



# FLIGHTLINES

## Newsletter of the Texins Flying Club

November 2002

### CALENDAR OF EVENTS

**6 Nov (Wednesday):** TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

**9 Nov (Saturday):** General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

**3 Dec (Wednesday):** TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

**7 Dec (Saturday):** General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

### *Congratulations on these Member Achievements!*

Member	Event	Date	Instructor
Carl Scheuneman	PPSEL	10/14/2002	Dick Stephens

### FAA REVISES OPEN-AIR EVENTS NOTAM

Eliminating more than a year's uncertainty for general aviation pilots, the FAA has issued a new notam that significantly revising the infamous "Catch-22" notam 1/3353 governing flight restrictions near large open-air events. AOPA objected to the previous notam because it did not define covered events, hours of the event, or properly address operations at airports within the temporary flight restriction (TFR) irspace. The new notam includes limiting the airspace restrictions to major league baseball, NFL, and NCAA Division IA stadiums, and major speedways, seating more than 30,000 people. It limits the ffective time of the restrictions from one hour before the scheduled start time of the vent to one hour after and provides for arrivals and departures at airports within TFR arspace. The TFR dimensions remain unchanged and prohibit operations within 3 nautical miles and 3,000 feet. Under this new notam, aerial advertisers will be able to obtain a waiver after passing an expedited security clearance.

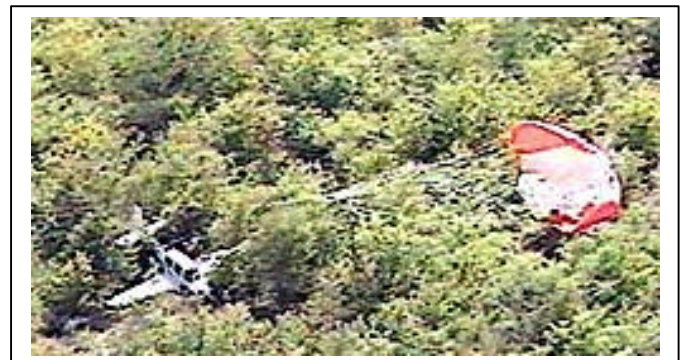
### Chute Saves Local Cirrus Pilot Aileron Partially Detaches In Flight...

The good news is the parachute works; the bad news is we still don't know for sure why the left aileron on a Cirrus SR22 initially began to part company with the airplane over Texas on Thursday, October 3rd. Cirrus officials, perhaps understandably, are trying to steer media attention to the successful deployment of the Cirrus Aircraft Parachute System, made by Ballistic

Recovery Systems Inc. (BRS), which saved the pilot from trying to control an aircraft with a compromised control system and might have saved the airplane, too. Cirrus offered no comment on what might have happened to the aileron, which had been removed and reinstalled earlier in the day at an unidentified service center at Addison Airport, about 15 miles north of Dallas. Cirrus spokesman Ian Bentley did say the plane was in the shop for compliance with two Service Bulletins -- one concerning the cable system that activates the parachute and the other to replace a retention nut on the roll trim cartridge rod. The left aileron has to be removed to get at the cartridge. The pilot and owner of the plane, identified as Lionel Morrison, of Dallas, reported control problems shortly after takeoff from Addison. Morrison noticed "a rolling motion that he thought was an autopilot runaway" but when he looked at the left wing he saw the aileron had detached at one end and was trailing at a 90-degree angle to the wing's span. Morrison reported to Addison tower that he had enough control to steer the plane to an unpopulated area where he intended to pop the chute. The aileron, found some distance from the aircraft, apparently came free as the chute opened.

...Gentle Touchdown...

