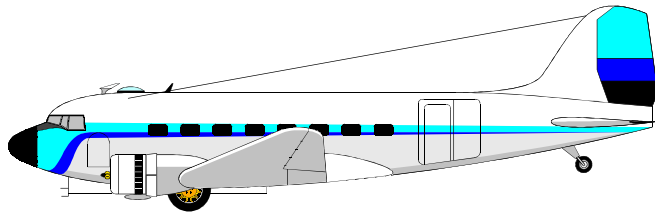




FLIGHTLINES

Newsletter of the Texins Flying Club

June, 1998



CALENDAR OF EVENTS

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

13 June (Saturday):

- Member/New Member meeting, donuts at 8:30am, meeting at 9:30am. Speaker will be announced via email.
- Joint McKinney Exec and TFC Picnic!
- Mid Year Elections!

Congratulations on these Member Achievements

MEMBER	MILESTONE	DATE	INSTRUCTOR
Leif Olsen	IFR Checkride	5/15/98	Mark Seglem

Highlights from Board and Membership Meeting

New Aircraft Proposed to TEXINS – decision delayed

The proposal delivered to TEXINS was very well planned and thought out. Congratulations to Ash Collins, Micah Koons and Jim Burrows for preparing an excellent presentation. For those interested, the presentation will be made available on the web.

The TEXINS board did not approve or deny the proposal. They have delayed the decision for 60 days due to TI's current financial position and the uncertainty in the Raytheon/TI relationship.

Ash Collins will pursue a leaseback. A recommendation was made to contact Liam Gartside, the person who has leased back 5682T, the C172 to the club.

N7567R Removed from Fleet

The Piper Cherokee 140, 7567R, was removed from the fleet. The board felt the plane was not meeting the needs of the membership. The club is pursuing another leaseback option.

Board Makes Decision on N8142H accident

Last month, 8142H was involved in an accident at McGehee Catfish. Mark Paley was the PIC. The board has decided that that Mark was partially responsible for the accident, and is responsible for one-half of the insurance deductible.

As a separate action, and in recognition of the hazards involved and the temptation of its proximity to our home-field, a requirement will be added to our flying regulations for a check out in operations at McGehee's by a club instructor for all club members before they may take any club plane into McGehee's. This checkout will be logged in the club member's logbook.

TFC Picnic is June 13th!

On June 13th, the TFC will be holding the annual club picnic. The picnic will be from 10am to 3pm. This year, we will be having a joint picnic with McKinney Exec Air. This picnic promises to be really great. There will be great food and good fun. New this year will be an airshow, which promises to be quite exciting.

We will also be conducting the annual spot landing contest. This year, a \$5.00 entry fee which will be donated to the Smaritan Inn, give the PIC 3 tries at the spot landing. The prizes are:

- 1st: 100 Gallons of Gas
- 2nd: Free Oil Change and Filter
- 3rd: A Monarch Air Gift Certificate.

For the kids, we'll be having the annual glider contest. So bring out the whole family!

The FAA will also be on-hand. They will be conducting a 30 minute seminar. Topic TBD.

Mid-Year Elections to be held at June Membership Meeting/TFC Picnic!!

TFC mid-year elections are just around the corner. The club's constitution (Article VI, Section 2) calls for nominations in May for June elections. Nominations will be accepted starting May 1st for Operations Vice President, Trainer Maintenance Officer, and Treasurer. The nomination process

will be open until election day, but nominations are strongly encouraged to be submitted before May 31st, so that we can electronically publish the list of nominees and a short biography. If you would like to nominate someone for a position, please send a message to the TFC board (tflyboard@csc.ti.com). Candidates must be active members in good standing, →

Other Local Events

2nd Annual May Fly-In at Greenville Municipal Airport "Majors Field"

Greenville, Texas; Saturday, May 23, 1998; 10:00 a.m. to 2:00 p.m. Fly over and see the static displays including a 1951 Navy T-28 lookalike, Gyrocopter, Gliders and much more!! Tour our new terminal building and view the Snozzle, a state of the art fire truck. Visit the vendors displaying their products or services. Make it a day in Greenville!

