



FLIGHTLINES

Newsletter of the Texins Flying Club

October 2003

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Younus Aftab	PPSEL	09/21/03	B. O'Neill
Bobby Mundy	PPSEL	09/25/03	C. Coffey

REVISION PUSHED FOR PROPOSED DRVSM RULE

AOPA is urging the White House Office of Management and Budget (OMB) to reject a pending FAA rule that, as written, is extremely detrimental to operators of turbine general aviation aircraft. AOPA believes the proposed Domestic Reduced Vertical Separation Minima (DRVSM) rule, which would require owners to upgrade and certify certain equipment before they could fly with reduced vertical separation from other aircraft at the most popular flight levels, unrealistically compresses the implementation timeframe and could ground or severely restrict the practical usage of thousands of turboprop and jet GA aircraft.

FAA PUBLISHES GUIDE FOR AGING AIRCRAFT

Responding to AOPA and other industry groups, the FAA has developed "best practices" guidance for maintaining aging GA aircraft, instead of writing more burdensome regulations.



The FAA is going to press next month with its new guide, Best-Practice Guide for Maintaining Aging General Aviation Airplanes. AOPA, the FAA, several aircraft type clubs, and other aviation organizations collaborated to publish the reference. "AOPA felt it was critical to be involved, along with type clubs and others, in developing this guidance," said Luis Gutierrez, AOPA director of regulatory and certification policy. "Best of all, the FAA will automatically mail the guide to all registered owners of single- and multiengine GA airplanes produced during or before 1974."

RAYTHEON DONATES STARSHIP TO WICHITA MUSEUM

A Beech Starship has been donated by Raytheon Aircraft to the Kansas Aviation Museum, located in Wichita at McConnell Air Force Base. "This composite aircraft was a milestone in Kansas aviation that must be preserved and is a significant addition to the new Kansas Aviation Museum," said Don Grant, vice president of the KAM board. "We are grateful for Raytheon Aircraft's support and very generous donation of the Beech Starship." Raytheon Aircraft decommissioned the 50-ship Starship fleet in June because support costs were prohibitive. The company will donate a limited number of Starships to museums, airframe and powerplant schools, and research institutes. The rest are headed to the boneyard.

MOONEY GOES SPORT PILOT



On Friday, Aug. 1, Mooney Airplane Co. President J. Nelson Happy announced a "strategic relationship" between Mooney and Construcciones Aeronauticas de Galicia (CAG), Spanish manufacturer of the Toxo light sport aircraft. Mooney will build and market the two-seater at its Kerrville, Texas, plant. It will be re-named the Mooney Toxo.

"No other traditional aircraft manufacturer has entered the light sport aircraft market, but we believe the time has come for us to do this," Happy said. He added the Toxo "best represents Mooney's philosophy of offering the highest performing aircraft in its class" at a price "substantially" less than \$100,000.

The composite Toxo has been under development for a decade, with more than 20 now flying in Europe, according to Antonio Castelo Silvira of CAG. It is available with engines ranging from 80 to 180 hp. With a 120 hp engine, the Toxo is "an ideal airplane for business and holiday trips" due to its ease of handling, speed (up to 230 mph), range (up to 10 hours), and short field capability, according to Happy.

Managing Mechanical Maladies

Part 9 of AOPA's Ounce of Prevention Series

Don't let Malfunction Junction become a waypoint on your flight plan

By Steven W. Ells (From AOPA Pilot, September 2001.)

Mechanical failures are a lot like a hole in one in the game of golf — people know they exist, but few have personally experienced one. Unlike a hole in one, however, when a mechanical malfunction does occur, it's usually preceded by warning signs telling the pilot to beware.

Fortunately, only in-flight structural break-ups nullify a pilot's skills, judgment, and luck — and these are extremely rare. A prepared pilot with a plan can handle other mechanical malfunctions with aplomb, maintaining a high degree of safety.

So how can a pilot prepare to handle common failures?

The Facts

According to the AOPA Air Safety Foundation's 2000 Nall Report, the most recent annual study of general aviation accidents, only 15 percent — or 256 — of the accidents studied were the result of mechanical or maintenance causes.

