



FLIGHTLINES

Newsletter of the Texins Flying Club

November, 1998

CALENDAR OF EVENTS

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

10 October (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am. Speaker will be announced via email.

18/20 October (Sunday-Tuesday): EAA B-17 Aluminum Overcast at Grayson County.

Congratulations on these Member Achievements!

MEMBER	EVENT	DATE	INSTRUCTOR
Dave Nelson	PPSEL	10/14/97	Calvin Coffey
Tom Daugherty	1 st Solo	6/07/98	Richard Klein
Brian Ross	1 st Solo	6/23/98	Richard Klein
Michael Cotton	1 st Solo	6/30/98	Betsy Parrot
Robert Carr	1 st Solo	7/02/98	Betsy Parrot
Zhihong (Jay) Li	1 st Solo	7/07/98	Richard Klein
Bobby Turner	1 st Solo	8/15/98	Calvin Coffey
Chris Johnson	PPSEL	8/22/98	Dick Stephens
Tricia Sherlin	1 st Solo	8/30/98	Calvin Coffey
Jim Cox	PPSEL	9/25/98	Dick Stephens

Highlights from Board and Membership Meeting

Scheduling Problems on the Rise

Recently, there have been complaints from members about people not scheduling the planes in a manner consistent with TFC policies. These scheduling violations are causing people to miss flights and much aggravation. The TFC policies define monetary penalties for such scheduling violations. The board reviewed the current penalty schedule and believes that they are fair. These penalties can be assessed if we need to ensure that members are treating each other fairly when scheduling airplanes. Please be a courteous TFC member and follow the scheduling rules! →

A New Cessna is in the Club

The board completed a leaseback on another Cessna 172 (145). The plane, N7404A, is almost like our current Cessna 172 N5682T. Stay tuned for details! →

PACE was IFR'd-out!

By Jim Burrows and Steve Aughinbaugh.

September 12, 1998 was not a good day for VFR flying. In fact it was not too good of a morning for IFR flying. The program was rescheduled for the following Saturday, September 19. The Pilot and Aircraft Courtesy Evaluation is an FAA Accident Prevention Program safety outreach program. Its concept is simple. FAA aviation safety inspectors will check pilots and aircraft for compliance with the Practical Test Standards, FAR and airworthiness requirements.

The purpose of the PACE program is to increase safety through voluntary efforts of pilots and the FAA by detecting and correcting any inadvertent noncompliance before it causes an accident or incident. PACE's "no penalty" policy gives pilots and owners the opportunity to have the FAA review their compliance and answer their questions without fear. So what happens if a pilot or aircraft "does not pass" a PACE check? The owner of the aircraft is responsible for correcting any problems found with the aircraft. And if any problems are noted in a pilot's performance he is responsible for arranging additional training with a CFI of his choice. The FAA does not keep records of airman or aircraft evaluations.

The FAA inspected all of our airplanes. We did have write-ups on 6 of our airplanes. Nothing serious was noted, mostly labels, fairings or paperwork. We had two members ride with the FAA inspectors. So even though it was a week late, it was a successfully event and we now have the assurance that our airplane have a clean bill of health (FAA compliance-wise). Art Jones and Ed Beaver are already working the items noted. →

Fall VFR Ground School in September

Fresh students and new members are very important to the health of our flying club - advertise this widely! The VFR Private Pilot ground school started September 15th with about 17 students and 8 new TFC members! Call Chuck Chase (575-2070) for details, or check our web site! →

Pushing on Prop spinner causes Damage!!

The club is replacing spinners for our props at an alarming rate. In one instance, a spinner was destroyed just two months after installing a new one! Replacing these spinners is very expensive for the club, and there is no reason why we should have to do this.

The primary cause of spinner damage is parking the plane by pushing on the spinner. **You should NEVER touch the spinner while parking, for any reason.** When parking an aircraft, use the tow-bar to move the plane. If you must push on the prop, it must be done at the root of the prop, near the hub. Grabbing the prop out along its surface can damage the bearings and the prop itself. If your hand isn't right *next* to the spinner, you're too far out. Please help increase safety and reduce unexpected club maintenance costs by parking our planes correctly and safely. →

EAA Aviation Foundation's B-17 will Stop in Sherman, TX October 19 & 20

From texas-flyers@lists.realtime.net posted by Ross Richardson

Sherman, TX --September 20--A flying example of one of the greatest military airplanes ever built, the Boeing B-17 "Flying Fortress", will stop at the Grayson County Airport on October 19 and 20, 1998 as part of the national B-17 1998 fall tour sponsored by the Experimental Aircraft Association (EAA) and the EAA Aviation Foundation.

