### Board Passes addition to the TFC Flying Regulations

At the June board meeting, another item was added to the TFC Flying Regulations. All members are expected to be compliant with all TFC regulations, including item 5 below:

5. UNIQUE AND HAZARDOUS AIRPORTS. Before a pilot may fly a TFC aircraft into any of the following airports, the pilot must complete a checkout in operations at the airport that will include at least one take off and landing at the airport and a log endorsement by a club CFI. Any member who has logged at least six landings at an airport on this list prior to the addition of an airport to this list or prior to joining the club, will be waived from this checkout requirement.

- a. McGehee Catfish, T40 (added 6/3/98)

### New Aircraft Lock-Box lock to be installed

The board decided it is now time to install a new master lock on the aircraft lock-box. All members will have to pick-up new keys for the new lock. We are expecting to have keys available at the next membership meeting on July 11<sup>th</sup>.

In a related topic, there have been reports of TFC members opening the lock-box for other members who do not have their key. Please remember it is NOT permitted to open the lock-box for anyone else.

### New Aircraft Pitch delayed until July 28th

July 28<sup>th</sup> is the next TEXINS finance meeting. It was decided that the board will pitch the new aircraft loan then. In the meantime, we are working to acquire another leaseback. Stay tuned for details!

### Membership Statistics

There are currently 257 members in the club! Look to this location in future newsletters for more club statistics!

### Mid-Year election results are in!

At the June membership meeting, mid-year elections were held. Following are the results:

Position	Officer
Operations Vice President	Ed Beaver
Trainer Maintenance Officer	Don Essenpreis
Treasurer	Harold Morgan

Congratulations to the winners! We know the excellent work already done by these members, and I'm sure everyone is looking forward to another great term! →

### Mark Seglem Takes 1<sup>st</sup> Place in Spot Landing Contest

*Dan Grelinger*

A spot landing contest was held at the McKinney Exec Air Open House / Texins Flying Club Picnic, on Saturday, June 13 at the McKinney Municipal Airport. McKinney Exec Air donated the prizes for the event, and TFC conducted it. The registration fees, and other donations, were donated to Samaritan Inn. Volunteers from the Explorers assisted with the event. The results are as follows

Place	Distance	Name	Prize
1 <sup>st</sup>	16 ft.	Mark Seglem	75 gallons of fuel
2 <sup>nd</sup>	16.5 ft	Calvin Coffey	25 gallons of fuel
3 <sup>rd</sup>	78.5 ft	Hank Eilts	\$50 maintenance voucher
4 <sup>th</sup>	94 ft	Brian O'Neill	\$25 gift certificate from Monarch

Thanks to all those who helped out and participated.

## **Why worry about Density Altitude?**

*Safety Officer Jim Burrows*

Density Altitude is something that only pilots flying in the mountains worry about, right? WRONG!! It is a real troublemaker everywhere and as the hot temperatures of summer time strengthen their grip on Texas we should all review how it impacts our flying. Want to see a 172 take over 2,500 ft to clear a 50 ft obstacle? All it takes is gross weight on a grass runway at 2,500 ft and 100 °F air temperature.

Density altitude is the altitude in the standard atmosphere where air density is the same as where you are. It is not a height reference, but is an index to aircraft performance. It provides a scale to measure the effect of air density on your airplane. Low air density (high-density altitude) reduces airplane performance by reducing engine power output and airfoil performance.

How do you determine the density altitude? Well you can compute it yourself by reading pressure altitude with your altimeter set to 29.92 and correcting this value with your flight computer for air temperature. If you are at an airport with an AWOS it will report density altitude anytime it is more than 1000 feet above field elevation. Many airplane manuals have graphs to make this calculation too. Some airplane manuals have density altitude built into the performance tables and charts. Or, for a quick estimate use the following rules of thumb. Add 10% to the take off distance at your field's elevation for each 10 C above standard temperature. If you only know your sea level take off run add another 10% for each 1000 feet above sea level. Compute your density altitude and consult the airplane manual if the thumb rules say it is anywhere near close.

## **My Blackbird Dream Came True**

*TFC Member Doug Fischer*

Little did I know when my wife Judy and I planned a trip to Edwards AFB Ca. that a dream was about to come true. Our son Shiloh, a Capt. in the USAF, and his new bride Jennifer, had invited us out for a visit from May 21 through May 30, 1998.