Only 8.4 percent — or 27 — of the fatal accidents were caused by mechanical or maintenance factors. Almost half of mechanical or maintenance failures (44 percent, or 114 accidents) were caused by engine and propeller malfunctions.

Based on these figures, let's look at some engine problems.

Crankshaft

A broken crankshaft is very rare, but it does happen. On June 1, 2001, aviation writer and pilot Amy Laboda had to ditch her Cessna 210 almost immediately after takeoff from Key West, Florida, when the crankshaft broke. Despite an altitude of only 700 feet, all aboard the airplane survived because Laboda knew her airplane well enough to set up the best-glide speed, open the cabin doors (to facilitate egress in the event of cabin deformation during ditching), and advise her passengers to brace themselves prior to impact.

If your crankshaft breaks in flight, set up best-glide airspeed, squawk 7700, yell for help, find a suitable place to land, and — most important — fly the airplane until touchdown. If oil covers the windshield, sideslips will allow some forward vision. If your airplane is equipped with shoulder harnesses (the best survival tool in any airplane) tighten them before touchdown, and if there is a remote ELT switch, activate it.

Although the chances of a crankshaft failure are very small, the odds do increase if there's been a prop strike. The combined inertia of the reciprocating parts — including the propeller, crankshaft, and the weight of the connecting rods, pistons, gear train, and accessories —

is great enough to inflict tremendous damage to an engine during a sudden stoppage. This damage is very seldom visible from the outside of the engine. Whenever a prop strike is serious enough to require sending the propeller to a prop shop for repairs, tear the engine down and send the engine parts to a facility that will certify that the parts are airworthy.

Propeller problems

Should a very small portion of the propeller blade break off or be severely damaged during takeoff or in flight, the pilot may not notice that anything's amiss until his next preflight. But losing an actual piece of a blade, say three or four inches off the tip, will instantly convert the engine and propeller into a severely unbalanced reciprocating mass, resulting in violent vibration. The engine will probably break loose from the engine mounts and thrash around under the cowling until the pilot can pull the mixture or the primary fuel line breaks, cutting off fuel flow to the engine.

After the vibration stops, turn off the fuel selector and go through the broken crankshaft procedures listed above. With the engine free of the mount, an instantaneous change in pitch center of gravity is likely. Trim as necessary for best-glide speed.

Again, this is a very rare event. What can be done to lessen the chances of prop problems? Keeping propeller blade leading edges smooth and nick-free should be a pilot's primary concern. Pilots should inspect the blades before each flight, looking for leading-edge nicks and other damage. Have a mechanic determine whether any damage is critical before the next takeoff.

Magnetos

If a magneto fails in flight, the engine is not going to self-destruct as long as the pilot reduces power to approximately 60 percent. Power reduction is necessary to keep temperatures under control and reduce the possibility of detonation.

When the compressed fuel-air mixture is ignited by only one magneto, the speed of the resultant flame front is slower, and the combustion pressures are less than those of a normal two-magneto power stroke. Exhaust gas temperatures will go up, as they will on a cylinder with a fouled plug, because the fuel-air charge will still be burning as it enters the exhaust system. Leaning the mixture slightly may help smooth engine operation. Power should be reduced to pre-takeoff magneto-check levels before conducting an in-flight mag check, lest the exhaust system be damaged by explosive after-fire. While it's not necessary to switch to the good magneto, doing so may smooth engine operation.

It's safe to continue flying to the nearest airport where maintenance is available, provided you're flying over terrain where the loss of power isn't dangerous.

Fuel system and carburetors

If your engine falters during flight and then returns to normal operation, water or carb ice is usually the culprit.

Despite vigilance and rigorous preflight sumping, sometimes a little water is ingested by the engine.

Carb ice can be detected by a loss of rpm when flying an airplane with a fixed-pitch prop, and by a loss of manifold pressure if the propeller is constant-speed. Apply full carburetor heat to clear the ice. While the ice is melting, especially if a lot of it has accumulated, the engine may falter and run rough. Consider leaving the carb heat on until conditions are no longer conducive to the formation of carb ice.

