



FLIGHTLINES

Newsletter of the Texins Flying Club

October, 2000

CALENDAR OF EVENTS

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

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

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.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
None this month			

Highlights from August Board

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

John Redd from Raytheon Pathways (The Texins Association equivalent from RTIS) was at the meeting to explore ideas about how Pathways could promote the Flying Club and perhaps help TFC with the members that are Raytheon employees. John stated that it would be unlikely that Pathways or Raytheon would be able to provide any sort of financial support. They should be able to assist with promotion of the club and relationship management with members. Perhaps even some sort of credit card billing. John wanted to assure TFC that he was interested in keeping a dialogue going and that we should talk again in the future.

Art Jones and Don reported that 29U has a cracked cylinder barrel. The cylinder was about 36 months and 1500 hours old. Cylinders do not normally fail in this way and we were fortunate to have caught this during a 100-hour inspection. Art is attempting to get an adjustment from Superior for a replacement cylinder. He was not optimistic that we would get much of an adjustment base upon his conversations so far with them.

The O200 engine parts for the spare C-150 engine should be back this week. At this point Art and Mark can begin building up the engine. Don stated that we would probably not need the engine for another 6 months or so.

Don also noted that we had to replace both main tires on 733NB. From the look of the tires it appears that someone landed with the brakes on or someone used excessive braking on a roll-out. This may have just been a learning experience for someone (it probably was a bit exciting). Please remember to keep you feet off the brakes and do not use so much force that might stop the wheels from turning and flat spot the tires. If you are in an emergency, do whatever you need to. Even then, you will still stop faster if you keep the wheels turning.

Bob reported that we got the insurance refund from canceling the insurance on 42H. We briefly talked about the need for another 4-place airplane. At this point we would prefer to lease a C-172, Cherokee 180, Warrior or Archer. If anyone has a lead on a possible lease-back for such and airplane, please e-mail the board with the details at tflyboard@list.ti.com. →

Pilot Humor

Source unknown

I ran across this recently and since I have heard of this but never seen it in print, I thought it would be fun to publish this and share with all of you.

This is the Cat and Duck method of Instrument Flying.

Basic Instruments Cat and Duck:

Place a live cat on the cockpit floor. Because a cat always remains upright, it can be used instead of the artificial horizon. Simply watch which way the cat leans to determine if a wing is low, and if so, which one.

The duck is used for the instrument approach. Because any sensible duck will refuse to fly under instrument conditions, you only need to hurl your duck out of the aircraft and follow it to the ground.

Limitation to Cat and Duck Method:

Get a wide-awake cat. Most cats don't want to stand up at all. It may be necessary to carry a large dog in the cockpit to make the cat pay attention.

Make sure your cat is clean. Dirty cats spend all their time washing. Trying to follow a washing cat usually results in a snap roll followed by an inverted spin.

Use an old cat. Young cats still have many of their nine lives left, but an old cat has just as much to lose as you do and will be more dependable.

Avoid cowardly ducks. If the duck discovers you are using the cat to keep the wings level, it may refuse to leave without the cat. Ducks are no better at IMC than you are.

Make sure your duck has good eyesight. Nearsighted ducks may fail to realize they are on the gauges and go flailing off into the nearest mountain. Very nearsighted ducks may not realize they have been thrown from the aircraft and will descend to the ground in a sitting position. This is very difficult to follow in an airplane.

Use land-loving ducks. It is very discouraging to break out and find yourself on final to a rice paddy, especially if there are duck hunters around. Duck hunters suffer from temporary insanity after sitting in freezing blinds and will shoot at anything that flies.

Finally, choose your duck carefully. It's easy to confuse ducks with geese because many waterfowl look alike. Geese are competent instrument fliers, but they seldom go where you want them to go. If your duck sets off for Canada or New Zealand, you can sure you've been given the goose. →

Oshkosh Report

Sherman Ratliff went to Oshkosh this year. He and his wife flew their T210 to Green Bay because they were staying with friends who live between GB and Oshkosh. That was first time I didn't actually land at Whitman Field. Driving to the show on Friday and Saturday was a different experience, but like most things about the convention, it was organized and we parked in the same lot (almost the same space) only a short distance from the fly market area each day. Getting in and out was much easier than anticipated.

