



FLIGHTLINES

Newsletter of the Texins Flying Club

March, 2000

CALENDAR OF EVENTS

24 February (Thursday): FAA Pilot Safety Meeting: 7:00 PM, TKI's terminal. All pilots are welcome. Topics: Cross Country Flights / Services / Flight Planning and Mountain Flying with a speaker provided by the TKI tower.

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Doug Peysha	PPSEL	1/06/00	Richard Klein
Matt Butler	1 st Solo	1/16/00	Betsy Parrott
Dan McGrath	1 st Solo	1/18/00	Art Jones
Hank Eilts	CFI	1/18/00	Richard Klein
James Teng	PPSEL	1/21/00	Richard Klein
Gary Rubak	1 st Solo	1/22/00	Bruce Miller

Under the topic of member accomplishments, one of our members and CFI's, **Mike Hance**, was named Aviation Safety Counselor of the Year by the FAA's DFW region Flight Standards District Office this past month.

Highlights from February Board Meeting

Board Members in attendance: Board members in attendance: Dick Sandlin, Robert Jolly, Art Jones, Harold Morgan, Micah Koons, Bob Moran, Don Essenpreis and Steve Aughinbaugh

The new Cessna 182 (N3187Y) is on the field and will be on-line by middle of February. Check-out will be required by a club CFI but the rest of the minimum qualification are still to be determined pending final discussion with our insurance carrier.

Bob Moran reported that he has secured a surplused 133MHz PC from TI for the club to use.

We discussed the repair of N733NB cowling. To repair/replace both the top and both would cost over

\$1,000. Art believe that just repairing the the top cowl would be adequate. A motion was made to authorize the repairs to the top cowl. This motion was seconded and accepted.

The IFR ground started this week. It was also noted that it is time to begin getting flyers out about the spring VFR ground school. Chuck Chase is updating the flyers with the dates. Steve Aughinbaugh will contact Chuck to get the flyer and publish on our web site. We then need volunteers to print the flyer from the web site and have copies duplicated and placed in the kiosks around the various sites. Any that can cover a given area should e-mail Steve (mailto:saughinbaugh@ti.com) and he will coordinate to ensure that we cover the site completely. With the good profit sharing this year at TI we may have another year with a record number of new students and members.

Robert Jolly reported that the January Operation Raincheck was attended 5 TFC members and they had a really good time. They all felt this program is very good and valuable. The next slot for TFC will be in March, probably March 18th. Robert will e-mail the membership with more details.

Don pointed out the 45023 has been released from the club and is no longer available. →

A New Aircraft for the Club!

A Cessna 182 (N3187Y) will be added to the fleet soon. Bob Moran tells us the following: It is IFR certified, 6 cylinder Continental IO-470 (230 HP) with variable pitch propeller, 140 MPH, 1049 pounds useful load, with fixed gear and holds 62 gals of useable fuel. Even at gross weight, when leaned correctly you can expect 13.5 GPH at cruise or 4.5 hours flight duration without reserve. So it halls 4 full size adults with luggage a long distance. This is an aircraft configuration the club does not have.

Panel details:

- 2 Narco NAV/COM with flip-flop standby frequency
- 1 Glideslope CDI , 1 VOR CDI
- 1 Narco ADF
- 1 DME
- 1 Apollo Loran-C
- 1 Narco altitude encoded transponder
- 1 inoperative Narco RMI CDI

Since FAR 61.31 was changed, effective 8/4/97, an endorsement is now required for both complex airplanes and high performance airplanes, if you do not already have an endorsement. This airplane meets the high performance endorsement criteria.

The rental rate will initially be \$66.00 The check-out requirements are PPSEL and 5 hours with a club CFI or PPSEL, 5 hours in make and model with a checkout by club CFI. →

Over the Mountains and Through Clouds to Grandmother's House We Go...in a C-T210!