Morrison pulled the handle at 3,000 feet and the chute deployed as advertised. The aircraft landed in a clump of short trees that cushioned its 14-mph descent such that the wheels "just touched the ground," according to Bentley. The pilot walked away without a scratch and there's a chance the airplane will fly again, thanks to the trees. "We are hoping to get the airplane back to evaluate that," said Bentley. Naturally, the people who make the parachute system are celebrating the incident. BRS Vice President Dan Johnson said the circumstances provided the perfect showcase for the Cirrus Aircraft Parachute System (CAPS) version of the product. "It's all good news. We had a catastrophe in the air and the pilot walked away." Johnson said.





## Meacham Airport Goes on Education Offensive If People Know How Valuable the Airport Is...

Meacham International Airport has a \$616,173,470 impact on the North Texas economy – a nearly \$500 million escalation since 1987, according to a study conducted by Texas Wesleyan University. The previous economic impact study in 1987 showed Meacham had a \$117.8 million impact.

Today, for every job created by Meacham, three-quarters of a job is created to provide added economic benefits, according to the study. The general aviation airport, located on Fort Worth's Northside, has a direct payroll of \$63,144,310. Texas Wesleyan University Professor Rod Erakovich is scheduled to present the findings to the Fort Worth City Council Oct. 8.

"I think Meacham is a sleeping giant," said Kim Dignum, chairman of the Fort Worth Aviation Advisory Board. "There are over a hundred businesses out there. Most people are oblivious to that. There are businesses out there that are planning to expand and the public should be aware of Meacham's impact."

The growth in the last decade even surprised long-time Meacham business owners.

"We hope to sway public opinion. People think Meacham is about to dry up and blow away. Even I was surprised by the growth from \$117 million in the '80s to more than \$600 million today," said Reed Pigman, president and owner of Texas Jet Inc., Meacham's largest business.

Additionally, the study showed that to sustain growth in economic impact, Meacham Airport must be positioned to attract aviation and aviation-related industry.

Meacham International Airport was founded May 23, 1925 as the Fort Worth Municipal Airport. Today,

Meacham is best known for its long-term association with corporate and student pilot activity. Businesses at Meacham include commercial aircraft modifications, avionics service, aircraft painting, aircraft sales, airframe and power plant shops, a pilot shop and a passenger terminal with a restaurant.

FMI: [www.meacham.com](http://www.meacham.com)

## The Hurry-Up Syndrome

Past ASRS research has documented that the "hurry-up syndrome" – any situation in which pilot performance is degraded by a perceived or actual need to rush the completion of cockpit tasks – often results in downstream safety incidents. In practical terms, this means that omissions or oversights made during pre-flight and taxi-out often manifest themselves during takeoff and departure.

A cargo pilot's report to ASRS shows how the hurry-up syndrome and complacency can lead even an experienced pilot to make a novice's error – in this case a wrong-direction departure:

The departure ATIS was calling for departure on Runway 8L. I was cleared to taxi and hold short of 8L at intersection D for intersection departure behind company jet traffic. Tower cleared me for takeoff and I proceeded to turn onto the runway and started takeoff roll. At approximately 500 feet AGL, Tower informed me I had departed Runway 26R and to turn right to 360° and then on course. No traffic conflicts occurred, and there was no shortage of runway as taxiway D is at the midpoint of a 10,000-foot runway.

From the beginning of the taxi for takeoff, I was rushing for departure and preoccupied with my departure preparations. I was late and the weather was moderately low, all factors that increased my anxiety and haste to depart. I am very familiar with the airport and I believe this allowed complacency to set in. The departure from midfield made it difficult for the ATC controller to anticipate my mistake... [Also] the company jet did not take off in front of me, but crossed Runway 8L/28R on the way to the south set of runways. No other aircraft were taking off or landing, which would have warned me of my mistake.

1. Allowing oneself to be rushed increases chances for mistakes to happen and go unnoticed.
2. Be suspicious and think through intersection departures. Check heading indicator on line-up to verify departure runway. Slow down to allow the controller to stay in the loop and help avoid mistakes.

