



FLIGHTLINES

Newsletter of the Texins Flying Club

May 2001

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Bret Stewart	PPSEL	4/13/01	Calvin Coffey
Brad Maynard	PPSEL	4/04/01	Mike Hance
Calvin Coffey	SeaWings IV	4/13/01	Danny Duggan

Highlights from April Board

TFC Board members in attendance: Dan Grelinger, Steve Aughinbaugh, Art Jones, Bob Moran, Robert Jolly, Don Essenpries, Roger Nordmeyer, Seth Fuller.

TFC members: Mark Seglem, Micah Koons, Calvin Coffey, Mike Hance

Art complemented Bob Moran on the quickness of getting the paperwork completed for 737TY. The whole process of purchasing this airplane went very well. In looking at the schedule sheet reservations for 7TY, it looks like the new 172 is being used right away by the membership. Art also reported that Bill Barnett will install a panel mounted intercom in 737TY that the club already had in our hanger. The expectation is that this will happen sometime in the next few weeks, until then the portable intercom on the floor can be used.

7929U was down for an engine overhaul. At this point the old engine has been removed and our overhauled spare was hung on 4/5/01. It is expected that we will have 7929U back on-line in the next 2 weeks if no problems are encountered. During the break-in period, Art Jones will manage the addition of oil and no members or line personnel should add oil during this period. During most piston aircraft engine break-in period, straight 100W mineral oil is used to seat the rings. A message was sent out detailing this when 29U came back on line. Another message will go out after the oil change to normal oil.

We will also be overhauling the engine in 08J and another one of the 150's in the next few months.

Seth Fuller reported that 6 people have expressed serious interest in purchasing a 172 or Warrior/Archer for lease-back to the club. At this point the group is looking for suitable aircraft to purchase. If anyone knows of one, email or contact Seth.

Steve Aughinbaugh reported that 11 new members joined from the spring VFR ground school. About 26 people are enrolled in the ground school. We also had 1 other member join who already has his PPSEL.

At this point we had a discussion about membership eligibility. There was a bit of confusion among some of the board members on who is really eligible to join and remain in the club. After reviewing the club constitution: SECTION 1. "Membership in the club shall be limited to (1) employees and retirees of Texas Instruments, Incorporated, (2) employees and retirees of Raytheon TI Systems, (3) spouses and dependents of those employees, and (4) a small number of additional individuals as approved by the officers of the Texins Flying Club. Furthermore, any former regular member that left the club in good standing may re-join the club." This discussion was brought up because of two requests, one from the spouse of a former member in the club and one from a contractor to Raytheon. We interpret this clause to mean that dependents of current employees are eligible for membership, but dependents (or spouses) of past members are not eligible for membership. Furthermore, contractors of Raytheon or TI are not eligible for membership. We also noted that RTIS does not really exist as a distinct division or group within Raytheon. Our practice has been to allow any Raytheon employees in the local area to join the club. The topic of TFC membership eligibility will further be addressed later this year. It is believed that Texins Association will be making some changes to its charter and at that point we will need to review ours as well and therefore there is a possibility that the eligibility rules may be changed later this year. The main thing the board does not want is to have so many members that we create scheduling problems for the aircraft. There are provisions in the by-laws to limit the membership to a set number. Right now that limit is generally accepted to be 250 members or less. We currently have 202 members.

Bob Moran reported on a letter from the FAA that was sent to the owner of N5636Q. Our aircraft are registered

under Texins Association and they passed the letter on to us. The letter said that N5636Q was communicating with the San Antonio ATCT/TRACON and had replied with an invalid Mode C. It was reporting high by 600 ft. The FAA would like to get a corrective action plan within 60 days of the date of the letter, 3/9/01. The incident occurred on February 25th. Bob called Allen W. Carter at the San Antonio FAA Flight Standards District Office to find out what the corrective action plan needed to say. Art reported that on the flight to Little Rock later in February with 36Q he and Marked noted a problem with the Mode C reporting and they later removed the transponder for repair. It is important to note any problems with our aircraft on the maintenance recorder so that they can be promptly corrected. Mr. Carter asked Bob to just fax a copy of the work order to his attention with a copy of the letter he sent when we get 36Q back from the repair.

Last topic of discussion was led by Roger on capital avionics upgrades. We have \$10,000 allocated to us by Texins Association for capital upgrades. We cannot use this money for general expenses and need to use it for capital expenses. The board had earlier asked Roger to conduct a review of the fleet avionics and make some recommendations. During the discussion Roger reported a great deal of useful information. The consensus of the board was that we wanted to begin installing panel mounted GPSes across most of the fleet removing the Lorans of which many need repairs. We want to have common equipment across the fleet as much as we reasonable can. We are in pretty good shape for nav/com radios in that most of them are KX-155's. The exceptions are 08J, which has good Collins radios, 7TY which has good Cessna radios and 36Q, which has a problematic Terra for its second radio with a KX-155 as the primary radio. Roger also noted there are some problems with reliable IFR instrumentation in 08J and 36Q. Specifically in 08J: bad ammeter; ADF noisy, weak and sticks; marker beacon weak and intermittent. On 36Q, Nav/com 1 intermittent and won't channel DME reliably. It was agreed that these items should be reviewed and repaired using regular maintenance expense and not capital expense money. It was agreed that moving nav/com radios around so that all of the cross-country fleet would have KX-155 would not be cost effective and not serve us well. Most of the aircraft hours are in the trainers and we felt that we should have as much commonality across those aircraft as we reasonably can. It was agreed that we should have a long term goal (two to three years) of having panel mounted GPSes in all of the aircraft with the possible exception of 68K. But in the near-term (this year) we should concentrate on GPSes for the cross-country aircraft. It was also noted that UPS Aviation Technologies has a slide in replacement for the two Apollo loran's that we have and that we could install Apollo GX55 GPSes for about \$3,000 as a VFR only GPS and for another about \$500 it could be certified for IFR enroute and terminal operations. It was also noted that this line of GPS was very easy to operate and that they also have combination Com/GPS units with similar ease of operation. The board concluded that we would like to have a team of Roger, Art and Don explore