The trip up from Addison was circuitous, as we had to deviate almost to Hot Springs, Arkansas to avoid line of strong thunderstorms in eastern Oklahoma and western Arkansas. Columbia was the fuel stop. They had FSS set up in a trailer next to FBO and fuel trucks on the flight line. The gas was expensive (\$2.73) but turnaround was fast. We stair stepped climbs to get and stay above broken and building cumulus between COU and GRB. Our clearance took us over Oshkosh at 9000 feet. Peeking through the clouds, we got a few glimpses of the airfield and all those aircraft.

Although weather on Friday and Saturday was not picture-perfect for the airshow, but we loved being outdoors in late July and being cool there in Wisconsin. My wife thought she was cold, but I asked her to just envision herself back home. That was worth 15 degrees!

Planned to stop at COU again on return Sunday (guess I'm a glutton for high fuel prices) but while descending for ILS approach (COU reporting 600 foot overcast) the

ATIS was updated to half-mile visibility in heavy rain. The approach controller said there was only one rain shower in Missouri, and it was at their airport. We and the Bonanza who departed Green Bay right behind me (also based at ADS), negotiated a stop of the descent and amended clearance to Springfield. We had to start the ILS approach there, but cleared the bottom of broken CU before outer marker. The FBO also did a quick turnaround, and had 20 cent discount for EAA members, making price a mere \$2.50 per gallon.

Rest of trip uneventful as on top (most of the time) of cumulus at 10,000. Center was giving reports to another aircraft as closing on traffic, a C152 at 10,400. I surmised that the 152 could not climb the last 100 feet to the cardinal altitude. The closing aircraft asked center to repeat type of traffic ahead, as if could not believe it.

Editors note: Sherman, thanks for sending me this. I am glad you enjoyed the trip. →

Homebuilt Mania!

By Seth Fuller

This, I'm sure, is the article you've all been waiting for. Homebuilts! Homebuilding is one of the fastest growing industries in aviation today. The average pilot generally has one of three choices for acquiring a plane. They will either join a club such as ours, purchase a share of an aircraft or build. Quite often the price of new aircraft are far out of the reach of the typical aviator and shares in aircraft can run in the tens of thousands. Luckily, most aircraft don't depreciate in value if they are taken care of and if you start out small, you can "trade up" or "sell and add" to the principal monies and eventually end up with a nice plane.

Numerous people today are hammering (bucking) rivets and learning the art of Gas Tungsten Arc Welding (GTAW) as well as other hard to pronounce skills that most like they will use for a little while and move on to learn the next skill. Homebuilding brings about a dilemma, non-experienced and poorly trained people building airplanes. Believe it or not, there are carpenters welding up fuselages and programmers installing engines. At first glance those outside of aviation would say these people are nuts. Not to worry, the folks saying that have yet to be bit by the "bug". Thankfully there are numerous resources to draw from and a wealth of experience, in the North Texas area alone. If the plans for that plane are followed closely and tolerances are kept within requirements, then after a few years you will have a nice plane at a great price, and you will be able to show it off with pride. Building a plane is not easy and I would suggest some serious for thought before beginning. As well, set a certain amount of time to select the design. With the wealth of designs and knowledge that is available, the choices are virtually endless.

