



FLIGHTLINES

Newsletter of the Texins Flying Club

October 2001

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor

Highlights from September Board

Board members in attendance: Steve Aughinbaugh, Don Essenpreis, Bob Moran, Art Jones, Roger Nordmeyer and Jimmy Hashem. Club members Mark Seglem and Leif Olsen were also in attendance.

The meeting started off with Bob updating the members on the finances of the club followed by a short discussion of future overhauls coming up. Overhauls in the near term included 68K (12 hrs remaining as of 8/18) at a cost of \$10,728. The first quarter of next year will see future overhauls of 7TY and 3NB (315 hrs and 265 hrs respectively as of 8/29) at a cost of \$13,480 and \$13,880.

Steve raised the possibility of raising future capital of approximately \$25K in order to upgrade 7TY to a 180 hp engine; a driving issue for this is safety since this would bring this aircraft up to par with 3NB and standardize the two. Issue was then raised that the radios in 7TY are problematic and probably deserve the first consideration in case new capital becomes available. Other viewpoints that were brought up were to upgrade the trainers.

A few ideas were tossed around about the method to raise cash besides a possible capital grant from Texins. One of the possibilities is to sell one of the C-150 in order to generate money for a future 172. This led us into a discussion regarding the club membership and the

possibility of opening the club up to limited outside membership with a key point being that this would justify spending on extra upgrades. Several good points were raised regarding what needs to be carefully considered before this issue is decided:

- a) Maintenance of the planes is a big concern. Having a larger membership and subsequently larger fleet raises the maintenance load.
- b) The treasures duties, already a very time consuming task becomes more difficult with an increase.
- c) The limited number of instructors.

This topic was further deferred though what we will do is make sure Raytheon at Greenville site is informed that anyone from that location interested in participating in the club knows that they have the opportunity to do so.

We had also previously discussed a method to collect carried over bills. One way to do this is through the use of a credit card system. More information will be collected about what options the club has with different commercial systems available out there. Once again, there seems to be issues with parking either with other aircraft occupying TFC spaces or vice versa. One method may be to stencil the parking spaces with tail number, club name etc. Art is checking into this. →

Fall Ground School Delayed

The Fall Private Pilot Ground School that had been scheduled to begin classes on Thursday 9/13/01 have been delayed tentatively till 9/18/01 (this date is not yet firm). This is partially due to directives received from TI security and also out of respect for the tragedy that took place recently. Please monitor the TFC website at <http://www.texins.org/flyingclub> or contact Chuck Chase or Steve Aughinbaugh for details.

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In Retrospect

The Texins Flying Club joins the nation in mourning and condemning the horrible events of September 11th. As aviators ourselves we feel this misuse of a privilege granted upon us by the people is deeply unfortunate. As a flying club, we promote General Aviation as a fun and enriching experience that improves our lives. Please continue to fly safely. →

Trip to the Grand Canyon – part 1

By Dan Grelinger

*Editors Note: This is the first of a two part series from Dan Grelinger. Dan is the president of the TFC and an avid private pilot since September 1996. He received his PPSEL in April 1997 and just recently was instrument certified in July of this year. Readers can follow along on Dan's adventure: photos are posted on the TFC webpage:
<http://www.texins.org/flyingclub/newsletter/oct01.pdf>*

My wife, her father and I planned a four day rafting trip down the Colorado River through the Grand Canyon. I was interested in turning this into a flying vacation and my father-in-law was agreeable. The total trip would involve flying for about 20 hours over 2400 nautical miles through 7 states, including crossing the continental divide in Colorado. I reserved 3187Y, a Cessna 182, for the flight and starting planning months in advance.

The total route would be from McKinney to Joplin, MO, to drop our daughter off at my sister's for the week, to Kansas City to pick up my father-in-law, and then on to the Grand Canyon. The return would retrace our steps to get my father-in-law back to Kansas City, and Deanna, Mary Catherine and I back to Dallas.