While visiting Shiloh in Feb. 1997 Judy and I toured the Nasa Dryden Research Center there on Edwards. That same day we met our first SR-71 Pilots and RSO's (Reconnaissance

System Officer) in the NASA cafeteria as we were waiting for our NASA tour to begin. These men were easy to spot, they were the guys who had the "Habu" patch on the right upper sleeve of their flight suits. You have to have flown a complete reconnaissance mission in the SR-71 to be authorized to wear that patch on your flight suit. We found four of those patches sitting at the same table in the NASA cafeteria that day. They were extremely friendly, asked us to join them, and were willing to let us quiz them about the Blackbird. Some of our questions were answered, some weren't. One of the RSOs told us that if we were able to be at the end of the runway the next day, at a certain time, they promised that they'd be looking for us. The next day, at exactly the time they told us, they were slicing through the hot desert air, on their way to quench her thirst with a KC135Q. This was the first time Judy and I got to see the "Sled" fly.

This year we revisited the NASA Dryden facility and took Jennifer with us. We also visited that same cafeteria again and I couldn't believe it but, there again we found another "Habu" patch. There are only three active duty Air Force officers wearing that patch today and we met one of them, Lt. Col. Blair Bozek. I didn't realize it at the time but he was one of the four Habus we had met in 1997. He was finishing his lunch and I boldly interrupted him and asked him if he was an SR-71 Pilot or RSO. Blair is an RSO attached to Det 2, 9<sup>th</sup> Reconnaissance Wing in the Lockheed Skunkworks hanger at Edwards. He graciously invited us to sit with him and he told us about the current fate of our beloved Blackbirds. President Clinton cancelled the SR-71 program on Oct. 14, 1997. I asked if this was because of cost cutting measures and he quickly corrected me by saying "No, it was all politics." Seems that the Air Force satellite community has convinced the White House that the SRs are obsolete. **Nothing could be farther from the truth** according to Colonel Bozek. We talked briefly about the recent US embarrassment with the Pakistan nuclear testing that the US intelligence knew nothing about. The Pakistani's knew when our satellites were watching them and simply hid from their sight. The Det. 2 SR-71 could have been there, collected their data and returned without anyone in Pakistan knowing they had been there. He also pointed out that numerous well known astronomers are predicting one of the largest meteor showers in our history to occur this coming November. It's tough to move satellites out of a meteor shower.

When the Lt. Colonel asked us if we were "going to be around for a couple more days" my heart rate accelerated and I calmly replied "yes". He handed me his business card, this has to be the coolest business card on this planet, and asked me to call him to schedule a personal tour. The next day I contacted him by phone at his office and we were set up for a tour on Friday 29 May at 0900.

Friday morning couldn't come soon enough. Finally 33 hours later there we, Judy, Shiloh, Jennifer and I were standing inside the security guard shack being signed in by Lt. Col. Bozek. We were escorted to the east side of the Skunkworks

hanger where Blair showed us one of the SR-71 engine starter units. This is a large ground support unit that houses 2 Chevy V8 engines that are mechanically coupled in series to provide the needed torque and rpm to start each J58 engine. We were already impressed and we hadn't even seen the aircraft yet. We then entered the large Lockheed hanger and there they were, SR-71 tail # 971 and # 967. These two Blackbirds hold the distinction of being the last SR-71s on active duty with the Air Force, and we got to see them while they were still alive. Though I had been up close to other retired SR-71s in the past, I was awed again by their aerodynamic beauty. We were now standing beside two of the most beautiful air breathing machines in the world. This aircraft still holds all world speed and altitude records for any air breathing aircraft. Though I knew they were about to become extinct, they looked as young and as vibrant as ever, they have been well cared for.

Colonel Bozek rolled out the Air Force red carpet as we walked around, under, and sat inside # 971. We were interrupted only once when we heard the loud engine whine of an aircraft taxiing not far from our hanger. We all ran to the open hanger door to take our first look at an F-22 Raptor. The Air Force's first F-22 had just completed her 3<sup>rd</sup> flight at Edwards.

As we walked around and talked about this incredible aircraft, I asked Col. Bozek the question I think all pilots really want to ask, "how fast does she fly, really?" He spread a large apologetic grin across his face and said "though the Blackbird has been declassified I still treat that information as classified." This was a wise answer and I felt no prompting from my passion to know the truth to press the Colonel. After all, if congress wises up and restarts the SR program, that is information we don't want everyone to know. I also asked him "what is the resolution of the camera optics used on Blackbird?" Again, he wisely answered "classified". Though I knew there was only a slight chance I would get these questions answered to my satisfaction, I would have hated myself if I hadn't asked them.

