



FLIGHTLINES

Newsletter of the Texins Flying Club

September 2001

CALENDAR OF EVENTS

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

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

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.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Matt MacFarlane	1 st solo	7/6/01	Bryan O'Neill
Rob Nally	1 st solo	7/5/01	Bryan O'Neill
Steve Aughinbaugh	Instrument Rating	7/20/01	Mark Seglem
Dan Grelinger	Instrument Rating	7/10/01	Richard Klein
Richard Keyser	PPSEL	7/28/01	Richard Klein
Doug Darlington	PPSEL	7/27/01	Calvin Coffey

Highlights from July Board

Board members in attendance: Steve Aughinbaugh, Dan Grelinger, Don Essenpries, Roger Nordmeyer, Bob Moran, Harold Morgan, Seth Fuller, Art Jones and Robert Jolly. Jimmy Hashem was not present and Steve took the meeting notes.

We began the meeting with officer reports. The Arrow engine is done and the overhaul cost \$18,840. This does not include the cost to remove and reinstall the engine. A check will be cut on Friday and after the overhaul shop gets the check they will release the engine to the FBO in Coffeyville, KS for installation. The engine includes a new crank and serviceable case due to the old crank being bent and cracked and the case being too far out of spec. The estimate is that the Arrow will be back online around 8/21. 68K has 20 hours left before TBO and the new cylinders are being ordered to complete the overhaul of the spare O-200. Bob reported that Texins Association has agreed to loan us money if we need it to cover the costs of these two overhauls. We may not need the loan or we may only need a small loan. But our bank balance will be very close to zero for a few months in any case.

7TY's wiring has been checked and repaired. A number of poor solder joints and loose connections were found. This should improve the avionics performance on the airplane. Dan Grelinger noted that he will organize an airplane washing day for the membership in the near future. The airplanes have been picking up a number of extra passengers recently and their dead carcass on the leading surfaces of the aircraft need to be cleaned off. ☺ It was also noted that the line crews have been filling 68K beyond the tabs and to the tops of the tanks. Art will talk to ExecAir and remind them that we want 68K to be filled to the tabs. If notices that 68K has been over-filled and needs to have fuel off-loaded to please call the maintenance recorder to make note this so that we can have a record to use to address this with. Steve reported that we have had a few member leave the club because of dues and rate increases. As of this morning we have had 8 member leave the club and 4 of those noted that the dues or rate increases were a factor in their decision to leave the club. Other reasons were: have my own airplane and don't fly club aircraft, moving to Austin, was laid-off and leaving the area. But we have also had 3 members join the club in the last month. Currently we have 186 members. This includes 10 officers, 5 service or members on waiver and 171 regular members. This is down from 208 in December of 2000 which included 10 officers, 5 service or members on waiver and 193 regular members. So over the last year and a half we are down about 20 members according to my records. We then began an in-depth discussion about the rental rate for the one aircraft that we have on lease-back, N3187Y, the C-182. Dan Grelinger and Bob Moran along with two others own the aircraft and lease it to TFC. Dan and Bob are also TFC board members. The owners of 87Y presented a proposal that the rental rate should be \$80/hr with \$45/hr being the leaseback rate to be paid to the owners. The old rental rate was \$72/hr with a leaseback rate of \$35/hr. In the last meeting the board raised the rental rates for all of the club aircraft and set the rental rate for 87Y at \$90/hr. It was noted that the last time we raised rates, the owners of 87Y asked for an increase in the leaseback rate at the next meeting. It was assumed that the owners of 87Y would do this so we set the rate accordingly and at a level that reflected the costs of the operation and at a rate that reflected the difference in costs to operate 87Y when compared to 08J or the Mooney. The owners believe that 87Y is very similar to the Arrow and Mooney from the point of view of the