The 2000 Nall Report lists fuel mismanagement as a factor in 66 accidents that resulted in five fatalities. Running out of fuel is the most common fuel-related means of earning a listing in the Nall Report. Should you run out of fuel, trim the airplane for best glide and try to find an airport or suitable landing area.

Pilots should make sure that they know how many fuel sump drains are on their airplane, and where each one is. Sample all fuel system sumps after every refueling. If a sample doesn't look or smell right, make sure that the airplane hasn't been serviced with jet fuel. A simple test is to put a drop or two of the sample on an ordinary piece of paper — a business card works well — and then look at the paper after five minutes. Avgas evaporates with very little trace, while jet fuel leaves an oily residue.

Vacuum system

What should a pilot do to maintain control of the aircraft when a vacuum pump fails, the airplane is in IFR conditions, and the pilot is fearful of losing control of the airplane using partial-panel instruments?

Believe it or not, often the answer is to weave the fingers of both hands together — and put your hands in your lap.

Small inputs on the rudder pedals while monitoring the turn and bank/turn coordinator will keep the wings level; level wings eliminate the possibility of a graveyard spiral. This trick prevents abrupt and aggressive pitch changes, which are a primary cause of airframe structural failure, and practically eliminates the possibility of a stall. This technique, combined with trimming for a gradual descent, is also a lifesaver for non-instrument-rated pilots who find themselves trapped above a cloud layer.

Flying IFR with a single vacuum pump is a gamble. The dry pumps used on today's airplanes don't usually wear out; they more often just quit. The first problem with a failed vacuum pump is realizing that the pump has failed. When there's a sudden loss of vacuum, the spinning rotors in the gyro instruments very gradually lose rotational speed before the instruments begin to precess. A pilot hand-flying under instrument conditions may not realize for a few minutes that the vacuum pump has failed. When it dawns on the pilot that the indications from the directional gyro and artificial horizon instruments can no longer be trusted, the pilot without a standby vacuum system installed in his airplane has to immediately switch to partial-panel flying, and recover

from what may have become an unusual attitude. The possibility of loss of control during this transition is high.

The best hole card for this gamble is a standby vacuum system or a standby electric artificial horizon.

Landing gear malfunctions

If the retractable landing gear won't extend, don't give up yet. Unless there's some factor that makes it necessary to land immediately, fly around to burn down your fuel load. This may give you enough time to come up with a solution. Try explaining the situation to a unicom operator or flight service specialist. Ask them to call your mechanic or aircraft type club for help. About twice a year, the Cessna Pilots Association technical staff (www.cessna.org) is called by a tower controller or flight service professional acting as a go-between for a pilot circling nearby with his landing gear in limboland.

If you do end up having to belly in your airplane, be realistic. The idea of trying to stop the prop in a horizontal position, and thereby preventing crankshaft damage to the engine, is dangerous. An airplane has to be flying pretty slow to stop the propeller from rotating, and bumping the propeller with the engine's starter means diverting attention from flying the airplane while low and slow — a situation that is fraught with peril.

The two things you want to do if you're faced with a gear-up landing are to try to pick an inactive runway, especially if your airport is served by commuter or air-carrier traffic, and to belly the airplane in on a paved — not grass — runway. If you set down on the active runway, the chances are pretty good that your airplane will be damaged more during a rushed attempt to move it out of the way than it was in the skid across the pavement. Skidding on pavement is very predictable and does very little actual damage; skidding on a grass runway often digs up rocks and other unseen debris that can tear up major airframe structure, making the repair much more costly and time-consuming.

If your landing gear is hydraulically controlled, make it a practice to check the fluid level regularly. Keep your airplane clean so any leaking fluid will be apparent during your preflight. (You do check the belly of your airplane during every preflight, don't you?)

If the landing-gear reservoir is accessible, carrying a quart of hydraulic fluid and a funnel may be enough to prevent a gear-up landing. Actually, any available fluid can be added to the reservoir in an emergency. Of course, any head-down troubleshooting and repairs are best accomplished while other cabin occupants keep their eyes open for traffic.

Electrical system problems

There are two basic electrical system failure modes: failure of the airplane alternator or generator, or a short circuit resulting in smoke, flame, or a rapid discharge of the battery.