**Be Aware!**

**Fly Safe!**

## Highlights from October Board Meeting

Highlights of Board Meeting -- 10/02/2002

TFC Board Members and club members present were: Roger Nordmeyer, Fred Carvajal, Bob Moran, Rick Still, Doug Darlington, Bill Moore, Art Jones, Dick Sandlin, Keith Gutierrez, Burak Ilhan, Calvin Coffey, and Kenny Collins.

Operations: 733NB is still down for TBO overhaul with engine due for pick-up end of next week. Mooney is back on-line after corrosion repair.

Controller: Have contacted lawyer regarding delinquent account collection. Action still needs to be taken for 30-60-90 day delinquent list to be generated and certified letters be sent, as necessary.

Communications: Board approved opening up dialogue with NtxFC for potentially using their home-grown, on-line scheduling system and sharing expenses if appropriate firewall can be established. Other commercial offerings still on the table. Decision and implementation still on track for 01/01/03 cut-over.

Treasurer: Still working crossover to new accounting system and reconciling accounts; effort progressing well.

Membership report: Currently 196 active members. Planning on staffing a "booth" at Alliance Air Show to attract potential new members interested in flying with us. Discussed canceling our October meeting @ TKI in favor of encouraging membership to attend air show.

Fleet Team: Mooney is back; team told to get it sold ASAP and start looking at replacement candidates.

Next 3 hours way devoted to budget proposals, our loan from Texins, and Texins' insistence on us establishing a cash reserve to manage cash flow. Numerous fee increase and expense reductions were discussed and voted on. The compromise follows (effective 11/01/02 with details to be sent to membership ASAP via separate announcement):

Dues	\$35 / Mo
150s	\$50 / Hr
7TY	\$70 / Hr
3NB	\$75 / Hr
Arrow	\$85 / Hr
Mooney	\$85 / Hr

Controller has action item to look at proposed fixed-cost expenses (phones, office, tie-downs, ...) and report back when they can be implemented without penalties. Board agreed that these reviews must be held at least quarterly.

Adjourned 2215.

## WELCOME NEW MEMBERS!

Richard Irwin  
Scott Hoover  
Dick Ellis  
Piper McGuyer  
Santosh Kandi  
Arjun Cholkar  
David Conte  
Preet Kumar

Michelle Grant  
Mark Selnyn  
Stony Maness  
Robert Shveima  
Gregory Martin  
Manuel Gonzalez  
Richard Hervey  
Brian Garlitz

## TFC Fleet Maintenance September '02

Fleet Maintenance - 09/01/02 through 09/30/02  
**6368K**

None

### **7929U**

09/25/02 100 hr inspection completed.

09/27/02 Transponder lamp repaired. IFR instrument check completed.

### **150TM**

09/10/02 50 hr oil change.

09/30/02 Repaired Omni installed and borrowed Omni returned.

### **733NB**

08/28/02 Grounded for Major engine overhaul.

09/30/02 - Repaired glide slope installed.

### **737TY**

09/02/02 - Oil changed. Landing light changed

09/04/02 - New pilot's inside door handle replaced.

09/12/02 - Repaired GPS installed.

09/12/02 - Muffler repaired. ADF ident not audible.

09/25/02 - Overhead instrument light changed.

### **7508J**

09/23/02 - Vibration and Omni checked out OK.

### **5363Q**

09/30/02 Sub spar has been rebuilt. Annual inspection complete.

## More of

### **You Know you're a REDNECK Pilot, if...**

- ? You've never seen a real sectional, but you own all the TEXACO road maps from your area.
- ? There's exhaust residue on the right side of your airplane and tobacco stains on the left.
- ? You have to buzz the strip to chase off the cows and sheep.
- ? You use your parachute for a portable hangar.
- ? You've landed on Main Street for a cup of coffee.
- ? The tread pattern, IF ANY, on all three of your tires are different.
- ? You have a pair of fuzzy dice hanging from the magnetic compass.
- ? You put hay in the back seat so our dogs don't get cold.
- ? You've got matching bumper stickers on each side of the vertical fin.
- ? There's grass stains on the tips of your propeller.
- ? Your hangar collapses and 4 of your best dogs are killed.