By Jim Burrows

I woke at my usual 0530 on the morning of December 20, 1999, but unlike a typical Monday morning I jump from bed and headed to check the sky from my bedroom window. It was the day that my family and I were suppose to fly to Idaho Falls to visit relatives for Christmas in our Cessna T210. When I had crawled in bed the evening before North Texas was dead in the sights of a hard charging cold front and the local TV weathermen were all whipped into a frenzy about snow for early Monday morning. Nothing. That's exactly what I saw when I looked out the window. The ground was dry and no stars were visible in the dark sky. Time to check the weather and see what was going on.

I cranked up the old computer and got a route briefing from DUATS for my first leg which would take me to Meadow View airport just 10 miles east of Colorado Springs. I have used this airport in the past as a fueling stop since it is directly on course and has a self help fueling station with some of the cheapest 100LL I have ever found. The AirNav web site (www.airnav.com) verified that it was still 80 cents a gallon cheaper than Colorado Springs Municipal. That's big dollars when you are feeding a 210! Anyway, the weather briefing showed that a low was sitting in northern LA with a cold front extending along the Texas coast. Additionally a upper level trough had formed from the Dakotas to Southwest Texas with a underlying stationary front at the surface from El Paso to Laramie, WY. Time to check the METAR section and see what sorts of adverse conditions were waiting. Sure enough DFW AIRMET ZULA was out calling for "occasional moderate rime/mixed icing in clouds and precipitation above freezing level to 10,000 feet" for all of North Texas, Western Oklahoma and Kansas. West of this AIRMET was the SLC AIRMET ZULA which called for "light, occasionally moderate rime icing in clouds below 12,000" for the areas of Wyoming, Colorado and New Mexico east of the Rockies. A quick check of the current conditions was encouraging. Addison was reporting strong north winds and 1800 feet overcast with a surface temperature of 7 C and the freezing level about 7,000. The forecast was for 10,000 overcast by mid-morning. Northwest on the route Wichita Falls was reporting a few clouds at 1900 and Lawton and Hobart Oklahoma were showing clear skies and north winds. However in Eastern Colorado the story changed. Lamar was 3,400

feet broken, Pueblo was 1,700 overcast and Colorado Springs was 600 feet overcast with light snow. Additionally the winds were from the southeast and light. With the forecasts for Pueblo and Colorado Springs both showing improvements to 12,000 broken and greater than 6 miles visibility and a wind shift to the north more than an hour prior to my ETA. The winds aloft were showing a northerly flow that bode well for improving weather and an influx of dry air. It was off to the airport.

On the way to the airport the skies cleared. I had filed IFR and didn't change it. We climbed to 12,000 feet and headed to the northwest. The skies remained clear until just east of Amarillo when we were barely on top of a solid layer. This did not match with the expected weather so it was time for a chat with the FSS folks. A quick call on 122.0 and I had the latest weather. Colorado Springs (COS) was calm, 800 overcast, 10 miles, temperatures -8/-10 C. This did not match the forecasted conditions! Time to check around. Pueblo was 3200 overcast and Lamar to the east was VFR. There were no PIREPs. Go on? I was on top of a solid layer that probably had some ice in it. I would arrive at COS with 1.5 hours of fuel on board and a VFR alternate only 20 minutes away. A quick check of the winds aloft showed that they were 203 at 32 knots instead of the forecasted 290 at 17 knots. The real world was not matching the FAA's computer model! The weather was not following the weatherman's forecasts, but I could continue on without giving up any options. I had room to climb if needed, gas to divert to the east to VMC and the weather was still a long way from the limits on approaches at the destination and at airports along the way. Well at 10 minutes past the next hour it was time to check the weather again. COS was now calm, 1500 scattered and 2700 broken with the added bonus of a PIREP from a 172 for a trace of ice 13 miles northeast of the airport. Things were looking better. I was just about to Tobe, Colorado and had been between layers for the past 30 minutes. They now merged and it was into IMC. Air temperature was -15 C and I was out of the AIRMETS forecasted ice zone. I kept a close eye on the thermometer probe and no ice was developing. Of course the pitot heat was on, just in case. About 50 miles south of COS it was time to check the ATIS and it was back to 700 overcast, 2 miles and snow. PIREPs were rolling in now. Top reports at 13,000, departure reports with smooth rides and most with no ice. The ones reporting ice were nothing more then a trace. Meadow View was out and it was time to divert to Colorado Springs Municipal and the security of an ILS. During the let down I picked up a thin film of ice on the leading edges and that was it.

