



# FLIGHTLINES

## Newsletter of the Texins Flying Club

March, 1999

### CALENDAR OF EVENTS

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

**9 March (Tuesday):** Fall Ground School Registration. 6:30 PM, Spring Creek Mini-auditorium.

**11 March (Thursday):** First Fall Ground School class. 6:30-9:30 PM, Spring Creek Mini-auditorium.

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

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

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

**11 - 17 April:** Sun 'n Fun EAA Fly-In will be at Lakeland Linder Airport in Lakeland, Florida.

5 - Don and Micah prepare "state of the fleet" report for trainer and XC aircraft, with lists of prioritized capital improvement/refurbishment needs List of items identified. Will refine the list and apply guesstimates of costs for next board meeting.

6 - Jim Burrows & Mark Seglem plan 1999 WINGS/PACE events and report to the board. Carried over to next meeting.

7 - Steve and Ash will make changes to the CM'd copy of the Club Bylaws. Complete.

8 - Micah inform Harold to cut a check to Joe Young for \$228. Complete.

9 - Ash find out what the total capital approval amount was for TFC in CY99. Complete. \$20,706 distributed quarterly.

### Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Mike Hill	1 <sup>st</sup> Solo	1/31/99	Betsy Parrott

The Ground School Planning is progressing. Planning to have flyers in kiosks by 2/11/99.

### Highlights from February Board Meeting

Board Member attendees: Steve Aughinbaugh, Art Jones, Don Essenpreis, Micah Koons, Harold Morgan, Jim Burrows, Bob Moran, Ed Beaver, and Ash Collins. Member attendees: Leif Olsen, Dan Short and some else whom I did not get their name.

Membership survey: Garry Ackermann has talked to about 50 members. He will have the survey results at the March board meeting. He commented that he has gotten a high number of disconnected or incorrect phone numbers from our member's database. We are at a loss to explain why the number is so high.

Ash reviewed the action items from last week.

The maintenance officers presented and discuss the State of the Fleet findings. At this point they have identified a reasonable list of mostly cosmetic improvements that should be done to the club airplanes. We discussed the items and agreed that we would like to have the lists combined and electronically distributed to the board along with guesstimates of the costs of the items. For the most part there are few high cost items. At the March board meeting we will review the consolidated list and prioritize them.

1 - Board Members document duties and possible LR goals (31 Jan, in work) All board members have completed their document and most have sent them out.

2 - Ed, Don and Micah: review/research potential major repair/overhaul shops. In work.

3 - Steve: prepare ground school flyers for publication Complete. Actually, Scott Mitchell and Chuck Chase are working this. Please let anyone that you know that may be interesting in learning to fly about the up-coming ground school.

This led to a discussion of radio upgrades or additions including the addition of VFR or IFR GPSes, particularly for the X-C fleet. There were widely varying opinions and we decided to table this discussion until after we have completed the review of the other fleet improvement items and determined what our remaining capital budget might be.

4 - Ash appoint Membership Rules Proposal team. Complete. Appointed Steve Aughinbaugh, Micah Koons and Bob Moran. They will begin the discussion at next month's board meeting.

We did approve the purchase of a used cowling for 733NB and the purchase of newer style used seats for 68K.

It was also agreed to fine one of our members for booking airplanes and then not showing up to fly or cancel the booking. It was noted that this is not a widespread problem with the membership but that there have been some recent scheduling problems. It was noted that the Club Operating Regulations in section 12 (Aircraft Scheduling) paragraph g states:

Members must cancel schedules in club aircraft as soon as possible after having made the cancellation decision. Members having unused scheduled time not canceled with the club scheduling service will be fined by the Board according to the penalty schedule in Paragraph 11, section a.

The club Constitution and Operating Regulations can be viewed at <http://www1.itg.ti.com/FlyingClub/tfc-regs.doc>.

Operations VP: OTM is back from an engine major overhaul. Our next O-200 overhaul is not due for another 1000 hours. We used our O-200 core for OTM and we use the O-200 that came out of OTM for the next O-200 overhaul. 68K is in annual right now. 29U had its nose strut rebuilt (speculation was that it - and the pilot - experienced a nose down or rough landing.) 42H in annual and should be back on-line next week. 08J is at Mark Ardizzone's for a 100 hour inspection and is expected back late next week. 3NB is having starting trouble and this is being investigated. While some have had trouble starting 3NB, others have not. It maybe technique and maybe something mechanical. (Late update on this. It appears to have been mostly a mechanical problem. Art replaced the plugs as well as doing something else and now the reports are that 733NB is starting like it should be. Thanks Art.→

### **Fall Ground School Starts**

The TFC Fall ground School starts March 11<sup>th</sup> with registration starting on March 9<sup>th</sup>. The Texins Flying Club ground school is open to Tlers, Raytheon TI Systems (RTIS) employees, and non Tlers. You don't need to be a member of the Texins Flying Club in order to take our ground school. Outsiders are welcome!

