



# FLIGHTLINES

## Newsletter of the Texins Flying Club

September, 1999

### CALENDAR OF EVENTS

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

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

**16 September (Thursday):** Fall Ground School registration 6:30pm, Forest Lane conference room S1.

**25 September (Saturday): PACE Program,** contact Jim Burrows for details or to schedule FAA flights call 800-759-4684.

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

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

### Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Perry Mouser	PPSEL	7/11/99	Bryan O'Neill
Ken Butler	PPSEL	7/9/99	Betsy Parrott
Cory Stewart	IFR	5/27/99	Jim Evans
Bobby Turner	PPSEL	7/19/99	Calvin Coffey
Robert Jolly	PPSEL	7/2/99	Art Jones

### Highlights from August Board Meeting

Board members in attendance: Art Jones, Don Essenpreis, Micah Koons, Cory Stewart, Jim Burrows, Bob Moran, Steve Aughinbaugh, Harold Morgan and Dick Sandlin

Other members in attendance: Mark Seglem and Dan Short

Don noted that all but one of the airplanes were down last month for one reason or another, mostly for annuals and 100-hour inspections. Currently 733NB is having one of its mags repaired.

Bob reported that income for June was 18,955.04 with expenses of 5,605.32 leaving a balance of 54,477.50 with 30,228.00 of that being incumbered funds. It was also noted that the bills for most of the maintenance that was noted in the previous paragraph had not cleared by the end of June. So he expected July's expenses to be higher.

At this point we had a long discussion about the replacement TFC Billing system. Most of the discussion was about the usefulness, cost and technologies needed to be able to have a multi-user, sharable system that various officers could access from their homes or work place. There were no software packages in our price range that offered web-based use and maintenance. The package that Bob recommended does have the ability to produce reports that are HTML formatted that can be accessed from web browsers. But the use of the software requires either direct access to the system that it is installed on or a LAN volume share to use it across multiple users. Bob presented a proposal to purchase M.Y.O.B Accounting Premier for \$470 and to purchase an ADSL line for \$54 per month. There was concern that only having the ADSL line on the TFC Billing system would not be enough since the other officers that need access would only have 56K MODEMS. Cory Stewart, Bob Moran and Steve Aughinbaugh agreed to do some more testing and determine if the system could be shared over 56K MODEM. Furthermore it was suggested if 56K is acceptable, then simply using Windows Remote Access Server to dial directly into the system would be less expensive workable solution.

A motion was made and past to authorize the purchase of the software (M.Y.O.B), but not the ADSL line.

Jim presented the plans for the club's annual PACE event. Since our normal September general membership meeting on the 11th conflicted with the Dallas-Fina air show, the FSDO wanted to move the date to September 25, the last Saturday of the month with a rainout date of October 9. We agreed that this would be OK. We would still have our monthly general membership meeting on the 11th and then the PACE event on the 25th. Larry Prentice plans to bring 4 airworthiness inspectors and 4 operations inspectors. Reservations for rides/inspections will be made with Larry at his 1-800-759-4684 by the previous Friday, the 17th to allow for scheduling. Inspections and rides are to start at 8:00 am. Safety seminars will be conducted by the FAA at 9:00 and 1:00. Topics will be, *Break the Chain-Keep the Accident from Happening*, and *Fatigue: The Hidden Threat*. All this will be advertised in a flyer by the FAA to all pilots in the surrounding counties. →

## **Six Legs, Seven Nights with Wife, Child and N7508J**

**By Dan Grelinger**

*Editors note: Dan saved me from having to hurry my write-up about Airventure '99 for this month by submitting his story about his flying vacation with his wife and 4-year old. I have taken some liberty with the title borrowing a bit from the Harrison Ford movie. Dan's adventure did not have the weather problems that Harrison Ford had, but he did pack a lot of fun and flying into the trip. Dan's trip is a great example of the freedom and utility that having pilot's license and access to an airplane can give you. I am sure that you will enjoy Dan's article.*

Last month I was finally able to take the flying vacation I had always looked forward to. There were several relatives and friends living in different cities throughout the Midwest that we wanted to visit but never got around to it. A week's vacation by plane provided the opportunity to cover a fairly significant amount of territory in a relatively short period of time. We were able to make visits in Kansas City, Naperville (Chicago), Omaha, Beloit (Kansas), and Wichita. With a few schedule trades with two other members, I was able to reserve 7508J, the club's Piper Arrow for the whole week.