the costs to install a GX55 in 7TY and a GX55 or GX65 in 08J. Next we should consider a GX55 for 29U. It was also suggested that we explore the costs to have the Apollo II from 7TY moved to 0TM to replace the inoperative TI Loran. That would get the proper radio tray in 0TM that we could later use to slide a GX55 into. We concluded that 733NB radio/GPS setup is very good and does not need any upgrades at this point even though its KLN89B seems to be a bit complicated to operation and understand in approach operations. It was noted that we have the KLN89B simulator available on the TFC web site at

<http://www.texins.org/flyingclub/KLN89Bsimulator.exe> for member training. The topic of the Mooney came up and what to do about its avionics. At this point there was a growing desire among the board to consider selling the Mooney and using the proceeds to purchase another single engine retract that should be less costly to maintain, perhaps another Arrow, particularly a 200-HP arrow. It was decided that we would table this discussion and talk about the possibility of selling the Mooney at a later meeting. Therefore we also decided to not consider any avionics upgrades for the Mooney this year pending a resolution on whether we decide to sell or keep it.

The next board meeting will be on the 2nd of May at 6:30 PM. →

TFC Fleet Maintenance Report

By Don Essenpreis

6368K

03/09/01 Repaired broken pilot seat latch.
03/22/01 Completed annual inspection.

7929U

03/06/01 Repaired carb heat box flap.
03/09/01 Overhauled nose wheel shimmy dampener.
03/16/01 Replaced wing flap actuator switch.

150TM

03/04/01 Completed 100 hour inspection.

733NB

03/07/01 Replaced right main tire.
03/17/01 Installed new gps data card.
03/19/01 Drained oil and replaced with 7 qts 15w50 Aeroshell.
03/19/01 Replaced landing light.

7508J

03/21/01 Cleaned and lubricated gear-down micro-switch on left main gear.

5636Q

03/21/01 Installed new vacuum pump.
03/21/01 Installed new ELT battery.

3187Y

03/26/01 Drained oil and replaced with 12 qts 15w50 Aeroshell.

737TY

03/21/01 Removed wheel pants, re-pinned co-pilot chair rail.
→

C172 Purchase Complete

By Don Essenpreis

TFC has purchased Skyhawk 737TY and it was available for booking starting Saturday, March 24. This aircraft is a 1978 172N model, red on white, with a 160 hp Lycoming. Members currently signed off to fly 733NB, require no additional check. Rental rates are the same as for 733NB.

A photo of 737TY can be viewed at:
<http://www.texins.org/flyingclub/N737TY.html>
(Updated photos of the entire TFC fleet are available at:
<http://www.texins.org/FlyingClub/TFCAircraft.htm>)

Several aspects of this aircraft differ from 733NB, most due to 3NB's STC upgrade to 180 hp. Oil capacities are different between the two as are the maximum available flap settings.

	Engine	H.P.	Maximum oil
733NB	O-360	180	8 quarts
737TY	O-320	160	6 quarts
	Minimum oil		Maximum flap travel
733NB	6 quarts		30 degrees
737TY	4 quarts		40 degrees

Oil should be added to 737TY when the level falls to 4 (four) quarts. For normal flights, the oil level should be no more than 5 (five) quarts. For extended cross country flight, the level may be raised to more than 5 (five) quarts but should never be raised above the 6 (six) quarts maximum.

The O-320-H2AD Lycoming engine in 737TY requires special anti-friction oil additives (AD 80-04-03). These additives are included in AeroShell Oil W 15W-50 multigrade. This is the same oil currently used in all TFC aircraft. When adding oil to 737TY, use AEROSHELL OIL W 15W-50 only.

The aircraft does not have fuel steps installed at this time and the ladder, stowed in the baggage compartment, should be used to check fuel levels. Please do not use the wing struts and use the ladder.
Please exercise caution when replacing the ladder in the baggage compartment, since plastic interior panels are expensive to replace.

The intercom box is not a panel mounted unit but is instead velcro-ed on the floor between the pilot and co-pilot seats. At this time only a pilot PTT is operational.

737TY has a 28v electrical system and therefore members are warned to beware of connecting 12/14v devices to the cigar outlet until maintenance can confirm that a dropping resistor is in-line. Apparently the electrical system changed between the 1977 and

1978 models. Art will put placards on the instrument panel and at the external power socket. →

Corrections

Burak Ilhan completed his first solo flight in February. His name was misspelled in the April newsletter. Congratulations to Ilhan. →

Articles of Interest

"FAA Plans to Let Satellites Guide Small-Plane Landings", interesting article from the Washington Post can be accessed at the following website:

<http://www.washingtonpost.com/wp-dyn/articles/A2439-2001Apr10.html>
→

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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 Jimmy Hashem, email hashem@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$42.00
N6368K	Cessna	150M	Commuter	\$42.00
N7929U	Cessna	150M	Commuter	\$42.00
N733NB	Cessna	172N (180)	Superhawk	\$59.00
N737TY	Cessna	172N	Skyhawk	\$59.00
N3187Y	Cessna	182	Skylane	\$72.00
N7508J	Piper	PA-28R-180	Arrow	\$72.00
N5636Q	Mooney	M20E		\$72.00

- 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 4053
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717

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
DE: Carol Walker	(214) 948-0440
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TFC COMMUNICATIONS & INFO

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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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