All class sessions will be held on Tuesday & Thursday evenings at the Spring Creek mini-auditorium from 6:30pm until 9:30pm. The mini-auditorium is located in building 2, (the 2 story building with the flagpole in front). Non-TI/RTIS employees will need to be issued a visitors badge and escorted by a TI/RTIS employee to the auditorium. A club representative will be on hand for each session to sign in and escort all non-Tlers.

So come yourself for a refresher (no charge to current club members). The schedule follows so that you can pick the night or nights that you want to attend. Or let

your friends, co-workers or neighbors know about the ground school. Remember that anyone can attend. For more information contact Chuck Chase at 972-575-2070 or pull up the TFC web at <http://www1.itg.ti.com/FlyingClub/> and print the Ground School flyer page to give to them.

### **Class Schedule:**

Date	Day	Subject
Mar 09	Tue	Registration, Questions & Answers
Mar 11	Thu	Airplane Systems
Mar 16	Tue	Aerodynamic Principals
Mar 18	Thu	The flight environment I
Mar 23	Tue	The flight environment II (Airspace)
Mar 25	Thu	Communication and Flight Information
Mar 30	Tue	Meteorology for Pilots
Apr 01	Thu	Interpreting Weather data
Apr 06	Tue	Stage I exam
Apr 08	Thu	Review
Apr 13	Tue	Airplane Performance
Apr 15	Thu	Navigation
Apr 20	Tue	Federal Aviation Regulations
Apr 22	Thu	Applying Human Factors Principles
Apr 27	Tue	Flying Cross Country
Apr 29	Thu	Stage II exam
May 04	Tue	Review
May 06	Thu	Final exam →

### **Flight Reports**

*By Steve Aughinbaugh*

Hey! I am not getting many flight reports from the TFC Members, so I'll just have to write up my own until you tell me to stop. By the way, if you have some suggestion for articles, let me know and I see what I can find. I did hear verbally from one of our members that he rented an airplane while in Australia! Maybe he will write this up to share with the rest of us. Enough of that. But please do write up your experiences.

One of my favorite destinations is Cedar Mills (3T0). My Cherokee was not available; so on January 16th I reserved 8142H for a lunch flight to Cedar Mills. It was one of the nice mid-winter days that we have been having, warm but a bit hazy. I had not flown 8142H for awhile (about 3 years) so I did a thorough pre-flight then flew over to Aero Country. The Cedar Mills runway is 07-25 and I wanted to practise a normal landing before I did a crosswind landing. I had no problem with the landing at Aero Country. The Warrior is very similar to my Cherokee 180. So now it was time to head toward Cedar Mills. Head north to the big lake and turn left.

As it turned out there was not much of a crosswind. Cedar Mills is a grass strip located on the southwest end of Lake Texoma. It is on the DFW sectional and is pretty easy to see once you are within 6 to 10 miles. The east end of the runway is next to the lake and the marina is about ¾ of a mile south of the runway. It is only about a

25-minute flight from TKI. On the day that I went I was surprised to find X's on the west end of the runway as I approached. I was about to do a go-around when I saw that a temporary threshold had been setup about 700 feet down the runway. I landed beyond it with 2300 feet of the 3000-foot runway available. They were doing some sanding and repair on the west end of the runway.

Parking is on the south side of the runway and a short 1/2 mile walk to the south takes you to Pelican's Landing. They have the normal fare and are open for breakfast, lunch and dinner. I have come here for evening meals as well. Everything that I have had here was good except for the catfish (probably just a bad day). The restaurant overlooks the marina and there are some nice boats out there. There is also a marina store, lodges and camping available. The lodges are pretty new and right next to the runway. This would be a great location for a quick weekend get-away.

So the next time you are thinking of somewhere to go head north to Lake Texoma then turn left to find Cedar Mills. It is a nice location and restaurant. And besides landing on grass is always more fun than the concrete and asphalt that we normally use. Enjoy!➔

## **Flight Report two!**

*By Steve Aughinbaugh*

The FAA declared N642RJ fit to fly! Last week the FAA looked at my airplane and the paper work on the 40-Amp to 60-Amp alternator upgrade and signed it off just in time for Valentine's day. Now it was time to find a suitable destination. I have heard that Fireside Dining near Overbrook, OK was a nice restaurant. Fireside Dining is located about 1/4 mile from the end of runway 32 at Lake Murray State Park Airport. So one evening before Valentine's Day I flew to 1F1 with Dan Short to checkout the restaurant. I had called them earlier to be sure they were open. Their number is (580) 226-4070. Normally they are only open 5PM to 10PM Tuesday through Saturday. This was a Wednesday and they assured me that they would be open and to just give them a call when I got there.