The World War II four-engine heavy bomber will arrive in Sherman on Sunday, October 18 around 5:00PM and be open for public tours from 9:00AM until 6:30PM on Monday, October 19 and from 9:00AM until 3:00PM on Tuesday October 20. EAA Chapter 323 in Sherman is sponsoring the airplane's local appearance.

The B-17 fall tour, which continues through early November, features the Foundation's restored B-17 bomber Aluminum Overcast. The airplane will make 17 stops before returning to its home base in Oshkosh, WI. The vintage bomber will eventually be housed inside the EAA Air Adventure Museum's "Eagle Hangar". The Eagle Hangar is dedicated to the men, women, and aircraft of World War II.

In addition to enabling people of all ages to experience first-hand the historic B-17 bomber; the tour and its mission are designed to increase awareness of EAA, its programs and local Chapter affiliates. Funds generated during the tour will help finance the ongoing maintenance of the B-17 and future restoration projects.

The airplane, which is painted in the colors of the 398th Bomb Group, will be flown by members of the EAA Warbirds of America Division who are experienced in the operation of World War II airplanes.

For further information about this B-17 tour or the local EAA chapter please call Rich Worstell, president of EAA Chapter 323 at 903-523-4705 or 903-523-4899 or Ross Richardson, membership, at 903-893-4221 or 972-952-3170. →

There is a New VOR in Town

This note from our safety officer, Jim Burrows

Welcome Maverick (TTT) to the DFW area. This VOR will replace DFW on October 8. If you have driven through or out the south end of DFW, you have driven right by it. It is between the highways built on an artificial ground-plane platform like the Ranger VOR. If the FAA has your correct mailing address (and according to the FAR, they should have), you will have gotten a note in the mail about this. →

My First Experience of Renting a Non-TFC Airplane

By Steve Aughinbaugh

I happened to be in LA with a free Sunday afternoon in September. So what better to do than to go flying! I was near Van Nuys airport. So I checked the Internet and found AV8 Aviators, Inc. based at VNY. They had a number of airplanes including Cherokee 180s and C172s. I called them and they had a C172 available. In fact, it was a 180HP conversion, a 1977 C172N very similar to N733NB. I had done a great deal of my primary training in 3NB. I scheduled the C172 for 5:00 PM since the Cherokee 180s were booked and the C172 was better for sightseeing. I had not flown a 172 in the last 100+ hours because I have been flying my Cherokee 180. So I also scheduled a flight instructor.

Since this was the first time that I was renting from AV8, I had to complete some information forms. I also needed to present my pilot's licence, medical, picture ID and logbook. As it turns out of course, I also needed the instructor for a checkout flight. I got to VNY an hour early. This is a nice airport with a lot of general aviation FBOs and activity.

The pre-flight was normal. Everything was familiar in the cockpit. With an as-expected start-up, Kevin and I started off on our adventure. We took-off from runway 16R. We requested and received a right down-wind departure. The visibility was good and I had a good view of the LA basin. This was a new experience for me, a basin! I am so use to Texas where by pattern altitude you are well above the terrain. Not so here, there is land up here at pattern altitude not too far away.

Renting an airplane in other locations is fun. It is not something that just anyone can do. That is part of the fun for me. Kevin pointed out a couple of mountain passes that are used to leave and enter the basin to the

north as we flew the downwind leg at VNY. We then left the pattern on cross wind to Whiteman. To the south was LA all sprawled out. There are not many open spaces out here. There are a bunch of airports for emergency landings and then the next best place is the numerous freeways. Now merging in the traffic would be a bit of a problem, but that's LA.

The plan was to fly a triangle from Van Nuys to Whiteman to Burbank and back to Van Nuys. The approach and landing to Whiteman runway 12 was very good. I had reviewed the V-speeds before the flight and nailed them on the approach. I was very pleased with myself and got a compliment from Kevin. That was a nice boost for my ego. We taxied back and left Whiteman straight ahead off runway 12 over the 4 very tall smokestacks toward Burbank Airport.