The kids had a blast with all the snow on the ground and it was coming down pretty good. I had to report taxiway intersections to the tower since they could not see me. I told the line crew to top of both tanks as I headed for the bathroom and an update on the weather for my next leg over the Rockies to Idaho Falls. Not much had changed in the synopsis. The stationary front was laying along the east side of the Rockies and AIRMET ZULA was calling

for some ice in clouds and precipitation below 15,000 feet, which was where the tops were being reported over the mountains. In the COS and DEN areas the tops were running about 13,000 and the reports on ice were few and far between with all of them being trace. Enroute the first half would be over an area of IMC and then from Rock Springs on it looked clear. IDA was forecasting VFR with periods of 2SM BR OVC 001 ending three hours before my ETA. Not, bad but would have to keep watching the weather. And I would have lots of time to watch. The Denver area winds at 12,000 were forecasted to be 3431 and increasing to 3542 in southwestern Wyoming. Of course this means watch out for turbulence and go higher to avoid it. At FL180 it was even worse for winds, 3562 in Wyoming! I filed for 16,000, out of the forecasted ice zone and almost 4,000 AGL all the way, but not so high that I would get blown back to Texas.

Well, it was time to head back outside and check the plane over for the next leg. As I looked at the half inch of snow on the wings I cursed myself as I remembered the snow brush in the back of the car in Texas. Well nothing to do but put on the gloves and clean it off by hand. With the wings clean and preflight complete the family piled back in for the next leg. In the time we had been on the ground in COS the weather had picked up to 3SM and OVC 020. ATC sent me due north to the Falcon VOR initially at 10,000 and then on up to 16,000. Everyone looked like aliens as we all donned our oxygen canulas. It was cold outside with the air temperature -20 C. Once over Denver we turned west on V8 and headed over the mountains. We had been IMC since climbing into the clouds at COS, but were flying through snow. Of course this pointed out the sorry condition of my static wicks as I got to listen to the squeal on my headset. About 35 NM west of Mile High VOR I started picking up some ice. I first noted it on the OAT probe and confirmed it on the leading edges. As I keyed the mike to report it and ask for higher I broke out on top of a solid overcast. Since I was just above the clouds I went ahead and climbed to FL180 for the extra margin. Well the ride was smooth and the engine was humming. As forecasted I left the overcast behind at Rock Springs and the head winds picked up to the advertised 60 knots. Quick check on the IDA weather showed that it was 10 SM 700 BKN. It was running a little behind the forecasted schedule but western Wyoming was coming through with its forecasted VFR. Onward we crept as the sun set in the west. The Teton Mountain Range, the last I had to cross, was coming up and it was shrouded in clouds. The sun set was incredible over that solid deck. Finally I got close enough to pick up ASOS at IDA and it was music to my ears. Sky clear, winds 190 at 11. The lights of Idaho Falls came into view and we continued our descent to pattern altitude in a wide sweeping turn over the city. Well, I turned final at 1,000 feet AGL, 180 knots IAS and of course clean, so I announced to the tower that I wanted to fly around the airport again. He was happy to oblige and so I held my altitude and bled the speed off as I flew down the runway and turned crosswind. Got it right on the second time around and

we were there! Eight hours flying time and 1,000 miles later we were home for Christmas. Sure beats driving two days! →

Knowledge You Can't Live Without?

From Calvin Coffey

Stewardesses' is the longest word that is typed with only the left hand.

A duck's quack doesn't echo, and no one knows why.

The airplane Buddy Holly died in was the "American Pie." (Thus the name of the Don McLean song.)

The longest recorded flight of a chicken is thirteen seconds.

