



# FLIGHTLINES

## Newsletter of the Texins Flying Club

November, 2000

### CALENDAR OF EVENTS

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

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

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

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

**Congratulations on these Member Achievements!**

Member	Event	Date	Instructor
None this month			

### Highlights from October Board

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

There was a discussion about one of our members regarding an airspace violation for the Memphis class B airspace. Robert Jolly, TFC Safety Officer, handed out copies of his report and synopsis. He felt there was no "Cross Checking" before or in-flight. The pilot used a WAC, although technically not illegal, it is "Not Preferred". Luckily he happened to hit a dead spot in traffic at Memphis International. Art Jones, Chief Flight Instructor, expressed concern with the board's comments in that he felt the board had no right to enforce the FAA rules. Incident or accidents within airspace is not our business with the FAA. Art felt that the pilot was experiencing "double jeopardy". Dan Grelinger, Membership VP, read the club policy, and the club made the correct choice in pulling his key until further review. He also noted that the pilot did not conduct his flight within FAA Guidelines and this in itself is a breach of club rules and expressed that it was our duty to protect our aircraft.

Seth Fuller, Trainer Maintenance Officer, suggested attending the later portion of Ground School and noted this is second incident this year with ATC regarding this member.

Board consensus was that the member in question will be asked to attend the later portion of Ground School regarding Navigation and Cross-Country Procedures.

Art was asked discuss and review cross-country planning for his next trip as well as review his flight plan. Robert Jolly and Dan Grelinger were asked to meet with the club member and talk to him and review club procedures and Safety regulations. His box key would be returned at this time. So moved, voted and accepted.

Dan requested financial reporting changes. It was suggested that debt on written off charges be reported to the board. This was agreed.

Robert Jolly – Procedure for updating our records regarding ratings, medicals or else. Dan will be updating records.

Art Jones - When Instructors check out some one in a performance aircraft or perform an annual review, the Instructor fills out a white card and gives it to Art. This is recorded into Art's records. He does not keep records regarding medicals.

Dan Grelinger – Billing data base doesn't keep track of medicals or ratings. This depends on club annual which we could track.

Discussion about how the current system is working and Dick suggested that he likes to see the information at the top of his bill. It was agreed that would seek out a system that will notify or track club annuals and that Art would keep the ratings.

Dan Grelinger – Announced the Program for the Tour of the TI Hanger during the General Membership meeting on the 14th.

Bob Moran – Another group is looking for a Warrior to lease back. He also mentioned that he knew of at least one other person actively looking for a lease back.

Art Jones - He said that we had added around 20 new students. He has placed almost all of them with Instructors. Art is in favor of finding another Skylane. We need a 4 place, non-complex airplane that we can use as a trainer. Art wants a more serious effort to find a plane as urgency for trainers is now stepped up.

Regarding the ADF. Art has talked to two radio shops and neither was willing to work on them. FAA is not maintaining the NDB system. Art felt that he would still teach ADF procedures but that as of now you may have to fly an NDB approach. Typically, this is only if there is

an "operable" ADF in the plane. Maybe a dual function system, GPS/VOR, and that the club should move in this direction.

Don Esspenpries – Nothing has changed regarding the Maintenance report. Mooney update: The crank case is back from Tulsa. crank, cam, and connecting rods are in Dallas. There is no updated date as to when they will be back. Art suggested we go ahead and get the parts and build it up. As well, it needs a gear door and one piece of metal. Very little left to do. Very close to being done but these last parts may be long lead items.

Micah Koons – Will be updating the phone lists.

Harold Morgan – Nothing new. He is still having late pays. Will be preparing the annual budget soon.

Dick Sandlin – Has been in contact with Texins Association leadership in regards to how they may be able to serve us and meet our needs.

Seth Fuller – Nothing to report.

Mike Hance announced a Pilot Safety meeting on the 19th of the month and he would mail out flyers. It will be at the CCCC in McKinney with door prizes as well. →

### ***Rule #1, Fly the Airplane!***

This came across the one of the mailing list that I follow:

And there I was flying back from Boston to Texas in the dark of the night. The bonanza had been purring like a kitten for the past 6 hours. I was thinking that I'll be home in a couple of hours and get a good nights sleep. The stars were bright and the air was so smooth. I had been keeping track of my journey with flight following and looking at the lights from small towns as I went. Then all hell broke loose! Number four cylinder went flat.

The 8500 feet that I'd been cruising at was dwindling. All the indicators on my GEM 602 were heading down and #4 was at zero. "Memphis Center, I have a very sick engine and I need a place to land, Now". "23 Delta there is an airport to your 12 o'clock position five miles Salem Arkansas, can you make it?" "I think so, I can't maintain altitude."