If an alternator or generator fails, a well-charged battery will have enough capacity to power a nav/com radio (or GPS/com) and a transponder for at least an hour. The

problem with electrical-source failures is that pilots often fail to notice the failure until the lights dim and the com radios become inarticulate.

The keys to transitioning to a no-source condition are to identify the loss and reduce the electrical system load (load shedding) to preserve the remaining power in the battery. There are various low-voltage indicators on the market for aircraft that don't have one. Aircraft Spruce and Specialty (www.aircraft-spruce.com) has a nifty stand-alone low-voltage indicator light for about \$130. Check with your mechanic to see if he can get a field approval before purchasing this indicator, because it's not STCed.

Any smoke, sparks, or sudden flashes should prompt the pilot to immediately turn off the battery's master switch. If the disturbance stops, the pilot may be able to turn off the problematic circuit with an individual circuit switch (rotating beacon, strobes, or pitot heat, for example). The normal procedure would be to turn off all circuit switches, and then turn the master back on. Then power up the circuits one at a time, pausing between circuits to determine which one causes the problem. If the disturbance returns before you start powering up individual circuits, turn off the master and use your handheld navigation and communication equipment to fly to the nearest airport. If you have an airplane with a retractable landing gear, don't forget to extend the gear before landing.

It's up to you

Most mechanical problems are inconveniences. A proper attitude, the practice of regularly reviewing emergency procedures, a few early warning devices, and a willingness to be vigilant — and humble — will help keep Malfunction Junction from becoming a waypoint on your flight plan.

Safety strategies

- Join a type club or other organization devoted to helping owners learn about and maintain their airplanes.
- Attend a type-specific flying proficiency course.
- Study your airplane manufacturer's emergency procedures.
- Attend an airplane systems and procedures course, or commit yourself to learning your aircraft systems, i.e., landing gear, pneumatic, and electrical.
- If you think that something mechanical is amiss, contact your mechanic and explain your concerns in as much detail as you can.
- Do detailed preflight inspections.
- Install an engine monitor — it will help troubleshoot engine problems.
- Install low-vacuum and low-voltage warning lights.
- Keep an airplane trip log with detailed recordkeeping of fuel and oil usage — engine problems are often preceded by changes in fuel and oil consumption.

Common accident scenarios: Mechanical failure

Most mechanically or maintenance-related accidents are not fatal. The accidents studied for this report total 1,701, of which 256 were determined to be caused by mechanical or maintenance failures.

The examples listed here are worst-case scenarios:

- Losing control of the airplane while dealing with a landing gear problem.
- Losing control of the airplane after vacuum pump failure while in IMC.
- Loss of communications and navigation capabilities after alternator or generator failure.
- Power failure or power loss at critical stage of flight because of water in the fuel.
- Loss of control or crash short of intended landing field because of fuel exhaustion.
- Loss of control or unsuitable landing area following a propeller blade or blade-tip separation.
- Off-airport landing because of improper management of carburetor ice.

FAA To Give You FITS

New Training Program Holds Promise

FAA Administrator Marion C. Blakey has announced that an FAA partnership with industry and academia is producing new innovative flight training products for advanced small general aviation aircraft. The FAA/Industry Training Standards Program (FITS) will help pilots keep pace with new aircraft and avionics technology, new airspace, and air traffic technology emerging in the general aviation community.

The program is focused on piston- and small turbine-powered aircraft used primarily for transportation, rather than for recreation or sport, and flown by a single professional pilot who is the aircraft's owner. The FITS products primarily use risk management, scenario- and web-based training, and personal computer advanced training devices for initial, transition, recurrent, and flight instructor training.

"The core strategy of FITS is to improve safety by training pilots to fly as they would in the real world, rather than to merely pass a test," said Blakey, herself a non-pilot. "We're thinking 'outside the envelope' to create advanced training that matches today's technically advanced aircraft."