Greenville Municipal Airport "Majors Field" is located at 33 04'04"N by 96 03'43"W; runway 17/35, Identifier GVT; Unicom 122.95. Please check our website at www.ci.greenville.tx.us, or email us at rlightfoot@ci.greenville.tx.us.

For available facilities or additional directions, please call Greenville Aviation at (903) 457-2960 or John Bloskas (903) 455-1143 Jet A \$1.75 and 100LL \$1.77

Pancake Breakfast Fly-In

Saturday, June 6, 1998, 8-11AM
Midlothian/Waxahachie Municipal Airport (4T6)
Elevation: 713', UNIVOM: 123.0, Runway, 5,000'
Air demonstrations by the CAF Helicopter Rides. Courtesy Bus to town for shopping, antique malls, and Gingerbread Trail Fly-Ins who buy fuel will receive two free tickets to gingerbread Trail For more information call: (972) 938-9617 or (972) 723-8600

N642RJ is mine (have I lost my mind?)

By Steve Aughinbaugh

At the end of March I purchased a 1963 Piper Cherokee 180. I know what some of you are saying: Why would you buy your own airplane when we have so many fine airplanes in our club? Some of you already understand this desire and are asking: How did you find it? What did it cost? Well, let me try to answer some of these questions and relate some of my experiences.

Why?

There are really only a couple of reasons why someone would buy an airplane. One is that it is a business need. The other is you just want one. I wanted one. It is much less expensive to rent the club planes or to rent from most FBOs. My main reason was "I just want my own airplane." I also have other

reasons: I want it to be available whenever I want it (unless it's down!). In other words, I don't want to share. ☺ I want to fly an airplane that I know how it has been maintained. This is not much of a concern with club airplanes, but it does concern me about FBO airplanes. I want an airplane that I am always familiar with. I want an airplane that I can modify and change to my own personal liking. But those are all secondary reasons. The real, true reason is just because I want it.

How?

I started thinking and planning for my own airplane about 18 months ago. At first I thought that I wanted an Ercoupe. I liked the Ercoupe because of the price, \$12,000 to \$25,000. Also, I like low wing planes and the idea of being able to fly with the side windows down. I like the uniqueness of the design and its history. It is a great classic airplane. But, I started defining my needs and wants in an airplane. And an Ercoupe would not measure up to them. I still think this is a neat airplane, but not for my first airplane.

I wanted an airplane that could carry me and my two girls or that could take me and 2 or 3 people off to explore, vacation or eat. (I don't know what it is about breakfast or hamburgers that you get in the middle of a 3-hour flight, but they do seem to be better than the garden-variety fare I normally eat.) I also decided that I wanted something that I would go a bit faster than an Ercoupe. And I wanted an airplane that I could make my own by adding modifications to it. And finally, one that was easy to maintain and economical to operate.

This last requirement eliminated retractable airplanes. The added cost at annual on a retractable is a bit higher and the real expense for me (a newly minted PPSEL) would be the higher insurance costs. I did look at a couple of Comanches, a 180 and a 250. But one had a truly ugly paint scheme and the other one had the old side-stack panel with poor radios. I did not need, I mean want, either one of those. Oh! There was one more want; the price needed to be less than \$40,000 and preferably near \$30,000.

So I wanted a low-wing, 4-place, not-ugly, fixed-gear, easy to maintain, economical airplane. I liked the Grumman Tiger, but the cost was too high. The Grumman Cheetah would do, but they are few and far between and harder to find. So I decided on the Piper Cherokee 180, maybe a 140, or maybe a Warrior or a Cheetah if I could find one.