## Upcoming Regional Events

**November 1 - 3**

### **Harbour Island, Bahamas**

Coral Sands Resort. Harbour Island Fly-in & Fishing. Become a deep-sea fishing expert. Reel in your big game fish. 800/468-2799

**November 2**

### **Lockhart, TX**

Lockhart Aero/Lockhart Municipal Airport (50R). Pilot/Author Book Signing. Saturday, November 2, 2002 - 10:00am - 6:00pm - Rain or Shine Pilot/Author Larry Burrier will be autographing his Texas Link Cookbook Series - The Texas Link to Sausage Making and The Texas Link to Jerky Making. Contact Cheryl Burrier / Lockhart Aero Operations Manager, 512-376-9608

**November 4**

### **Houston, TX**

Houston Hobby (HOU). Houston Aviation Alliance Monthly Meeting. Houston Aviation Alliance Monthly Meeting at the Houston Hobby Hilton, 11:30-1:00, \$15. Contact John King, 713.567.5054

**November 9**

### **Fairview, OK**

Fairview Municipal (6K4). Fifty-First Annual Fly-in & Airshow. Free breakfast to fly-ins, 6 a.m. to 10 a.m., and airshow at 1:30 p.m. 580/227-3788

**November 9**

### **Midland, TX**

"The Berlin Airlift" A Remembrance of War Seminar Series at the American Airpower Heritage Museum, 2PM Tami 915-563-1000

**November 9 - 10**

### **Reserve, LA**

St. John The Baptist (1L0). EAA Chapter 971 Flyin and Campout. 2 day event great food, cars, planes and motorcycles. Breakfast on Sunday morning.. Contact Darrell Louque, 985-651-9500

Dec 6 - 8 — Nassau, Bahamas. Hotel Atlantis (MYNN). Junkanoo Grand Finale Fly-In. 800/327-7678

**December 7**

### **Midland, Texas**

"Subchasers" A Remembrance of War Seminar Series at the American Airpower Heritage Museum. 2pm. Tami 915-563-1000.

**Dec 27 - 29**

### **Gulfport, MS**

Gulfport-Biloxi Regional (GPT). Carolina Aero Club December Fly-In. Founded in 1928, the Carolina Aero Club is the oldest social flying club in the US. CAC hosts monthly Fly-Ins on the East coast and publishes a monthly newsletters to its membership.

**January 2 - 10**

### **Mexico and Central America**

South of the Border. Baja Bush Pilots Central America Adventure. Join the Baja Bush Pilots on the "Central America 2003" Adventure. Mexico, Guatemala, Honduras, Costa Rica, and Panama. Each location has exciting things to see and do! Visit the Baja bush web page for additional information and trips. . Contact Jack or Erik McCormick, 480/730-3250

**January 14 - 19**

### **South of the U.S. Border, Mexico, Honduras and Guatemala**

Baja Bush Pilot, Bonanza Society Central America trip. The Baja Bush Pilots will be hosting the Rocky Mountain Bonanza society in a private trip to Mexico, Honduras and Guatemala. Your club can schedule a private trip, contact the Baja Bush Pilots for more information. . Contact Jack McCormick, 480/730-3250

**January 18**

### **Marshfield, WI. Marshfield Municipal Airport (MFI)**

Ski-Plane/Wheel Plane Fly-in and Chili Feed. Ski plane fly-in -- wheel planes welcome. Packed snow runways. Dave's famous chili. 10:00AM - 3:00 PM. Contact Dave LeVoy, 715/687-4120

**February 11 - 16**

### **Geelong, Victoria, Australia. Avalon Airport**

Australian International Airshow 2003. Celebrating the centenary of flight, this airshow will be the most spectacular aviation event ever staged in Australia.