The first leg was to Kansas City to spend the holiday weekend with family. The flight started about 9:30 on Saturday morning, July 3rd. A few clouds at 4500 feet kept me at 3500 MSL, but this was high enough to be out of the bumps that early in the morning and the most favorable winds were at 3000 feet. We averaged about 155 knots ground speed and made the trip non-stop in just under 2 and 1/2 hours. I landed at Downtown Kansas City Municipal, a Class D airport that I have been to several times before. The airspace on the south side of the city is somewhat complex, as there are 3 other class D airports on that side. (One of these airports is Richards-Gebaur Memorial, which AOPA is helping to save). I made the approach into K.C. by overflying the Olathe Executive airspace and then descending quick enough to be underneath the Kansas City International Class B airspace. The strong surface winds (18, gusting to 25) provided some action on the landing. But the winds were almost directly down the runway and presented no serious problems.

After a weekend of fireworks and celebrations, we arrived at the airport for our next leg on Monday morning to Naperville, Illinois. Our actual destination was Clow International, a small airport in Plainfield, about 25 miles west of Chicago O'Hare. 7508J's engine seemed to turn over slowly but started OK. The winds were still from the southwest and most favorable at 3000 feet, so we stayed at 3500 feet and made good time on this non-stop flight. My wife, who is prone to motion sickness, definitely learned to appreciate these morning flights.

Clow International is under the Chicago O'Hare International Class B airspace and I found it to be fairly busy, probably because a lot of people had a holiday on that Monday, July 5th. There is an active training FBO on the field but I never asked why this small non-towered airport was called an "International". The landings there are somewhat dramatic since nice neighborhoods are on both ends of the runway and the houses come to within about 1000 feet of the runway ends. In preparation for flights to new airports I routinely check the NTSB database of accidents at [www.nts.gov](http://www.nts.gov). Clow has plenty. There have been 18 accidents since 1984, three with fatalities! However, I found it relatively easy to avoid the problems that others had experienced. Two of the fatalities were on the ground (walking into a spinning prop and carbon monoxide asphyxiation) and the third was due to a heart attack experienced on takeoff. A common cause of the other accidents was running off the runway into snowdrifts, a problem I did not think I was going to have to deal with.

After landing, I stopped at the fuel station to get fuel. When restarting 08J the engine would barely turn over, but it did just enough to get started. I suspected that something was wrong with the battery or charging system since the engine was still hot. I had just completed a two and half-hour flight and the engine had been somewhat slow to turnover before the flight as well. On Tuesday morning I went out to the airport to try to start the plane just in case I needed to get someone at the FBO to diagnose the problem before we wanted to leave on Wednesday morning. But the engine started up just fine and I never had any other problems the rest of the trip.

We spent two days in Chicago visiting friends from college and then headed to Omaha, which is almost directly west of Chicago. The winds were light, so they did not help nor hinder us. By now my four-year old daughter had figured out that the best thing to do in an airplane is sleep. After liftoff, she promptly laid out in the back seat and fell asleep. She did this on the remaining two legs as well. My wife put the seat belt around her just in case we ran into "unexpected turbulence".

Omaha Eppley Airfield is a Class C airport but the traffic was pretty light. The general aviation aircraft were using runway 14L even though the winds (10-15) were much better aligned with 18. The threshold for 14L comes just after flying over 18, an interesting approach.

After visiting my wife's sister in Omaha, we left the next day (Thursday) for Beloit, Kansas. A cool front was on the way and surface winds were strong (20, gusting to 30) from the south on departure. Things were also pretty bumpy. Fortunately, this was the shortest leg of the trip and we did not have to battle the winds for many miles. They were forecast to be worse at 6000 and 9000 and I stayed at 4500 until my wife complained of nausea. I promptly went to 6500 and made her much happier without giving up any ground speed.

Beloit has a nice little non-towered airport in a sleepy town of about 4400 people on the northern plains of Kansas. It is home to the first Grelingers to come from the old country. Thursday was very hot, but a cool front moved through early Friday morning bringing winds from the north and cooler temperatures (yeah!), but also clouds and rain showers (yech!). After some serious weather watching, we lifted off about 1:30 for our flight to Wichita. Ceilings were about 3000 feet and rain showers were in the area but the thunderstorms were not expected to pop up until later in the day and we were headed for clearer skies. I was able to go around most of the spotty rain showers, but on two occasions ran up against lines of light showers and searched for places where I could see the horizon on the other side before penetrating. I really hate not being able to see what is ahead of me!

We landed at Augusta municipal airport east of Wichita. The skies east of Wichita were busy with heavy military transport aircraft. They appeared to be doing touch and goes at the Air Force base, but the patterns they fly are very large! We stayed out of controlled airspace, but still had to do some maneuvering to keep clear of their way.