I started asking other pilots what they thought about these airplanes. I got a lot of opinions, surprise, surprise. There are those that are partial to high-wing planes and those that are partial to low-wing planes. I even started to waver a bit as I completed my training in old reliable 733NB. I began to wonder if I should just buy a Cessna 172 like I had trained in. I decide that it would feel more like I had graduated to really become a pilot if I went with what I really wanted and transitioned to a low-wing Piper. I got advice on what types of problems to look out for and what type of radios to avoid. After about 6 months of this it became clear that the best airplane for me would be a Cherokee 180, a Warrior or the

Cheetah. With my personal weight of 210 (and dropping) and my desire to be able to carry at least 2 more people, this eliminated the Cherokee 140/150/160 airplanes.

At this point (about 6 months ago) I was given a book on purchasing an airplane and I bought another one. Both are good books. One was "Buying and Owning Your Own Airplane" by James E. Ellis and the other was "Airplane Ownership" by Ronald J. Wanttaja. These are both good books. I also began searching the Internet for advice and airplanes. Some good sites are:

<http://www.aopa.org/> (good tips and advice)
<http://www.aso.com/>
<http://www.avweb.com/>
<http://www.tradeairplane.com/>
<http://www.wingsonline.com/>

Or just use any Internet search engine and search for airplane for sale" or any number of other keywords related to general aviation and the plane type that you want.

I purchased a once-a-month subscription to Trade-a-Plane. With that you can get access to the on-line trade-a-plane. This is really valuable because you can see airplanes for sale ads there before they are printed and released in the flyer. You can also limit the search and sort it according to your wants. I also let anyone that would listen know what I was looking for. I got a couple of pretty good leads this way. I ended up talking to a couple of brokers and I let them know my needs as well. Owens Aviation at Addison seems to have a pretty good supply and turnover of airplanes. They had a couple of airplanes that were promising during my search. I also looked at every FBO bulletin board that I got near. In the end this is where I found N642RJ. And to beat all, it was at McKinney that I found the flyer for my plane.

I called the number on the flyer. The airplane was a little older than I had thought I would buy, a 1963, but much newer than the Ercoupe I had considered. It had great avionics, KX155 w/GS, KX170B, KN64 DME, KR86 ADF, KMA24 Audio Panel and a 4-place PM1000 II intercom. 3786 Hours TT and 730 Hours since a Lycoming overhaul. So far, so good. The asking price was reasonable, \$33,500. I made an appointment to look at the airplane.

Budgets and details

At this point allow me to back-up a bit. In order to understand how much airplane I could afford, I inquired about financing, insurance and hanger space. I contacted my bank, Nationsbank. They are not too interested in aircraft loans, 13%! I found the same interest with Texins CU. I talked with the Bank of Mountain View, AR. They had good rates and had done airplane financing for some of my airplane owner friends. But the loan officer that had done these loans lost his medical and the bank told me that they were not as interested in aircraft loans now. They never responded to the FAX that I sent them of my financial statement and request. In the end, I called AOPAs AirLoan program through MBNA. When I

talked to them, they suggested that I get a pre-approval since that was just about as easy as simply getting a quote. It was simple and I soon had a letter stating that I was pre-approved for a \$35,000 aircraft loan at 10.25%, 20% down or 10.75%, 10% down for 20 years. So I knew my payments might be, about \$300/month.

Now for insurance. I contacted AOPA again. They wanted about \$1200/year. One of the brokers that I talked to suggested that I contact Aircraft Insurance in Lancaster. They came back with a great rate of \$861/year as long as I hangared the airplane (about \$1050 if I tied it down). So insurance would be about \$100/month or even as low as \$75/month.