Another one of the reasons for having Kevin with me was to deal with all of the radio frequencies. This area has several airports and the airspace is complex and very, very busy. We attempted to get into BUR in front of a 737 on a 5 mile final. But the controller was insistent that we follow him even though we wanted to do a touch and go and would have been well out of the way of the 737. So right turn for base, there is the 737 way out there. This was the first time that I had been in the pattern following a large jet. Stay above the wake, land after his touch down point. One other thing that I noticed, after a 737 passes you on its final, it is gone! I waited just a bit before I turned base and when I got the wing back up to look for him; he was almost at the runway. Next time I'll turn in a bit sooner.

Well, my ego boost that I had earlier got crushed on this landing. I did a steep approach making sure to land past the 737's touch down point. But with a bit of a crosswind on runway 08 and those high wings on a Cessna I did not do as well. I landed OK, but not quite lined up with the runway and not as smoothly as I should have. Now back to VNY.

We took off from 08 and did a left down wind departure to VNY. Almost immediately, Kevin was calling VNY approach. These three airports are within an 8-mile radius of each other. So there was not much time do anything more than leave one pattern and enter the other one. We were asked to enter a left base for 16L at VNY and were made aware of a Learjet landing on the parallel 16R. I cut the corner on the turn to base to ensure good separation from the Learjet coming right at me. Even though we were even at the turn to base, he landed 2 minutes ahead of me. (You know, those jets move a lot faster than the airplanes that I fly!)

I again had a bit of a problem with the landing, but this time it was the flare. I ballooned it some by pulling back too hard, too soon. One of the things that I have to force myself to do is to change my sight point from the touch down spot to the horizon before the flare. If I do that, then I consistently make much better landings. I forgot

the look at the horizon this time and the landing suffered because of it. Oh well, live and learn.

All in all, this was a great experience. I will definitely do this again. But next time, I'll plan a little better. For one thing, I'll schedule the flight earlier in the afternoon. Two, I'll make it clear to the FBO that I have not been there before and that I need to do the paper work before I fly. I was not given the paper work until the instructor got there just before my scheduled time. I could have completed most of it while I was waiting. And I'll pack and bring my GPS with me. On this trip it was not needed, but on a longer trip it would sure help to keep me informed of where I am and what airspace I'm near or in. I would recommend that all of us should take our logbooks with us on any trips that we have just in case you might want to take to the skies in a new location. It is a lot of fun and something that only us pilots can do. Take advantage of what you have learned and the privilege that you have earned. Rent and airplane and experience the sights from above on your next business trip or vacation. →

TFC Board Nominations are Open!

The TFC Constitutions states:

The **president, membership vice-president, controller, cross-country maintenance officer and communications officer** shall be nominated in October for an election in November and shall take office on the following January 1st.

You can review the next page of this newsletter to refresh your memory as to who is currently serving in these offices. Nominations are now open for these offices. Serving on the TFC board is an excellent way to learn more about the club, aviation, leadership and Art's bad habits (just kidding about Art!). If you are interested in being an officer of club or think that someone else should be considered. Send an e-mail to fflyboard@list.ti.com with the person name and the office position that the nomination is for. The election will be held at the November general membership meeting and nominations will be open until the start of the election on that day. →

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.com
Train Main	Don Essenpreis	(972) 575-4905	530-8648	esse@ti.com
X-C Maint	Micah Koons	(972) 952-5306	(972) 509-5773	mkoons@ti.com
Mbrshp VP	Harvey Davis	(972) 995-7265	(903) 989-2924	h-davis2@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	Bill Moore	(972) 270-1769	(972) 995-2438	b-moore1@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	T	C	M	S	C	A	Office Phone	Home Phone	Email
	i	F	E	S	E	A			
	e	l	l	n	S	A			
	r	v	v	S	I	P			
				G					
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	BNiedwieck@aol.com
Brian S. O'Neill	Y			✓			(972) 952-2971	(972) 562-4241	ofly@ti.com
Betsy Parrot	N	✓	✓				N/A	(972) 874-1466	pistola52@aol.com
Sherman Ratliff	N	✓					(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓	(972) 575-6598	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓		✓			(972) 778-9859	517-1647	stephens6@aol.com

Tier - Employed by TI; **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. PC Drop **PVPB**, email 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	\$49.00
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) 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
[tbd], N45023 Owner	(972) tbd-tbdd
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.aviation
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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