Impressive industry team:

The FITS development team includes Cirrus Design; AirShares Elite, a major fleet customer for the Cirrus aircraft; Avidyne; and Garmin, the avionics suppliers for Cirrus. The initial products issued under FITS include a transition training syllabus for the Cirrus SR-22 and a generic master transition training syllabus for similar technically advanced aircraft. The SR-22 syllabus training is currently being conducted by the University of North Dakota Aerospace.

The development team also includes the FAA's Center of Excellence for General Aviation Research and Embry Riddle Aeronautical University.

Eclipse Aviation is pioneering FITS development for turbine-powered aircraft, such as their Eclipse 500. Adam Aircraft, Diamond Aircraft, and Lancair have announced programs for producing single pilot small turbine powered aircraft.

The FITS partnership also includes training product suppliers and insurance entities. The Air Safety Foundation, Jeppesen, and King Schools are developing FITS products. Avemco has announced that satisfactory completion of certain FITS training may qualify pilots for premium credits of up to 10 percent under their Safety Rewards Program. An industry oversight team that includes the Small Aircraft Manufacturers Association, General Aviation Manufacturers Association, National Air Transportation Association, and the Air Safety Foundation provides additional support.

Incentives such as insurance benefits, reduced training times, convenient training such as self directed web based tutorials, and training relevant to the pilot's type of flying should encourage the general aviation community to quickly adopt FITS. No regulatory mandates will be used and pilots may continue to comply with current regulatory standards such as the flight review and pilot proficiency or "Wings" program.

The FITS program is managed by the FAA's Flight Standards Service General Aviation and Commercial Division.

FMI: www.faa.gov

Classic Aviation Words of Wisdom

Take-offs are optional. Landings are mandatory.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back -- then they get bigger again)

Flying is not dangerous; crashing is dangerous.

It's better to be down here wishing you were up there, than up there wishing you were down here.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

Speed is life; altitude is life insurance. No one has ever collided with the sky.

It's best to keep the pointed end going forward as much as possible.

The only time you have too much fuel is when you're on fire.

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very

few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

The probability of survival is inversely proportional to the angle of arrival.

Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

You know you've landed with the wheels up when it takes full power to taxi.

Those who hoot with the owls by night should not fly with the eagles by day.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to achieve random motion. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

Young man, was that a landing or were we shot down?

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Trust your captain -- but keep your seat belt securely fastened.

Good judgment comes from experience and experience comes from bad judgment.

Aviation is not so much a profession as it is a disease.

There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.

Be nice to your first officer, he may be your captain at your next airline.

It's easy to make a small fortune in aviation. You start with a large fortune.

A fool and his money are soon flying more airplane than he can handle.

Remember, you're always a student in an airplane.

Keep looking around; there's always something you've missed.

Try to keep the number of your landings equal to the number of your takeoffs.

You cannot propel yourself forward by patting yourself on the back.

There are old pilots, and there are bold pilots, but there are no old, bold pilots!

Gravity never loses -- the best you can hope for is a draw!

Upcoming Regional Events

Oct 3-5 — Oklahoma City, OK. Will Rogers World Airport (OKC). Aerospace America International Airshow. 3 day event. Friday night show, all day Sat, Sun. Aerobatic performers, warbirds, fire and fury (modern military. GA Fly-in's Welcome. Great show and fun. Contact Lois Lawson or Don Schmidt, 405-685-9546

Oct 3-5

Oktoberfest, Fredericksburg

Celebrate with continuous German music on three stages, polka and waltz contest, food, drink, kids area, artisans and more from 6 p.m. to midnight Friday, 10 a.m. to midnight Saturday and 10 a.m. to 6 p.m. Sunday. Marktplatz, Downtown.

Friday-Sunday, Oct 17-19

Gordonville, TX. Cedar Mills Airport (3T0). Cedar Mills 7th Annual Safety Seminar and Splash-In. Seawings & Wings Participants earn credit towards their SPA-FAA Seawings and Wings awards. Forums presented by the FAA, SPA, aviation instructors and representatives of aviation equipment manufacturers and avionics industry. Flying Events-Sat & Sun. Contact Rich L. Worstell, 903/523-4899

Friday - Sunday, Oct 17-19, 2003 — Las Cruces, NM.