Hanger space was next. I really wanted to keep the airplane at Aero Country. So I asked anyone who might know something or someone at Aero Country about hangers there. I ended up with about 5 names. I found a hanger big enough for 6 or 7 airplanes. That was more than I wanted to manage. I would have considered renting a hanger that could contain 4 airplanes and sub-rent the other 3 places. That would be manageable for me. Hanger space at Aero Country and many of the airports around Dallas is pretty scarce. I talked to McKinney; they might have some hanger space opening up, but at \$240/month. That was more than I wanted to spend. I ended up in Mike Swick's hanger at \$150/month. This is what I call a gang hanger. It is a large hanger approximately 60 by 300 feet that currently has about 15 airplanes in it. This is not too bad if you are one of the frequent flyers. Your airplane will stay near the front. But it does mean that your plane can and will be moved around quite a bit. Mike usually helps move the airplanes and I have not experienced any problems. So now I have the amount to budget for hanger space, \$150-200/month.

$\$300 + \$100 + \$200 = \600 per month and that is to just keep the airplane on the ground. Once I added operating cost estimates of another \$200 to \$300 per month I was up to \$900 per month. Remember what I said earlier about you either need to be buying this for use in a business or you really (I mean really) want it. After adding all of this up, I decide that I still really wanted it. So, let's do it.

How much?

Back to where we were, I met the owner of 642RJ. I did a pre-flight inspection of the airplane. Got into the cabin and looked it over well. The panel had been re-done in 1990 and looked good. The interior was in good shape with only two minor problems. The paint looked great, re-done in 1984 and hangared since then. We (I had brought Mark Seglem along with me) then looked through the logbooks. Mark reviewed the engine log and I looked at the airframe logs. Both looked great. The oil had been changed every 25 hours with a new filter every 50 hours. Mark knew both of the mechanics that had maintained the airplane the past 5 years. Oh, it was also the color that I liked, blue over white. This should not be a very big deal, but with a paint job costing \$4,000+ and the idea that I was going to spend \$30,000+ for this, I wanted something that I could live with. So now what?

Well, I talked the two mechanics that had maintained the plane and to another one that was familiar with it. They all had good things to say about it. I contacted AOPA and got a price quote from them. This was pretty easy, but the first quote seemed a bit too high. So I used the Aeroprize service at <http://www.aeroprize.com/> and for \$19.95 I got a quote from them. Their quote was quite a bit lower. This was strange. So I called AOPA again. This time I got a different price from them. After talking with the second person, we figured out the difference. The first person gave me the full values for the radio and other equipment instead of the difference over the "standard equipment". But, the quote from Aeroprize and AOPA were still a bit different. I called Aeroprize (after all I paid them \$19.95 and they gave me an 800-number, so why not use it). The explanation is that AOPA is now using Vref instead of the Blue Book, so the AOPA people are not too familiar with Vref. Also, Vref uses expected total time hours while Aeroprize did a study of one full year of Trade-A-Planes and calculated the average number of hours for various ages of airplanes and models. Vref assumes a higher number of hours than Aeroprize. But, the two quotes were within 10% of each other and near what I was seeing for similar airplanes in Trade-A-Plane and on-line. So now I knew about what the airplane was worth, all I needed now was a final check of the engine, hear it run and fly it.

The weather was not co-operating, so the next weekend I just started it and taxied it from one end of Aero Country to the other stopping at Mark's hanger to do a compression check and a look at the spark plugs. The only surprise here was that the airplane did not have toe-brakes! (It was interesting to me that I did not notice that the first time that I was in the airplane.) The hand brake was interesting, but not hard to get used to. In fact I am beginning to like the idea—less wear and tear on the brakes and tires and with the direct coupled nose wheel steering this it not a major problem. So, the compression check and plugs were good. Now I wanted to fly it. Actually I wanted to buy it.

I thought about it the rest of the day and had planned on waiting a day or two before making an offer. I might even wait until I had flown it. But, I couldn't wait. I called the owner that night and made an offer that was \$2,000 lower than what he was asking. We talked for a moment and we ended up agreeing on \$33,000 if I tried to get the airplane out of his hanger by month-end (in 2 weeks) and if I was satisfied with the flight.

