



# FLIGHTLINES

## Newsletter of the Texins Flying Club

May, 2000

### CALENDAR OF EVENTS

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

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

**3 June (Saturday):** TFC/ExecAir Picnic.

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

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

### Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Jim Zell	1 <sup>st</sup> Solo	1/16/00	Bryan O'Neill
Nick De Jesu	PSEL	3/2000	Betsy Parrott
Seth Fuller	1 <sup>st</sup> Solo	3/09/00	Art Jones
Thomas Steingruber	1 <sup>st</sup> Solo	3/12/00	Betsy Parrott

### Highlights from April Board Meeting

In attendance: Art Jones, Dick Sandlin, Robert Jolly, Micah Koons, Bob Moran, Steve Aughinbaugh, and Don Essenpreis

Micah reported that 733NB has been scheduled for painting this summer. It should be out about 1 month.

Art reported that the ExecAir picnic is set for Saturday, 3 June. TFC normally holds our picnic at the same time and we agreed to do the same this year. The subject of the airshow came up. Many of our members were disappointed that we did not have an airshow last year. The board believes that having a low-level airshow like we have in the past is a good draw for the airport and something that our members look forward to. It was suggested that Dick should call Dave Pearce, TKI Airport Manager (and TFC member :) and express our desire that we would appreciate his support for the low level waiver that will be needed to get the aerobatic pilots in the area to participate. It is unlikely that the area pilots will come if we do not have a low-level waiver. Art and Dick will work this.

There was discussion about the instructional rates for club CFI's. The current rates are \$17/hr for primary instruction and \$19 for advanced instruction. These rates

have been in effect for over 5 years. It was moved, seconded and accepted to change the rates to \$19/hr and \$21/hr respectively. The club retains \$0.50/hr for any instruction that is billed through the club to cover the billing costs. CFI are free to do their own billing and collection. Referencing TFC primary training costs comparison shows that this \$2 increase will add about \$50 to the costs for attaining a PPSEL through the club. This rate is still very competitive with non-club instruction.

There was concern expressed about rising AVfuel costs. The recent increases in fuel were not foreseen or included into the recent rental rate increases. It appears that we may see prices moderate and drop in the near term. The board agreed to leave the rates as they are and monitor the situation. The board would like the membership to consider refueling at locations with less expensive fuel whenever feasible. Please note the article below. →

### Wow, AVFuel above \$2.50!

*By Steve Aughinbaugh*

One of the major topics at last Saturday's membership meeting was the rapidly increasing costs of AvFuel. AvFuel is now above \$2.50/gallon at TKI and other FBOs. But there are other locations that are still below \$2.00/gallon. If you are able to, the board recommends that you stop at an alternate airport on your return to TKI and top off the tanks.

We have an account at Rockwall (F46) that you can use just by stating that you are flying a TFC aircraft. I just checked with them to confirm this. The fuel there is was \$1.85/gallon. ExecAir at TKI was at \$2.37 for based-on-field price (\$2.57 for transient). Gainesville (GLE) is also another good location. Someone was there at the end of March and it was \$1.74/gallon. I also checked with Sherman (SWI) in mid March. Their fuel is was \$1.75/gallon. The manager there told me to also let you know that they will have a credit card pump there within the next 30 days. And to tell you that you can access the terminal if it is locked by using the keypad with the code being same as the VHF emergency communications frequency.

As always, use good judgement on managing your fuel and stop when and where you need to as dictated by your needs and situation. But if you have the flexibility stop at these locations on the way back to TKI or

locations like these with less expensive AvFuel, please do. Doing this will help to keep the rental rates down. We may still have to increase the rates if the prices stay this high for very long, but we might be able to keep them lower if we all attempt to purchase fuel at less expensive locations.