On Friday, August 10, we planned to fly from McKinney to Joplin, MO, and spend the night with my sister's family. When we arrived at the airport at 3:30 pm., thunderstorms were scattered along our proposed route through Oklahoma, with good weather in Texas and Missouri. Since an end around would involve flying to the Texas panhandle before turning north, I decided to fly to Durant, OK, 25 minutes north of TKI, and wait for the forecast dissipation of the T-storms as daylight heating subsided. At Durant, we could just begin to see the towering cumulus ahead of us and set down as planned. We arrived just as the FBO was closing and were able to borrow their courtesy car to eat at my daughter's favorite McEatery in town while waiting for better weather. After eating, several calls to FSS confirmed what I could see on the ground. The storms were not subsiding, and were slowing moving towards Durant. At 8:00pm, with lightning visible to the northwest, and the sun setting, we decided to go back home and make the trip in the morning.

The next morning, IFR flight advisories existed for northeastern Oklahoma and southwestern Missouri, but no thunderstorms were in the way. I filed an IFR flight plan for a departure direct to Bonham and joining the airways to Neosho, but was assigned the Texoma Seven departure - Okmulgee transition instead, which added almost 30 minutes to the flight. We were above a broken layer from the middle of Oklahoma to Neosho, and shot a full VOR approach into the Neosho airport in and out of a broken layer just below 3000 ft MSL.

After refueling and saying goodbye to our daughter, I filed IFR to get above a broken layer of clouds and flew to Kansas City Municipal airport. Halfway to Kansas City the clouds cleared, and as we approached the city, we were routed around

a model rocket launch site where they were supposedly putting missiles up to 5000 MSL. I shot a visual approach to runway 01, and taxied to the FBO that I had selected for fueling and the overnight stay. When I mentioned that we would be leaving at 6:00am the next morning (Sunday), the FBO guy told me that they did not open until 7:00 am, the gates would be locked, and I would not be able to get to the airplane. So, I headed over to the other side of the airport to the 24-hour FBO, where I would have to pay a \$5.00 tie-down fee, after filling up with \$2.95 fuel.

I checked weather in detail on the Internet before going to bed. One of the alternatives we had in case of bad weather was to drive to the Grand Canyon, requiring a 24 hour straight through drive from Kansas City. We would have had to leave that evening at 9:00 pm to make it in time. However, the weather was forecast to be beautiful over the whole route in the morning, with clear skies, a slight tail wind, and light winds over the mountain passes.

During the summer months, towering cumulus clouds can begin building over the mountains by mid-day, and I planned to be over the highest of two mountain passes by 11:00 am MDT. This required a 6:00am departure from MKC. I awoke at 3:15 am for a quick shower, light breakfast, and final flight planning. The new weather forecasts were very good all the way to Arizona. We arrived at the airport at 5:05 am and after packing the airplane and doing the pre-flight inspection, I obtained a full weather briefing from FSS and filed a VFR flight plan for the first half of the trip to La Junta, CO.

We lifted off at 6:05 CDT, just 5 minutes after the goal, as the sky was just beginning to show signs of lightening for morning. There was fog in the Kansas and Missouri river bottoms, and Jerry (my father-in-law) and Deanna took some pictures. After passing under the southern part of KC Class B airspace, we headed up to 10,500 feet for the best winds out of the east. The flight went perfectly, until far western Kansas, where what appeared to be a fog was totally obscuring the ground for as far west as I could see. The Leoti, KS airport (3K7) was mostly obscured in a low broken layer, and where the Tribune, KS airport was supposed to be was a solid cloud layer. I checked the Lamar, CO ASOS, 50 miles in front of me, and they were reporting a broken ceiling at 100 feet, with a temperature-dewpoint spread of 0. Definitely not good if this extended 40 more miles to La Junta, for I could not even make a successful IFR approach through that! After some mental arithmetic to determine how far we could fly over these low clouds before having to turn around to come back and land at an airport in the clear with adequate reserves, and knowing that the sun was up and that this quasi-fog should burn off soon, we pressed on. About 50 miles from La Junta I tuned in the ASOS, and they were reporting clear skies with a temperature-dewpoint spread of 7 degrees. Things were going to be OK after all. Just west of Lamar, the low clouds came to an abrupt end with the drier air, and we flew into La Junta in the clear, landing at 8:20 am MDT at 4238 MSL.