members who fly those airplanes and they also believe that the operating cost are very similar. The remainder of the board agreed that from the point of view of flying the aircraft 87Y is very close except that it has a bit more useful load, has more cabin space and does not have retractable gear to worry about. On the operating cost, there is a disagreement. The general consensus of the board is that the Arrow and Mooney operate on 9 to 10 GPH while the C-182 operates on 13 to 14 GPH depending upon operating technique. This is a difference of 3 to 5 GPH and that this difference alone requires that the C-182 should rent at a higher rate. Part of the discussion on how to set rental rates revolved around how much of the monthly dues should be allocated to offset the hourly rental rates. The board has tried to set the monthly dues such that they will cover tie-down, room rental, paid positions and aircraft insurance. For the past 10 years the dues were not enough to cover all of these cost (this is part of the reason our bank balance has approached zero when it should have been about \$50,000 at this point). During the discussion last month, the board set the rental rates first and then we discussed the monthly dues. The result is that the current rates are now set at a level where we will be able to build up our bank balance to be able to fund future overhauls and perhaps even begin the fund some capital improvements. But our rates are still below any others in the area. So ... one thought was that monthly dues should be allocated equally across all club aircraft, leased or owned, by simply dividing the dues collected by the number of airplanes since one of the benefits of the club is having access to a variety of aircraft. Another thought is that dues should be allocated based upon expected flight hours because it seems fair that the aircraft that are flown the most should benefit the most from the dues. And that the dues from members that are mostly doing training should go mostly toward supporting the training aircraft and not the XC aircraft. Therefore a higher percentage of the cost recovery for the hourly rental rates for the more active aircraft would be offset by the dues and a lower percentage would be applied to the XC or less active aircraft. At this point we could see that we were at an impasse with the owners of 87Y. They strongly desire to keep the rental rate equal to the Arrow and Mooney. They also believe and except that the ownership are leasing the C-182 to TFC at a loss to them. So the rub is at what level of loss are they willing to continue doing this. The remainder of the board wants to have C-182 available as long as it's rates are reasonable and not below the Arrow or Mooney; some would like to see it be a bit higher, but they also do not want the club to lose money on the rental of a leaseback. At this point a motion was made as follows: TFC needs to retain \$40/hr on the rental of 87Y and furthermore its hourly rental rate can not be less than \$80/hr. The motion was seconded, voted on and accepted. The ball is now in the hands of 87Y's owners. They stated that they would like to have \$45/hr for the lease but want the rental rate to be \$80/hr. The owner's stated that they would discuss the situation and see if they could come to an agreement. For now the rental rate

for 87Y remains set at \$90/hr with the leaseback rate being \$35/hr.

The next board meeting is scheduled for the 5th of September at 6:30 PM. →

Update: Since the August board meeting, a Motion and vote to set 3187Y rental rate to \$85 and the lease-back rate at \$45 retroactively as of 8/1/2001 has passed.

When 52 Planes Park Outside, The Burritos Must Be Good

By SCOTT MCCARTNEY Staff Reporter of THE WALL STREET JOURNAL

The restaurant business is all about location -- and Enrique Avila doesn't have it. Enrique's Mexican Restaurant is miles from town, what little there is of Ponca City, Okla. Yet besides his tongue-toasting "Hot Texas Burrito," he does have one big thing going for him: a runway. Pilots from all over the Midwest fly into Ponca City for Mr. Avila's food. One Saturday, 52 planes were parked in front of the restaurant -- a Lunchwaffe of Cessnas and Pipers. "For pilots, I've got the right location," says Mr. Avila, whose 100-seat restaurant landed nearly \$1 million in sales last year. Golfers play 18 holes on a Saturday; hunters and fishermen bag their limit; tennis players sweat out a match. But if flying is your hobby, you've got to go somewhere. And many pilots simply go to lunch. They fly for the "\$100 hamburger" -- so named because after they've paid for the airplane and fuel, lunch costs them about a hundred bucks. It's a cherished aviation tradition so popular that the countryside is dotted with out-of-the-way restaurants and fly-in cafes that might not survive but for hungry pilots. "We fly for breakfast, or fly for lunch. Sometimes we'll go somewhere interesting for dinner," says Gene Littlefield, a pilot from Morris, Ill., who often heads out on a weekend with his wife in search of food. "It's an excuse for flying." Pilots pass along lunch tips to other pilots, boasting of the good eats or the challenging takeoffs and landings. Besides Enrique's, there's McGehee's Catfish in Marietta, Okla., which has nothing but a well-mowed grass track for landings. Pilots write their names and tail numbers on the wall of the Airport Cafe in Ardmore, Okla. Until locals recently decided that it was a bad idea, hungry pilots in Montana could radio the restaurant at Chico Hot Springs and ask for the road to be closed so they could make a quick landing. And hangar talk around Texas has it that the state's best onion rings are found at a truck stop within walking distance of the Parker County Airport in Weatherford. A good restaurant can change pilots' flying patterns nearly as fast as a line of thunderstorms. The airport at Fort Pierce, Fla., for example, has become a common jumping-off point for planes going to or from the Bahamas. Sure, it has a U.S. Customs Service office and a place that rents life rafts -- so do lots of airports along the Florida coast. But only Fort Pierce has the Tiki Restaurant & Lounge. After clearing customs, pilots walk down the tarmac 50 yards to