At this point Center was clearing the frequency. It's kind of nice to have your very own controller when you need one. I asked him for all the particulars about the airport, frequency, runways and lights. I dialed in 122.9 and clicked the MIC a few times and no luck, no lights. Another Bonanza came on frequency that was in my local area and tried to help and be my eyes. He could not find the runway either.

I'm level at 6000 or so with the engine running very rough and wondering how long it would stay together. I keep talking to the other bonanza and center, still no runway. My Gem 602 indications were dropping low with number four still totally flat.

"23 Delta, the police and fire departments have been notified, they will be at the airport to help you find it. Can you divert 20 miles to another airport?" I said "no" since I was having lots of trouble keeping airspeed and altitude. I'd rather crash where there is an already alerted rescue squad waiting for me.

Oil pressure and temp were still good, but still not much power. The other bonanza saw the rescue vehicles and told me their location. I still couldn't see them. I've been circling over the town and they were below me. I widened my circle and picked up the blue lights of the police cars. Center indicated that they were at either end of the runway and they would move once I was on final.

At that time the lights came on at the airport. I turned on a high final stuck the Bonanza in a deep slip to lose altitude, the police car went down the runway to clear my way, then the lights went off again. By that time I had a good target and landed.

The engine quit shortly after touch down. There must have been 75 people out there and no beer :-).

The folks in Salem were absolutely great. Some of the most friendly people I've met. And the Controller, I haven't enough good words to say about him. I owe you a beer!!!

Editor: It is good to see stories like this. There were no national stories about this successful landing and probably not much of a story in the local paper. Flying at night has its higher risks because of the added difficulty of finding suitable emergency landing spots. But with a little help that is right there on your radio, even that can be overcome in most cases. This pilot did a couple of things to help keep the odds in his favor. One is flying higher, 8,500 feet. Two is using Flight Following and three was telling the controller immediately what his situation was. He might have also had good training in emergency procedures, I don't know. I wonder how many of us have gotten out of the habit of looking for good emergency landing spots as we drone along. →

### ***Rules of the Air***

*By who knows!*

Editor's note: I have been sent this many times and have seen it many times. So in line with the humorous article last month, here it is.

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there, than up there wishing you were down here.

5. The ONLY time you have too much fuel is when you're on fire.
  6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
  7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
  8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
  9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
  10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
  11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
  12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
  13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
  14. Always try to keep the number of landings you make equal to the number of take offs you've made.
  15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
  16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
  17. Helicopters can't fly; they're just so ugly the earth repels them.
  18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
  19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
  20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
  21. It's always a good idea to keep the pointy end going forward as much as possible.
  22. Keep looking around. There's always something you've missed.
  23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
  24. The three most useless things to a pilot are the altitude above you, runway behind you and a tenth of a second ago.
  25. 24a. The way a pilot learns it. When a pilot run out airspeed, altitude, and ideas all at the same time he is in a world of hurt.
  26. There are old pilots and there are bold pilots. There are, however, no old bold pilots.
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## ***TFC Fleet Maintenance Report***

*By Don Essenpreis*

For 09/01/00 through 09/30/00

### **6368K**

- 09/01/00 Installed seal kit in magnetic compass.
- 09/12/00 Completed 100-hour inspection.

### **7929U**

- 09/07/00 Replaced cracked #4 cylinder, piston, pin, rings.
- 09/07/00 Replaced nose tire.
- 09/12/00 Completed transponder and pitot static certifications.
- 09/19/00 Completed 100-hour inspection.
- 09/21/00 Replaced defective voltage regulator.
- 09/28/00 Replaced bad plug wire.

### **150TM**

- 09/15/00 Completed 100 hour inspection.

### **733NB**

- 09/01/00 Installed overhauled directional gyro.
- 09/08/00 Replaced defective landing light rocker switch.
- 09/18/00 Drained oil and replaced with 7 qts 15w50 Aeroshell.
- 09/18/00 Replaced gasket on #4 rocker cover.
- 09/26/00 Replaced co-pilot door lower hinge pin.
- 09/29/00 Installed new landing light.
- 09/29/00 Inspected and lubricated trim system.

### **7508J**

- 09/01/00 Completed 100-hour inspection.

### **5636Q**

- Repairs in progress from gear-up landing.

### **3187Y**

- 09/09/00 Corrected problem with co-pilot PTT. →

## 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	Seth Fuller	(214) 480-2933	(972) 771-5211	s-fuller1@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Dan Grelinger	(972) 995-1539	(972) 690-7074	dgrelinger@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 437-6862	saughinbaugh@ti.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	adj1@airmail.net
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	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) 927-8070	(972) 867-0624	cwc@ti.com
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Keith Cole	✓						(972) 952-4997	(972) 382-3932	a137j@texoma.net
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Jim Evans	✓		✓	✓			(214) 284-9467	(972) 390-9950	N/A
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>
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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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