Land Of Enchantment RV Fly-In

The nation's premier hassle-free, gentle pleasures fly-in for Van's Aircraft (RVs)

FMI: <http://www.metronet.com/~dreeves/loe/loervfi.htm>

Saturday-Sunday, Oct. 18 – 19

Houston's Ellington Field, TX

2003 Wings Over Houston Airshow Festival

Info: 713-266-4492 or www.wingsoverhouston.com

Oct 30 – November 1

Terlingua, TX

International Chili Championship. The championship is Saturday with more than 400 cooks competing. Enjoy live music all three days, along with vendors and food/beverage booths. FMI: Call (210) 887-8827 or <http://www.chili.org>

October 31 – November 9

New Braunfels, TX Wurstfest

Sample tasty sausage, strudel, potato pancakes and other German/Texas treats. Come to polka and waltz to good ole' fashion oompah music. Wursthalle, 178 Landa Park Drive. FMI: Telephone (800) 221-4369 or <http://www.wurstfest.com>

Saturday, November 1

McKinney Municipal Airport (TKI)

First Annual Celebration of Flight. Static exhibits, WarBirds, food,... Contact Corl Leach at 214-733-8378 or <http://www.fly-tki.com>

November 15-16

Nellis AFB, Las Vegas, NV

Aviation Nation 2003 Nellis AFB Air Show

Celebrate the United States Air Force Thunderbirds'

50th Anniversary. FMI: Contact Bob Avery at

bavery@worldofwings.com or

<http://www.nellisairshow.com/>

December 13-17

Kill Devils Hill, NC

First Flight Centennial Celebration at Wright Brothers National Memorial, Hwy 158, Milepost 8 ½. FMI: contact:

Outer Banks Visitors Bureau, 800/446-6262 or

visitorinfo@outerbanks.org or www.centennialofflight.gov

Apr 13-19

Lakeland, FL. Lakeland Linder Regional Airport (LAL).

Sun 'n Fun Fly-In. One of the world's premier aviation events, Sun 'n Fun is a week-long celebration of flight with thousands of aircraft of every size and shape, plus hundreds of educational activities, daily air show and lots more! 863/644-2431

May 14-15 New Braunfels, Texas

EAA Southwest Regional Fly-In at New Braunfels Municipal Airport (BAZ). FMI: www.swrfi.org



2003 South Central Area Performances

Thunderbirds

15 June	Sheppard AFB, TX
20 – 21 September	Wichita, KS
1 October	Tucumcari, NM
4 --5 October	El Paso, TX
11 --12 October	Ft. Smith, AR
1 --2 November	NAS New Orleans, LA

Blue Angels

5 --6 April	NAS Corpus Christi, TX
10 -- 11 May	Topeka, KS
31 May -- 1 June	Millington, TX
27 --28 September	Fort Worth -- Alliance, TX
1 --2 November	Randolph AFB, TX

Canadian Forces Snowbirds

10 -- 11 May	Barksdale AFB, LA
17 --18 May	Millville, TX
27 --28 September	Midland, TX

Welcome New Members

Steven J. Flunker

Highlights from September Board Mtg -- 09/03/2003

Members in attendance were Roger Nordmeyer, Fred Carvajal, Art Jones, Bob Moran, Keith Gutierrez, Bill Moore, Rick Still, Micah Koons, Burak Ilhan, and Jack Riley.

Operations: 150TM was sold. 7TY had annual inspection; 3NB had nose strut rebuilt. Club flew 156.6 hours last month.

Treasurer: Club "surviving." Cash from OTM sale put into Aircraft Reserve account for future aircraft purchase. Tie-down rates have increased. Still working with Wingspoint to get account straightened out for last couple of months. Rumored that one of our "large deadbeats" is back in town – discussed how we might be able to collect.

Communications: September newsletter on website. Member Information section of website updated to reflect current fleet – including pictures of newly-painted aircraft. OTM removed from scheduler. Board discussed potential circumstances where we might need to shutoff scheduling privileges for people with out-of-date Medicals and/or Flight Reviews. Collin County Aviation Coalition (CCAC) still needs volunteers for the November 1st Centennial of Flight Celebration at TKI.