Also, if you have not signed up for an AOPA credit card you may want to. This does not save the club any money, but it will you. With an AOPA membership and an AOPA credit card you can purchase AvFuel or anything at most FBOs on the card. Then circle those purchases on your bill and FAX to a specific number and they will credit your account with 3% of the purchases. This will save you money giving you a rebate on the fuel you put in TFC aircraft. Let's see ... 35 gallons at \$1.75 times 3% is \$1.84. Not a lot on one fill-up, but at 350 gallons, the savings becomes \$18.38, enough for a hamburger or two. →

## **Aviation Manufacturers Web Sites**

*By Seth Fuller*

Hello! This is the first, of which I hope, turns out to be many articles that I get a chance to write for you. I plan on writing these first articles about what there is out there on the NET. If you find any sites that I have not included, please feel free to email your suggestions to: s-fuller1@ti.com. I thought that I would start this first article out with a few of the big name manufacturers. Each time I will try to include something about a plane or avionics as well as something for the student. Students should check into the plane sites. This will help you too familiarize with the terminology. After all, you are learning a totally new language. Pilot Speak!

First will be Cessna: <http://www.cessna.textron.com/>

It appears, and I didn't know this, but Cessna is partnered with Textron, who in turn is also partnered with Lycoming. Well, I have perused the Cessna site, mouth watering and all. Hey Dick, can we committee to get a Citation? What would be the rental rate be: \$10,000/hr.? I found the site to be very informative, entertaining but as with most of the Cessna equipment, it is way out of the range of the typical pilot. Anyone for Lottery tickets?

The Cessna 2000 site is neat as well. It gives a great glimpse into the future. Great site with a lot of beautiful planes. Very easy to maneuver, except for the fact that I had to dig a bit to get a good picture of the aircraft that I was looking for. Lot's of colors and can get confusing. It makes you read every word on the page to make sure of what you are doing. Could this be the intent?

Second is Piper: <http://www.newpiper.com/>

Apparently we get to deal with, "The New Piper", now. I pulled up the Piper fleet and was greeted by the Arrow, the Archer, the Saratoga, Seneca, Malibu and the Seminole. All are beautiful aircraft. I have always liked the Piper designs. A new arrow, with standard equipment and a "Brand New Flight Bag", weighs in at a hefty

\$228,700. Then there's options. Sorry, I won't go on. The pain is too much. I keep telling myself, buy TI, buy TI, buy TI. One day it will work out. Piper's website is nice except for the fact of light colored lettering on a dark background. The site works well after that. I had no trouble with bandwidth and it was very easily maneuverable.

Third is Mooney: <http://www.mooney.com/>

For those of you who don't know, Mooney is coming out with a new logo this year. It looks similar to an Eagle. I would assume it is patterned after the famed Mooney Eagle of which they are adding a 'free' storm scope as well as a free Garmin GNS GPS/NAV/COM for limited year 2000 buyers. The new Eagle's price comes in at only \$299,000. With the addition of options packages a new Eagle could set you back close to \$350K. But what a plane! The site looks great, although I did sense a hint of pictures being posted that were a bit grainy. Lot's of colors and things to keep you interested and looking. The links page could use some work with only five places to go from here. At least they have stayed away from a lot of flashy banners and .GIF animation, which can detract from what the site is really trying to get across. (Art, can we get one of these for our club!) The Ovation and Bravo sites are up as well. If you're a Mooney fan take a visit. The site is well worth your time, even if it is just to learn about some of the new Avionics packages being offered, of which Mooney seems to be well on top of.

One of my favorites: <http://www.studentpilot.com/>

If we have any students, wait let me re-phrase that, we're all Students and this site offers something for all of us. Yep as you would have guessed it the Kings have a large presence here. They offer an online store as well as some nifty articles for beginners. The site is not too large at this time but it is growing. Navigation is easy and you don't need your flight computer (E6B) to get around. Have a look!

Following is a direct link to an extensive list of aircraft manufacturers. I didn't know there were so many. I didn't notice any home built companies in this list so it appears to be only companies with STC'd aircraft.