**February 21 - 24**

### **Baja, California to Mexico**

Baja Bush Pilot, Whales 2003 Trip # 1. Join the Baja Bush Pilots for "Whales 2003" with over 100 aircraft and 300 Baja Bush Pilot members for a experience you will not forget. Get up close and personal with a whale, and have a great taco south of the boarder! Visit the BBP web page for further details. Contact Baja Bush Pilots Whales 2003, 480/730-3250

**February 28 - March 3**

### **Baja California, Mexico**

Baja Bush Pilot, Whales 2003 . Join the Baja Bush Pilots for "Whales 2003" with over 100 aircraft and 300 Baja Bush Pilot members for a experience you will not forget. Get up close and personal with a whale, and have a great taco south of the boarder! Visit the BBP web page for further. Contact Baja Bush Pilots Whales 2003, 480/730-3250

**April 28 - 30**

### **Dallas, TX**

Gaylord Opryland Resort & Convention Center. AEA's 49th Annual Trade Show. The meeting will feature timely business topics as well as an exhibit area offering the latest technology. Call for more information. Contact Tracy West, 816/373-6565 or Fax: 816/478-3100

## TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	f-carvajal@ti.com
Trainer Maint	Doug Darlington	(972) 344-8393	(972) 578-8410	d-darlington@raytheon.com
XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
Communications	Rick Still	(972) 344-8391	(972) 612-8443	r-still@raytheon.com
Controller	Dick Sandlin	(972) 979-0439	(214) 350-6426	d_sandlin@email.com
Treasurer	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

## TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I I	M E I I	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch	*	*	*	*				(972) 843-2208	mbaulch@flash.net
Chuck Chase			*				(214) 567-8070	(972) 867-0624	cwc@ti.com
Calvin Coffey	*	*	*	*		*		(972) 423-1770	Cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	A137j@texoma.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@prodigy.net
Hank Eilts	*		*				(214) 480-3581	(972) 517-8273	Eilts@ti.com
Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Art Jones	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis							(972) 952-2817	(972) 727-1422	Jimlewis@Raytheon.com
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	Rsklein3@attbi.com
Russell MacDonald	*							(972) 491-1380	russmacdonald@earthlink.net
Bruce Miller	*	*	*	*	*		(214) 893-5926	(972) 517-5926	bruce_miller@dell.com
Bob Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryon O'Neill			*					(972) 562-4241	
Sherman Ratliff	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
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:** Inputs are encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Rick Still, email [r-still@raytheon.com](mailto:r-still@raytheon.com)

## TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$50.00
6368K	Cessna	150M Commuter	\$50.00
7929U	Cessna	150M Commuter	\$50.00
733NB	Cessna	172N(180) Superhawk	\$75.00
737TY	Cessna	172N Skyhawk	\$70.00
7508J	Piper	PA-28R-180 Arrow	\$85.00
5636Q	Mooney	M20E	\$85.00

- Detailed aircraft features are listed in Club Handbook
- Monthly Dues: \$35.00 for regular members
- Instruction: Primary: \$19.00 / Hr  
Advanced: \$21.00 / Hr  
(\$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
- All flights require additional 8.25% tax.

## KEY TELEPHONE NUMBERS

### McKinney & TFC

Aircraft status Recorder	(972) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS Land Line	(972) 542-9659
Airport Manager	(972) 562-4214
WingsPoint @ TKI	(972) 562-5555
Monarch Air @ TKI	(972) 562-0717

### General

DUAT	(800) 345-3828
	<a href="http://www.duat.com">www.duat.com</a>
	<a href="http://www.duats.com">www.duats.com</a>
Dallas FSS/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 @ ADS	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(972) 885-4911
DE: Kendall Haley	(940) 321-2849
DE: Carol Walker	(214) 948-0440
Email:	<a href="mailto:WalkerCL@aol.com">WalkerCL@aol.com</a>
FAA Medical: Gabriel Fried	(972) 361-0155

## 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>
Email 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 P.O. Box 831311 Richardson, TX 75083-1311

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