Safety: "Brake The Habit" safety bulletin completed and published on website. Paperwork on previous safety issue completed. NOTHING NEW! (... and that's a good thing!)

Membership: 2 more cancellations this month \approx 134 members. With further membership analysis (based on clarification of rules from Texins), looks like we can now accept the potential outside members that have been on our waiting list (due to 25% max. limit).

Cross-Country Maintenance: Some interest in Mooney with 2-3 calls/emails per week – damage history has now been included in flyer info. However, those who have come to see aircraft, have been turned off by the "wear and tear" shown on the aircraft. [09/08 Update] Had a preliminary offer at the end of last week; we were developing counter-offer when offer was rescinded -- he couldn't afford the insurance.

Adjourned 1945.

TFC Fleet Maintenance September '03

Fleet Maintenance - 09/01/03 through 09/30/03

6368K

09/07 - Transponder reseated and flight checked
09/22 - 50 hour oil change
09/27 - Starter/solenoid checked

7929U

09/18 - 50 hour oil change
09/29 - Brake master cylinder rebuilt

733NB

09/03 - Glide slope needle unstuck and DME switch to remote checked at Tomlinson
09/10 - 100 hour inspection complete, instrument backlight repaired.
09/24 - New parking brake cable installed
09/27 - Right main brake caliper new 'O' ring installed

737TY

09/15 - Beacon repaired and new webbing in pilot's seat
09/22 - 50 hour oil change and standby battery installed

7508J

09/27 - baggage door lock on order.

5636Q

09/02 - New landing light
09/03 - New ELT battery
09/10 - Prop speed checked
09/26 - Deposit received against sale of aircraft

TFC Fleet Statistics (2H '03)

Tail	Hours							YTD
	1H03	Jul	Aug	Sep	Oct	Nov	Dec	
Total	827.8	153.1	156.6	156.0	0.0	0.0	0.0	1293.5
6368K	135.0	21.4	26.6	18.7				201.7
7929U	160.7	35.6	21.8	19.2				237.3
150TM	34.6	0.2	0.5	0.0	0.0	0.0	0.0	35.3
733NB	202.4	40.4	46.8	42.4				332.0
737TY	209.8	33.0	40.0	50.8				333.6
7508J	83.4	13.6	14.2	18.9				130.1
5636Q	1.9	8.9	6.7	6.0	0.0	0.0	0.0	23.5

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	Micah Koons	(972) 952-6651		mkoons@Raytheon.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	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch (M)	*	*	*	*				(972) 843-2208	mbaulch@flash.net
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	a137j@texoma.net
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Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu05@aol.com
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis (M)							(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@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill			*				(972) 344-5770	(972) 562-4241	Bryan_O'Neill@raytheon.com
Sherman Ratliff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick (M) Stephens	*		*				(972) 517-1647	(972) 517-1647	stephens6@speakeasy.net

(M) TFC Member/Instructor **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

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
6368K	Cessna	150M Commuter	\$51.50
7929U	Cessna	150M Commuter	\$51.50
733NB	Cessna	172N(180) Superhawk	\$76.00
737TY	Cessna	172N Skyhawk	\$72.00
7508J	Piper	PA-28R-180 Arrow	\$87.00
5636Q	Mooney	M20E	\$87.00

?? Detailed aircraft features are listed in Club Handbook

?? Monthly Dues: \$35.00 for regular members

?? Instruction: Primary: \$19.00 / Hr

Advanced: \$21.00 / Hr

?? TFC measures aircraft rental rate using tachometer hour.

?? Rate includes cost of fuel

?? All non-instructional flights require additional 8.25% tax.

KEY CONTACT INFORMATION

McKinney & TFC

Aircraft Scheduling www.texins.org/flyingclub
 TKI ASOS Land Line (972) 542-9659
 Airport Manager (972) 562-6080 ext 4053
 WingsPoint @ TKI (972) 562-5555
 Monarch Air @ TKI (972) 562-0717

General

DUAT (800) 345-3828
www.duat.com
www.duats.com
 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: WalkerCL@aol.com
 FAA Medical: Gabriel Fried (972) 361-0155

TFC COMMUNICATIONS & INFO

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