After having the airplane tanks filled, unfilling our own internal tanks, and checking weather, I filed a new VFR flight

plan. This flight plan was different from any I had done before. "Route of flight, from La Junta, Colorado (LHX) to Mosca Pass, to Wolf Creek Pass, direct to Page, Arizona". I wondered if I would have to pick other waypoints, but the FSS briefer took my route without comment. I assume that all East-West VFR flights over the mountains use passes identified on VFR sectionals for waypoints.

We lifted off at 9:10 MDT, and after takeoff we could see the first of our mountain obstacles looming in front of us. After climbing to 12,500 ft, we flew about seven miles south of Greenhorn mountain, elevation 12347 ft at 9:55 MDT. A few small cumulus clouds had already formed over the mountain, but the air where we were at was still smooth. 25 miles beyond Greenhorn was the first of two major mountain ranges we needed to get through on our way to the canyon, the Sangre de Cristo (Blood of Christ?) range. This mountain range ran from 50 miles north of us in south central Colorado to well over 100 miles south into New Mexico, with several peaks well over 14,000 ft. I picked a pass marked on the VFR sectionals to fly through, Mosca Pass, elevation 9740. Just 10 miles to the south of this pass was Blanca Peak, elevation 14345 ft MSL. There were a few puffy clouds over the tallest peaks as we approached, but otherwise the air was very clear. We flew through the pass at 12,500 altitude at 10:05 MDT. There was some minor bumpiness, but less than what I have become accustomed in North Texas in the summertime.

Just over the pass was the Great Sand Dunes National Monument. When I was a teenager, my family vacationed there for a few days. On the ground, these dunes are HUGE, rising up hundreds of feet from the valley floor next to the Sangre de Cristo Mountains. Their appearance is very similar to movie scenes of African deserts, but with more vertical height. From the 12,500 ft., they were not nearly as impressive, but interesting nonetheless.

We were now in the San Luis valley, almost 50 miles across. It is very flat (~7600 ft MSL) with large circular green irrigated patches everywhere. We could see some of the large sprinkler systems operating almost a mile below us. I was staying at 12,500 feet since we had to cross the continental divide at the end of the valley and needed the altitude. We also saw a long dark line along the ground, and after studying it for a few seconds, we realized that it was a shadow of a jet contrail above and behind us. We could actually see the shadow in the air as we flew through it, and tried to take a picture of it. The ground shadow was very visible in the picture, but the air shadow was not.

At the end of the San Luis Valley were the Rocky Mountains and the continental divide. I had plotted my course through Wolf Creek Pass (elevation 10857 ft), the closest pass on the Denver sectional to a most direct flight from Kansas City to the Grand Canyon. The time over mountains through this pass was much longer than for the Mosca Pass. About 10 minutes before reaching it, I began a slow climb (climbs are not very fast above 12,500 ft) to 14,000 feet. I wanted to be at maximum legal altitude over the pass for two reasons; to stay out of any unforecasted mountain turbulence, but more

importantly, to have sufficient altitude to find suitable landing spots if the engine failed over the pass. We took almost the full 10 minutes to reach 14,000 feet altitude. At full throttle the intake manifold pressure gauge was reading 17.9 in/Hg. At maximum cruise RPM of 2450, the flight manual indicated that the engine was capable of mustering just shy of 60% maximum horsepower (138 hp).

There were more of the puffy cumulus clouds over these mountains, some with bases below me, but most with bases above 14,000 feet. There was some bumpiness, but nothing substantial. We crossed the pass at 10:38, ahead of schedule due to favorable winds. About 5 minutes after crossing the pass, I began a decent back to 12,500 ft. The most critical part of the trip was over, and we could relax just a little. We still had almost 2 hours to go before we got to the Grand Canyon, but no more mountain passes. →

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TEXINS FLYING CLUB INSTRUCTORS

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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 \$47.00
N6368K	Cessna	150M	Commuter \$47.00
N7929U	Cessna	150M	Commuter \$47.00
N733NB	Cessna	172N (180)	Superhawk \$70.00
N737TY	Cessna	172N	Skyhawk \$66.00
N3187Y	Cessna	182	Skylane \$85.00
N7508J	Piper	PA-28R-180	Arrow \$80.00
N5636Q	Mooney	M20E	\$80.00

- Monthly dues: \$28.00 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
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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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