the Tiki, which has a glass atrium built right up to the airport ramp. Ground workers tow airplanes from customs to the restaurant as part of the service. "A friend of mine told me about the hamburgers here, which are awesome," said a sunburned Will Smith of Raleigh, N.C., who flew to the Tiki on his way back to the U.S. with two friends. "We could have stopped anywhere, but we had to stop here." In South Carolina, Charles Stanton has a separate room just for pilots at his barbecue and fish camp. Mr. Stanton built a grass strip in front of the restaurant for his own Cessna 150. But before he finished his work, pilots were landing in search of food. "I didn't have any idea they'd come to me," says Mr. Stanton. Now, 30 to 35 planes drop in on a Saturday, some from around the Carolinas, others on longer trips between the Northeast and Florida. The 2,300-foot grass landing strip, located three miles from North Carolina in Bennettsville, S.C., isn't on aviation maps, but word has spread. And when pilots announce their landing plans on a common radio frequency, as they must do at small airports without control towers, they refer to "barbecue traffic." Not all the popular fly-in restaurants are off the beaten track. In Napa, Calif., Jonesy's Steak House is a local landmark that seats 280 people and often has a 90-minute wait on weekends. Every Tuesday and Friday morning in the restaurant's coffee shop, some World War II veterans hold court, just down the road from a flight school that now trains pilots for Japanese airlines. "Pilots love to come and sit and listen to the old-timers," says Penny Myers, dining-room supervisor at Jonesy's. Ms. Myers has one complaint about her flying customers: "They're not good tippers," she says. "I guess with the pilots, their money goes to their airplane." According to the Aircraft Owners and Pilots Association, there are about 640,000 pilots in the U.S., including about 150,000 who fly strictly for pleasure. Nationwide, there are about 206,000 general-aviation aircraft, most of them single-engine planes. "People use aircraft just like cars, for business and personal transportation," says Warren Morningstar, a spokesman for the trade group. "Sometimes, you just want to go out and drive your car, depending on what kind of car you have, I guess." Bill Cannon, from Concord, N.C., near Charlotte, said he and his wife sometimes fly to the coast when craving seafood. "We fly for transportation mostly, not culinary pursuits. But we have done it," he says. Though the numbers are small, pilots do seem to help support hundreds of restaurants around the country. An Internet site devoted to the \$100 hamburger -- www.100dollarhamburger.com - offers up-to-date "PiReps," or pilot reports, on more than 1,000 restaurants. A guidebook for pilots, "The \$100 Hamburger," also notes the airports that are favorites of Federal Aviation Administration inspectors. They can, without warning, conduct a "ramp check" of a pilot's paperwork and the condition of his airplane. Like speed traps, such airports are best avoided. Not all the restaurants get good reviews. Food at airport restaurants, big and small, often isn't all that good. No matter. "My wife says I will eat a greasy shop-rag if I get it at an airport," says one reviewer in the guidebook. Mr. Avila figured he could make his Ponca City restaurant work just by