For those of you new to aviation, there are two main organizations that pilots and enthusiasts belong to. They are the AOPA, Aircraft Owners and Pilots Association

and the EAA, Experimental Aircraft Association. The EAA is the main organization for Homebuilders, but is not limited to involvement with all facets of aviation. Undoubtedly you have heard of Oshkosh and AirVenture. This is the largest gathering of experimental and antique aircraft in the world and is organized by the EAA. Here are their links:

<http://www.aopa.org/>
<http://www.eaa.org/>
<http://www.airventure.org/> (Oshkosh Site)

For many of us, we have chosen the Flying Club. Which is great! You don't have to build anything or learn to weld or how to "buck" rivets. Other folks take care of the maintenance. All you have to do is sign up and fly. That's fine, but, for some of us we're looking for something else. That one special plane that brings about old memories, friends, or just really looks cool! When I first stepped into an EAA meeting I thought, "now here's a bunch of people just like me". Of course my wife thinks I'm nuts, but she still loves me so we go on. I have been researching homebuilt aircraft now for quite sometime and it never ceases to amaze me that new resources keep popping up on the internet. Below is a listing of some of my favorite sites that I hope you will check out also:

Home Built Home Page: <http://www.homebuilt.org/>

I found this site quite sometime ago and have used it on a regular basis. Michael Kraus, the creator, is a flight engineer on a C-141 and a member of the AOPA, EAA, and the AIAA. I believe that one visit to his site and you'll book mark it for sure. He has up to date listings for just about every homebuilt manufacturer in existence as well as links to their sites and history regarding discontinuance of kits. There is a builders list and numerous helpful articles to speed you on your way. This site is a must visit for any aviator contemplating Homebuilding.

Van's Aircraft: <http://www.vansaircraft.com/>

Just about everyone who has ever thought about Homebuilding knows of Vans Aviation, as the RV-6 and the RV-6A are the most popular homebuilt aircraft around. I would suggest that if you want to fly soon in your home built aircraft then Vans is a great place to start. I have had a ride in an RV-6, owned by Mel Asberry, and it was a great experience. Van's can cater to builders of all levels regardless of your experience. From what I have been told, these kits are reliable and very simple to put together. At first I felt that this was just marketing, but a quick conversation with an RV owner and you'll understand their love for their planes. Give the site a pass through and I'm sure you'll develop that RV-Grin!! Thanks Mel!

This last topic brings me to a point where I should discuss with you two basic avenues of approach to Homebuilding. Kit or plans building: Plans builders start from scratch with only a set of drawings. Just about

every Homebuilt plane in existence will be accompanied by a set of plans or drawings. For some builders that is all that is needed and their airplanes are built entirely from scratch. The other side of the coin is that many Homebuilt aircraft are offered in kit form with major components already assembled. The FAA requires that for an aircraft to "qualify" as a homebuilt experimental airplane, the builder must assemble at least 51%. A wealth of information exists regarding this topic and I would suggest that you research this before starting. The last point is that many of these kits are offered in pieces such that you can choose to scratch build some portions and purchase other sections, for example the wings, almost entirely built. As well, some of the kits are offered as "quick builds" which are even further assembled. Finally some folks are drawn to Homebuilding as they will be able to repair their own planes and conduct the maintenance as they see fit.

Canard Style Aircraft: <http://www.canard.com/>

Ever wonder what those funny planes are that have no apparent vertical stabilizer and have an extra little wing in front. Those are canard style aircraft. The small wing in front is called a Canard. There are some very popular Canard airplanes, for example, the Cozy Mark IV <http://www.cozyaircraft.com/> are a very popular type, as well as the Velocity: <http://www.velocityaircraft.com/>. We have a few Canards flying around McKinney from time to time. When I started contemplating building this is one of the first types that I considered. One aspect of these planes is that it takes a fairly fast take off roll to make the control surfaces effective and "THESE AIRPLANES ARE FAST".

AC43.13-1b: <http://www.moneypit.net/~pratt/ac43/>

This is the homebuilder's bible, according to the FAA. AC43.13-1b outlines all "Acceptable Methods, Techniques, and Practices" for building airplanes, as well as "Aircraft Inspection and Repair". If you are contemplating building this is a good place to start. I have read through it and for the most part it is easy reading. It does take a little foresight as to what type of aircraft you want to build before reading this document. AC43.13-1b is separated into sections for Wood, Metal, and composite construction and knowing the type of aircraft you are interested in will help to navigate this very large document.