Dan and I left Aero Country at 5:30 PM and at 6:00 PM we were on the runway. The runway at Lake Murray is 2500 x 50 feet with a little bit of a crown in the middle. The AFD says there are lights and a beacon. We did see the fixtures after landing but could not get the lights to come on before landing or take-off. And the beacon was not working. With our landing before dark, this was no problem and on take-off there is not much need for lights. It would be hard to find the runway on a moon-less night, so get there before dark. The NOTAMs will also alert you to the fact that the lights are not working. I understand that they are working on them.

The airstrip is right next to the golf course and clubhouse. We used the pay phone at the clubhouse to call Fireside. As we walked toward the road to stretch our legs to meet our ride we saw three deer run off away

from the road. I made note of that for the take-off. Our ride was there in about 2 minutes. He told me that they don't take reservations and that for Valentine's Day they were going to be open on Sunday, great!

The atmosphere at the restaurant is very nice. Dan had the Filet and I had the London Broil with Cajun Spices. The prices were reasonable, \$12 to \$18 for the entrees and the food was very good. I would definitely recommend Fireside Dining as a place to go for a fine meal. I am planning to be there on Valentine's Evening if the great weather holds.

On the flight back, we taxied onto the runway and did a 360 to chase any animals away and then back-taxed for take-off. There is no taxiway, just a turn-off mid-point on the runway to the parking area. I neglected to do my run-up before taxiing onto the runway and I had to sit at the end of runway for a few minutes to do it. I believe that is better to do the run-up at the edge of the parking ramp instead of sitting on an active runway in this situation. No animals, run-up complete, time to launch. This night was a beautiful, clear night. We climbed to 3,500 and leveled off. We were just north of the Red River and we could see the lights of Dallas and Fort Worth ahead of us. Looking down it was amazing to me how many lights there are on the ground in areas that during the day look so barren. I could also pick out the lights at the Chase Oaks Golf course driving range. I knew that somewhere between them and me was Aero Country. I am sure that we could have found Aero Country just by that. But having my AirMap and Dan's Garmin 195 with us made finding Aero Country much easier.

I have flown about 20 hours at night and made about 12 approaches into Aero Country and it still surprises me that I can not positively identify the airport until I am within six miles. A beacon would help a lot, but the nearby water tower and radio antennas help. All in all it was a great flight and very nice location to have gone to. I highly recommend it as one of the nicer destinations.➔

## **Fleet Usage Statistics**

	<b>Hours Flown</b>	<b>Member Flights</b>	<b>Total Flights</b>
Month			
July	319.2	126	270
August	287.3	139	266
September	225.5	131	183
October	210.8	118	184
November	133.3	92	132
December	137.4	68	105
Average	226.8	115.1	196.7

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight is the number of different members that I flown at least once during the month. The Total Flights is the total number of flight log entries for the month. ➔

## 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	(972) 597-9732	(972) 924-2784	ebeaver@worldnet.att.net
Train Main	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
X-C Maint	Micah Koons	(972) 952-5306	(972) 509-5773	mkoons@ti.com
Mbrshp VP	Scott Mitchell	(972) 480-1776	(972) 596-0288	s-mitchell1@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Harold Morgan	(972) 462-5869	(972) 495-0220	HMOR@ti.com
Controller	Bob Moran	(972) 575-2210	(972) 612-1402	moran@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	j-burrows1@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@ti.com
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓		✓	✓			(972) 462-3926	(972) 315-2216	cacoffey@ti.com
Gerhard Deffner	Y			✓	✓	✓		None	644-9351	gdeffner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 640-5225	346-3346	mwhance@juno.com
Jim Evans	Y	✓		✓	✓			--N/A--	(972) 390-9950	--N/A--
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817		jlewis@ti.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@ti.com
Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓			✓		390-3147 390-3266	681-2974	BNiedwiecki@aol.com
Brian S. O'Neill	Y			✓				(972) 952-2971	(972) 562-4241	ofly@ti.com
Betsy Parrott	N	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓	✓					(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

**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).

**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](mailto:saughinbaugh@ti.com). →

### 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
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172 (145)	Skyhawk	\$49.00
N7404A	Cessna	172 (145)	Skyhawk	\$46.50
N8142H	Piper	PA-28-161	Warrior	\$52.00
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 ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 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
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N7404A & N5682T Owner	(214)-792-7980

#### General

DUAT	(800) 245-3828
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

### TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
News Group	ti.rec.flying
Documentation	USADA10 \\cna0840436a\tfc\op-regs\TFC-REGS.doc
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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