When Colonel Bozek learned that our son Shiloh was a 1994 Aeronautical Engineering graduate of the Air Force Academy with a masters in Aerospace from Texas A&M, he decided to have some fun with him. Colonel Bozek was also an Aeronautical Engineering graduate from the Academy in 1974. As he pointed out the numerous special features and capabilities of this stealthy sled, he would ask Shiloh area questions to see if he knew his stuff. Shiloh nailed every answer and I think the Colonel was impressed.

I had just purchased a new book on the SR-71 "Lockheed SR-71, The Secret Missions Exposed" by Paul Crickmoore and found not only Colonel Bozek's picture but also pictures of the remains of an SR that he and his pilot had to eject out of. In 1989, aircraft #974 died on its way from Kadena AFB Okinawa to somewhere in South East Asia. We asked him to tell us about that flight. He shared that they had departed

Kadena, refueled, were at 75,000 feet, and Mach 3 when they felt a huge yaw to the left. Their left engine, unknown to them at the time, had seized so the right engine was now pushing them hard to the left. While they were trying to restart the left engine the right engine had no less than four unstarts. (An unstart occurs when the inlet spike ((large, movable, sharp pointed oval shaped unit mounted in the engine's inlet)) starves the engine of the air she needs to stay lit.) He told us that they fought hard for 18 minutes to rescue that black beauty but finally, at 12,000 feet they had to bid farewell and both ejected safely into the ocean near the Philippines. He said his only injury occurred when he bit his lip during his ejection.

Near the end of our time together, we were escorted to a room on the upper level of the hanger where their wing had a collection of old momentous and souvenirs from years past. There were models, plaques, pictures, and best of all, they had an actual "Habu snake" from Okinawa, in a bottle of formaldehyde. (Seeing that snake was also a first for us.) That was a dangerous looking snake!!! Colonel Bozek then took us to meet another member of his detachment, a retired Lt. Colonel Don Emmons. Don had been recruited to rejoin the SR-71 program when she was resurrected in 1995. While in the Air Force, Don had logged over 700 hours in the front cockpit. Blair then took us to his office and gave us a hand full of awesome SR-71 8x10 photographs and graciously signed them for us as well as signing my new book. He escorted us back to the security shack and after all of us had expressed our deep gratitude we said good bye to him and the legendary SR-71 Blackbird.

This was, without a doubt, a dream come true for me. To sit in the SR-71, be allowed to take as many pictures as I wanted, and spend over two hours with one of the finest Air Force officers I've ever met. As far as aviation goes, short of flying in Blackbird, it just doesn't get any better than that. I hope someone in Washington DC pulls off a political miracle and redeploys these high flying knife edged wonders so our country can have the capability it needs, to gather the data we need, whenever we need it.

## **About the Picture on the Front Page**

The YQM-94A is a high-altitude, long-range, remotely piloted vehicle (RPV) designed for long-endurance photographic reconnaissance and electronic surveillance missions. Piloted from the ground, the RPV received guidance signals through a radio link. A television and other electronic equipment aboard Compass Cope sent in-flight data back to the ground-based pilot. Unlike most RPVs, which are ground- or air-launched and retrieved in mid-air, Compass Cope was designed to take off and land from conventional runways.

The Boeing Aerospace Co. built the YQM-94A in 1972 for a fly-off competition with the Teledyne-Ryan YQM-96A.

designed to meet the same specifications. The first prototype YQM-94A made its initial flight on June 1973, but was destroyed in a crash on August 4, 1973. It flew for the first time on Nov. 2, 1974. Later tests included a successful endurance flight of 17 hours 24 minutes at altitudes of more than 55,000 feet. After the USAF decided not to buy production versions of the Compass Cope vehicle, the remaining YQM-94A was retired to the USAF Museum in September 1979.

### **Specifications**

Span: 90 ft.  
Length: 40 ft. (including nose probe)  
Height: 12 ft. 8 in.  
Weight: 14,400 lbs. max.  
Armament: None  
Engine: One General Electric J97-GE-100 of 5,270 lbs. thrust  
Crew: None

### **Performance**

Maximum speed: 390 mph.  
Cruising speed: 330 mph.  
Endurance: Over 24 hrs.  
Range: 9,000 miles  
Service Ceiling: Over 55,000 ft.