I contacted the bank and gave them the particulars. I decide to put 20% down to get the 10.25% rate. They did a title search, no major problems there. I contacted Aircraft Insurance. The \$861/year rate was still good. I talked to Mike about the hanger and confirmed that.

My airplane (or how to write checks)!

I then started writing checks: one for the down payment, one for insurance, two for the bank (\$10 FedEx fee and \$60 filing fee), and one for a partial month hanger plus the first and last months rent. Someone told me during my search that I would

find out that it is not AVfuel that keeps airplanes flying, it's money. I am not complaining, just informing you that this is a true statement.

I met the owner the next week-end and gave him the down payment. Then on Sunday I arranged for Art Jones, Mark Seglem, Glenn (the old owner) and me to fly down to Spinks to get his Piper Comanche 250 that he had just bought. This in itself was an experience. I knew that I would be in the back seat on the way down, but I was not sure who would end up flying the plane on the way down. I was already in the airplane heard Art saying, "Mark you better get in the left seat because you sure as hell can't instruct!" The rest of the conversation during the trip was similarly amusing! Well, with that settled. Mark in the left seat, Art in the right, me behind Mark and Glenn behind Art off we went. I had done a weight and balance and we were fine (one of the reasons I wanted a PA-28-180). But I still wanted to see how the airplane performed with this load. It performed very well. This was the first time that Glenn had been in the back seat and likely this was the first and last time that I would be back there. Not a lot of room, but enough.

My first time in the left seat was leaving Spinks. After I rotated I looked down at the VSI and noticed that we were climbing at over 1,000 feet/minute. This was now my airplane and I am sure that I had a huge smile across my face. That Monday I called the bank and told them to release the funds to Glenn. I had bought N642RJ, a 1963 Cherokee 180.

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	tflyboard@csc.ti.com

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Ash Collins	972-462-2482	972-418-5133	abc3@ti.com
Ops VP	Ed Beaver	dp972-597-9732	8-972-924-2784	ebeaver@worldnet.att.com
Train Main	Don Essenpreis	972-575-4905	530-8648	esse@ti.com
X-C Maint	Micah Koons	972-952-5306	972-727-2810	82AG@msg.ti.com
MbrshpVP	Harvey Davis	972-995-7265	903-989-2924	HEDA@msg.ti.com
Comm	Mark Paley	972-997-6115	972-250-2388	mpaley@ti.com

Office	Board Member	Office Phone	Home Phone	Email
Treasurer	Harold Morgan	972-462-5869	972-495-0220	HMOR@msg.ti.com
Controller	Bill Moore	214-270-1769	972-995-2438	D914@msg.ti.com
Chief Instr	Art Jones	972-346-2646	972-346-2646	ADJ@msg.ti.com
Safety	Jim Burrows	972-462-2620	940-321-6180	NUCM@msg.ti.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	Y	✓	✓	✓	✓			972-952-6093	843-2208	mbfi@msg.ti.com
Chuck Chase	Y			✓				972-575-2070	867-0624	cwc@msg.ti.com
Calvin Coffey	Y	✓		✓	✓			972-462-3926	972-315-2216	cfly@msg.ti.com
Gerhard Deffner	Y			✓	✓	✓		none	644-9351	gdeffner@aol.com
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	adj@msg.ti.com
Richard Klein	Y	✓	✓	✓				972-995-1252	424-2307	rsk@msg.ti.com
Bruce Miller	N	✓	✓	✓	✓	✓		972-284-3015	346-2831 517-5926	bruceMiller@luce.com
Bob Niedwiecki	N	✓	✓				✓	390-3147 390-3266	681-2974	BNiedwiecki@aol.com
Brian S. O'Neill	✓			✓				972-952-2971	972-562-4241	ofly@ti.com
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	mark_seglem@sterling.com
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; **CFI** - 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

This newsletter is copyright Texins Flying Club, except for by-lined articles, which are copyright their authors. →