offering top-quality food. He ended up in Ponca City 17 years ago because he had a sister who lived there and heard that the airport was offering free rent to anyone who would keep its dying restaurant going. The airport has just four commercial flights a day, all operated by Big Sky Airlines. But Mr. Avila, who had been a roofer in Wichita, Kan., built such a following that people drive in just for lunch. About 20% of his customers fly in for his \$3.25 burritos. "The pilots make the business profitable," he says. Like most fly-in restaurateurs, Mr. Avila watches the skies closely -- for clouds, as well as customers. Mother Nature can ruin business. The Runway 47 Restaurant in Morris, Ill., a well-known Chicago-area fly-in, has a breakfast buffet on weekends, but not when it's stormy. "Usually, if the weather is dreary, people like to go to a restaurant to get out," says Claire Shane, the cook and owner at the Runway 47. "But not here." →

Fall Ground School Heads Up !

The Fall Private Pilot Ground School has been scheduled to begin classes on Thursday, 09/13/2001 in the S-1 and S-2 conference rooms at the South Campus. Registration is on Tuesday, 09/11/2001. All sessions will run from 6:30 to 9:30pm. The final exam is scheduled for Thursday, 11/15/2001.

→

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dan Grelinger	(972) 979-7104	(972) 690-7074	dvgrelinger@home.com
Ops VP	Don Essenpreis	(214) 567-8396	(972) 530-8648	esse@ti.com
Train Main	Seth Fuller	(214) 480-2933	(972) 771-5211	sethfuller@worldnet.att.net
X-C Maint	Roger Nordmeyer	(972) 575-5546	(972) 422-7684	r-nordmeyer@raytheon.com
Mbrshp VP	Steve Aughinbaugh	(972) 989-6770	(972) 437-6862	saughinbaugh@home.com
Comm	Jimmy Hashem	(972) 995-3360	(972) 747-0969	hashem@ti.com
Controller	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
Treasurer	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	adj1@airmail.net
Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F 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	✓	✓	✓	✓			None	843-2208	mbaulch@flash.net
Chuck Chase			✓				(972) 927-8070	(972) 867-0624	cwc@ti.com
Calvin Coffey	✓	✓	✓	✓	✓		(972) 519-3534	(972) 423-1770	cfly@airmail.net
Keith Cole	✓	✓				✓	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Hank Eilts			✓				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans	✓		✓	✓			(214) 284-9467	(972) 390-9950	jb4ev@aol.com
Art Jones	✓	✓	✓				(972) 346-2646	(972) 346-2646	adj1@airmail.net
Jim Lewis							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
Richard Klein	✓	✓	✓				(972) 344-3356	424-2307	rsklein3@home.com
Bruce Miller	✓	✓	✓	✓	✓		(214) 893-5926	517-5926	bruce_miller@dell.com
Bob Niedwiecki	✓	✓				✓	(972) 390-3672	681-2974	bniedwiecki@home.com
Bryan O'Neill			✓				(972) 205-4463	(972) 562-4241	Bryan_O'Neill@raytheon.com
Betsy Parrott	✓	✓					N/A	(972) 899-0708	pistola52@aol.com
Sherman Ratliff	✓						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	✓	✓	✓		✓		(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick Stephens	✓	✓					(972) 517-1647	(972) 517-1647	Stephens6@ont.com

CFII - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional gear (taildragger) instructor; **SES** - Single-Engine Sea; **CFIG** - Certificated Flight Instructor, Glider; **ATP** - Airline Transport Pilot-rated. **Note:** All instructors are assigned by TFC's Chief Flight Instructor, (Art Jones).

ABOUT THIS NEWSLETTER: 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
DE: Richard Caldwell (903) 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

WWW	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
Mailing list	tfly@list.ti.com
TFC Board Email	tflyboard@list.ti.com
Mailing Address	Texins Flying Club C/O Harold Morgan P.O. Box 831311 Richardson, TX. 75083-1311

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. →

This newsletter is copyright Texins Flying Club, except for by-lined articles, which are copyright their authors. →