### **Short Final**

*From AvWeb*

An item from our "Texas airports get no respect" file:

Queen Air: "Queen Air N1234 requests direct T00."

ATC: "Approved as requested. And what is T00?"

Queen Air: "That's Anahuac, Texas. We're landing there."

ATC: "Yes sir, and is that intentional, or will you be declaring an emergency?"

**ABOUT THIS NEWSLETTER:** Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Mark Paley. PC Drop **PVP7**, MSGid **PALY**, email **mpaley@ti.com**. →

### TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
Newgroup	ti.rec.aviation
Documentation	USADA10 \cna0840436a\tfc\op-regs\TFC-REGS.doc
TFC Board Email	<a href="mailto:tflyboard@csc.ti.com">tflyboard@csc.ti.com</a>

### TEXINS FLYING CLUB OFFICERS

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### TEXINS FLYING CLUB INSTRUCTORS

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Mike Baulch	Y	✓	✓	✓	✓		972-952-6093	843-2208	<a href="mailto:mbfi@msg.ti.com">mbfi@msg.ti.com</a>
Chuck Chase	Y		✓				972-575-2070	867-0624	<a href="mailto:cwc@msg.ti.com">cwc@msg.ti.com</a>
Calvin Coffey	Y	✓	✓	✓			972-462-3926	972-315-2216	<a href="mailto:cfly@msg.ti.com">cfly@msg.ti.com</a>
Gerhard Deffner	Y		✓	✓	✓		None	644-9351	<a href="mailto:gdeffner@aol.com">gdeffner@aol.com</a>
Mike Hance	N	✓	✓	✓	✓	✓	972-640-5225	346-3346	TBD
Jim Evans	Y	✓	✓	✓			--N/A--	972-390-9950	--N/A--
Art Jones	R	✓	✓	✓			972-297-5487	972-346-2646	<a href="mailto:adj@msg.ti.com">adj@msg.ti.com</a>
Richard Klein	Y	✓	✓	✓			972-344-3356	424-2307	<a href="mailto:rsk@msg.ti.com">rsk@msg.ti.com</a>
Bruce Miller	N	✓	✓	✓	✓	✓	972-284-3015	346-2831 517-5926	<a href="mailto:brucemiller@luce.net">brucemiller@luce.net</a>
Bob Niedwiecki	N	✓	✓			✓	390-3147 390-3266	681-2974	<a href="mailto:BNiedwiecki@aol.com">BNiedwiecki@aol.com</a>
Brian S.	✓		✓				972-952-	972-562-	<a href="mailto:ofly@ti.com">ofly@ti.com</a>

Instructor	Tier	CFII	MEI	SES	CFIG	ATP	Office Phone	Home Phone	Email
O'Neill							2971	4241	
Betsy Parrot	N	✓	✓				N/A	972-874-1466	pistola52@aol.com
Sherman Ratliff	N	✓					214-965-6063	972-660-4480	TBD
Mark Seglem	N	✓	✓	✓		✓	972-575-6598	972-727-3465	<a href="mailto:mark_seglem@sturling.com">mark_seglem@sturling.com</a>
Dick Stephens	R	✓	✓				972-778-9859	517-1647	stephens6@aol.com
Anthony Wang	Y	✓	✓	✓			512-356-7441	512-916-0853	Anthony.Wang@sematech.org

**Tier** - Employed by TI; **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).

### TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N8142H	Piper	PA-28-161	Warrior	\$52.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172(145)	Skyhawk	49.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$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) 995-8333  
 Aircraft & Sim Scheduling (972) 562-8359 (562-TFLY)  
 TKI AWOS land line (972) 972-542-9659  
 TKI Control Tower (972) 562-6651 (Truitt Stout)  
 Airport Manager (Patricia Doyle): Metro 238-0091 ext. 202  
 ExecAir at McKinney (972) 562-5555  
 Monarch Air (TKI) (972) 562-0717  
 TI/Arrow: Laurie Skalenda; 972-575-7555 p598-4346

#### General

DUAT (800) 245-3828  
 Dallas FAA/FSDO (214) 902-1800  
 Ft. Worth Center (ZFW ARTCC) (817) 858-7300  
 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 (tbd) 885-4911

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