[http://dir.yahoo.com/Business\\_and\\_Economy/Companies/Transportation/Aviation/Aircraft/Manufacturers/](http://dir.yahoo.com/Business_and_Economy/Companies/Transportation/Aviation/Aircraft/Manufacturers/)

Well, I hope this has been helpful and a bit entertaining. Next month we'll cover Aircraft parts and vendors. This list could get Big! Don't forget to send me any suggestions that you may have. →

## ***Aircraft Grounding Procedure***

*By Robert Jolly*

ANYONE can ground an airplane and you should not hesitate to do so if it fails any of the required pre-flight inspections or for any reason you deem necessary. Safety is the prime consideration. NEVER fly a grounded aircraft! This is common sense as well as club rules.

ONLY A TFC CFI OR MAINTENANCE OFFICER CAN UNGROUND AN AIRPLANE. Always check the maintenance recorder to be sure of the status of your airplane.

Follow these steps to ground an airplane:

1. Place the aircraft key on the "Grounded" hook (not the plane's usual key hook). Put a "Grounded" tag (found in the bottom of the key box) where the airplane's key would normally hang.
2. Hang a "Grounded" tag on the airplane's throttle.
3. Write an entry in the airplane's tach log, indicating: "GROUNDED" and the reason for the action.
4. Call status recorder (972 562-7213) and report that you have grounded the airplane and state the reasons for it.
5. Using the phone numbers in the club schedule book entries, call and attempt to notify the other members who have scheduled the airplane for that day. →

## ***TFC Fleet Maintenance Report***

*By Don Essenpreis*

For 03/01/00 through 03/31/00

### **6368K**

- 03/04/00 Completed annual inspection - 2 cylinders overhauled, engine baffling repaired and new baffling seals installed, cracked exhaust flange repaired.
- 03/12/00 Replaced left instrument panel overlay.
- 03/16/00 Installed re-built alternator.
- 03/16/00 Installed new plastic center control cover.
- 03/22/00 Installed new panel eyebrow overlay.

### **7929U**

- 03/08/00 Completed 100 hour inspection - new chairs installed, 2 new mags, new panel eyebrow overlay.
- 03/10/00 Cleaned contacts on port nav light bulb.
- 03/30/00 Installed new o-rings in front strut.

### **150TM**

- 03/06/00 Attitude indicator overhauled.

### **733NB**

- 03/31/00 Completed 100 hour inspection - cowling repairs completed, landing light bracket repairs completed.

Notice: Flying but #2 nav/com removed for service - will be scheduled into paint shop at earliest available date. Post cracks postponed due to scheduling, Aeromark believes paint touch-up will only be required on a few new rivet heads.

### **7508J**

- None.

### **5636Q**

- As of 3/31 in annual.

### **8142H**

- 03/04/00 Pitot static and transponder certification completed, altimeter re-calibrated.

### **3187Y**

- 03/29/00 Radio repairs completed. →

## ***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. →



## 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) 927-8396	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(214) 227-1749	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
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Treasurer	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 I	M E I	S E S	S 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	✓		✓	✓		(214) 284-9467	(972) 390-9950	No e-mail address
Art Jones	✓	✓	✓			(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
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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, 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	\$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: \$19.00; Advanced: \$21.00 (\$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
Garry Ackerman, N8142H Owner	(972) 867-8713

#### General

DUAT	(800) 345-3828 or <a href="http://www.duats.com">www.duats.com</a> Or <a href="http://www.duat.com">www.duat.com</a>
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	<a href="http://www.texins.org/flyingclub">http://www.texins.org/flyingclub</a>
FlightCom Prices	<a href="http://www.texins.org/flyingclub/flightcom.html">http://www.texins.org/flyingclub/flightcom.html</a>
Mailing list	<a href="mailto:tfly@list.ti.com">tfly@list.ti.com</a>
TFC Board Email	<a href="mailto:tflyboard@list.ti.com">tflyboard@list.ti.com</a>
Mailing Address	Texins Flying Club C/O Harold Morgan P.O. Box 831311 Richardson, TX. 75083-1311

**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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