NEMISIS: <http://www.nemesisnxt.com/news/nxt.htm>

Here is the ultimate "home built" aircraft. If you are trying to get to the old site, forget it. The old Nemesis is gone. Nemesis has donated their old plane to the Smithsonian and a new one is in the works. The next plane will be a two seater. I wonder if we can get a ride? The Nemesis is an excellent example of composite construction. If you are building a composite style aircraft check this one out. These guys have broken almost every record and won every race there is for their class. Check 'em out!!

Landings.com: <http://www.landings.com/>

I have included Landings.com because they offered so much for both General and Homebuilt Aviation. If there is something you need or want, these guys can point you to it.

One last word on Homebuilts. If you want to build, I suggest that you definitely join the local EAA chapter. Our website is www.eaa1246.org. Even if you are not sure as to whether you want to build or not come visit. Mel Asberry, m-asberry@ti.com, is our local EAA Technical Counselor and Safety Officer. He should be able to answer just about any questions that you may have and I would definitely spend some time with him while deciding the type of aircraft to build. His answer may be that you should not build at all for the type of flying that you want to do.

Building an airplane can take up quite a few years of your life. It's not something that you would want to run home, throw out all of the junk in the garage, set up a wing or fuselage jig and get started. I have been planning on building now for about 8 months and have decided on building a Steen Skybolt with an M14-P Radial engine. Take your time and decide if this is really for you.

The EAA is not just a club for builders. We have pilots from all backgrounds who own homebuilts, factory built, and antique planes of all types. They're a fun bunch of folks and a lot of fun to hang out with. I would even have to say that I actually learned a few skills attending the meetings and we even have an ex-SR71 Blackbird pilot as a member.

This concludes the trilogy of Internet articles. I hope you find them helpful as well as interesting. I'm not sure what I will write for you next but one thing is for sure, Steve will be looking for an occasional article. I want to leave you with words of wisdom from my Instructor, Art Jones:

“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.”

→

TFC Fleet Maintenance Report

By Don Essenpreis

For 08/01/00 through 08/31/00

6368K

- 08/20/00 Charged battery after master left on.

7929U

- 08/08/00 Repaired KX155 mounting tray.
- 08/15/00 Replaced front strut o-rings.
- 08/18/00 Replaced landing light.

- 08/27/00 Serviced left brake master cylinder. Note Grounded due to number four cylinder crack.

150TM

- 08/12/00 Drained oil and replaced with 5 qts 15w50 Aeroshell.
- 08/12/00 Replaced landing light.
- 08/15/00 Replaced leaking crush washer on front strut schraeder valve.
- 08/15/00 Replaced right main tire.

733NB

- 08/08/00 Drained oil and replaced with 7 qts 15w50 Aeroshell.
- 08/13/00 Replaced both main tires.
- 08/13/00 Lubricated starter bendix drive.
- 08/14/00 Repaired crack in lower cowling.
- 08/14/00 Installed new set of spark plugs.
- 08/19/00 Installed new high torque starter.
- 08/19/00 Welded crack in muffler.
- 08/20/00 Repaired short in landing light circuit.
- 08/25/00 Replaced cracked spinner rear bulkhead.
- 08/28/00 Installed new gps database card.
- 08/29/00 Completed 100-hour inspection.

7508J

- 08/14/00 Re-torqued accessory case top bolts to correct oil leak.
- 08/14/00 Cleaned and tested front landing gear indicator micro switch.
- 08/20/00 Replaced leaking right fuel drain.
- 08/21/00 Replaced burned out nose gear indicator light.

5636Q

- Repairs in progress from gear-up landing.

3187Y

- 08/02/00 Completed 100-hour inspection.
- 08/13/00 Installed screws and washers to tighten left and right lower strut fairings
- 08/16/00 Replaced 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
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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
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Chuck Chase			✓				(972) 927-8070	(972) 867-0624	cwc@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 →

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 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

TFC COMMUNICATIONS & INFO

WWW	http://www.texins.org/flyingclub
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TFC Board Email	tflyboard@list.ti.com
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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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