The Eisenhower interstate system requires that one mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.
→

TFC Fleet Maintenance Report

By Don Essenpreis

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

For Sale or Whatever Items

For sale: 1/3 interest in 1963 Cessna 310 H N1040Q. Remaining partners are Ed Beaver and Jim Lewis. \$15,000 OBO. For information contact Dan Chase at 972-471-1011 or talk to Ed or Jim. →

6368K:

- 01/26/00 replaced right main tire
- 01/26/00 replaced inoperative right strobe power supply

7929U:

- 01/05/00 drained oil and replaced with 5 quarts 15w50 Aeroshell
- 01/14/00 installed new ignition/mag switch and new points in left mag.

150TM:

- 01/03/00 completed 100-hour inspection.
- 01/15/00 replaced lower o-rings on strut
- 01/17/00 strut flat again, replaced upper o-ring
- 01/22/00 replaced front strut schrader valve.
- 01/26/00 replaced landing light.

45023:

- 01/07/00 replaced o-rings in left brake caliper.

Note: 45023 was removed from lease effective 01/28/00 and is no longer available to the club.

733NB:

- 01/09/00 reseated connector on VOR head to correct inop glide slope.
- 01/29/00 completed 100-hour inspection, return to TKI delayed due to weather. also replaced tach and panel mounted clock.

Note: Cessna service bulletin, cracks at bottom of door posts, repairs delayed until next 100 hour due to work schedule at Aeromark.

7508J:

- 01/15/00 replaced bad alternator.
- 01/22/00 drained oil and replaced with 7 quarts 15w50 Aeroshell.

5636Q:

- 01/05/00 transponder sent to radio shop, popping breaker.
- 01/11/00 transponder returned from radio shop and reinstalled.
- 01/17/00 ferried to radio shop, mode-c reading high.
- 01/31/00 returned to TKI with loaner transponder installed.

8142H:

- 01/22/00 repaired broken magnetic compass mount
→

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dick Sandlin	(800) 817-5572	(214) 350-6426	d_sandlin@email.com
Ops VP	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(972) 398-8477	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
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Controller	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F 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	✓	✓	✓	✓			None	843-2208	mbaulch@flash.net
Chuck Chase			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	✓	✓	✓	✓			(972) 315-2216	(972) 315-2216	cfly@airmail.net
Hank Eilts			✓				(972) 344-2354	(972) 517-8273	eilts@raytheon.com
Mike Hance	✓	✓	✓	✓		✓	(972) 839-8933	(972) 346-3346	mwhance@juno.com
Jim Evans	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
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Bryan O'Neill			✓				(972) 205-8993	(972) 562-4241	Bryan_O'Neil@raytheon.com
Betsy Parrott	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	✓						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	✓	✓	✓			✓	(972) 783-0284	(972) 727-3465	mseglem@datavon.com
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 Steve Aughinbaugh. PC Drop **PVPD**, email saughinbaugh@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$38.00
N6368K	Cessna	150M	Commuter	\$38.00
N7929U	Cessna	150M	Commuter	\$38.00
N733NB	Cessna	172N (180)	Superhawk	\$53.00
N8142H	Piper	PA-28-161	Warrior	\$56.00
N3187Y	Cessna	182	Skylane	\$66.00
N7508J	Piper	PA-28R-180	Arrow	\$66.00
N5636Q	Mooney	M20E		\$66.00

- Monthly dues: \$21.00 for regular members
- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$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) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 562-6080 ext 7512
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713

General

DUAT	(800) 345-3828 or www.duats.com Or www.duat.com
Dallas FAA/FSDO	(214) 902-1800
Ft. Worth Center	(817) 858-7300 (ZFW ARTCC)
FlightCom, Inc.	(800) 432-4342 (Josh Pruzek)
Southwest Soaring	(972) 251-5079 Metro
Monarch Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911
DE: Kendall Haley	(940) 321-2849

TFC COMMUNICATIONS & INFO

WWW	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
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TFC Board Email	tflyboard@list.ti.com

HINT ABOUT THIS PAGE: This page is designed to be torn off and then kept in your flight bag. This will ensure that you away have all of the club contact information with you. →

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