After a day in Wichita visiting cousins, it was time to go home on Saturday afternoon. When calling for a weather briefing, the briefer suggested not filing a flight plan to Dallas, since a convective SIGMET was in effect and thunderstorms were parading through the area. But he said we should be able to get all the way to Durant, so I filed to there. I listened to Flightwatch on 122.0 most of the way and the frequency was very active. As I approached Durant, I requested updated weather for the north Texas area and was informed that conditions were acceptable for a route over Sherman Municipal and then into McKinney. There was a pesky scattered layer at 2000 feet between me and TKI, but it was not expected to get any worse in the 40 minutes it would take for me to get there and visibilities were over 6 miles. I contacted Flight Service, modified my flight plan, dropped down into the warm sticky air, and made it into McKinney without any problems ending a trip that could not have been done in such a short time without an airplane like N7508J. →

**Preliminary Report on JFK Jr. Accident**

The preliminary NTSB report is has been released. You can read it at: <http://www.nts.gov/Aviation/NYC/99A178.htm>. Not much more that what has been reported in the media. They did state that the landing gear was retracted at impact and that he got a weather briefing from an Internet site 2 hours before departure. They also believe that he had logged about 300 hours total time. There was no evidence of in-flight break-up. The report states "visual inspection of the propeller indicated the presence of rotational damage". My assumption is that this means the propeller was producing power at impact. Also the right wing had more damage than the left. Detailed examination of the navigation and communication radios,

autopilot, and vacuum systems are planned for a later date. →

**New TFC Web Site!**

We finally have a TFC web site that everyone can access! The new URL is <http://www.texins.org/flyingclub>. This site is costing the club nothing since it is hosted on the same system that Texins Association is using and they are providing us with this space. I am working on getting a secure area so that I can publish the link to the Fightcom price list. If you are interested in the Fightcom price list you can get there directly by accessing <http://www.texins.org/flyingclub/fightcom.html>.

My plan is to have you use a user ID and password to access the secure. The user ID would be your club member number and the password would be your last name in lowercase. I will let everyone know when that is implemented.

Let me know if you have any suggestions about the web site. →

**Fleet Usage Statistics**

	Hours	Member	Total
Month	Flown	Flights	Flights
July	322.9	130.0	274.0
August	314.4	140.0	269.0
September	209.6	120.0	172.0
October	191.1	110.0	175.0
November	140.1	91.0	132.0
December	142.6	71.0	112.0
January	161.5	93.0	150.0
February	224.2	109.0	201.0
March	155.1	96.0	155.0
April	175.8	98.0	167.0
May	272.3	125.0	237.0
June	285.7	124.0	251.0
Average	216.27	108.92	191.25

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight column is the number of different members that have flown at least once during the month. The Total Flights is the total number of flight log entries for the month. →

## TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dick Sandlin	(800) 817-7752	(214) 350-6426	d_sandlin@email.com
Ops VP	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(972) 398-8477	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Scott Mitchell	(972) 480-1776	(972) 596-0288	s-mitchell1@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Bob Moran	(972) 575-2210	(972) 612-1402	rmoran@ti.com
Controller	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Jim Burrows	(972) 247-0777	(940) 321-6180	JBurr3161@aol.com

## TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	R	✓	✓	✓	✓			None	843-2208	mbfi@ti.com
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓		✓	✓			(972) 462-3926	(972) 315-2216	cfly@airmail.net
Gerhard Deffner	Y			✓	✓	✓		None	644-9351	gdeffner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 839-8933	(972) 346-3346	mwhance@juno.com
Jim Evans	R	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817		jlewis@ti.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@raytheon.com
Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓				✓	390-3147 390-3266	681-2974	BNiedwiecki@aol.com
Bryan O'Neill	Y			✓				(972) 952-2971	(972) 562-4241	ofly@ti.com
Betsy Parrott	N	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓		✓				(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

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

**ABOUT THIS NEWSLETTER:** Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh. PC Drop **PVPD**, email [saughinbaugh@ti.com](mailto:saughinbaugh@ti.com). →

### TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172 (145)	Skyhawk	\$49.00
N8142H	Piper	PA-28-161	Warrior	\$52.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$0.50 of each goes to TFC for billing admin; rest to instructor).
- TFC measures aircraft rental rate using tachometer hour.
- Rate includes cost of fuel; does not include tax (8.25%); Instruction flights endorsed as training are tax exempt.

### KEY PHONE NUMBERS

#### McKinney & TFC

Aircraft Status Recorder	(972) 995-8333
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 238-0091 ext. 202
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
Mark Schulty, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N5682T Owner	(214) 792-7980

#### General

DUAT	(800) 245-3828
Dallas FAA/FSDO	(214) 902-1800
Ft. Worth Center	(817) 858-7300 (ZFW ARTCC)
FlightCom, Inc.	(800) 432-4342 (Josh Pruzek)
Southwest Soaring	(972) 251-5079 Metro
Monarch Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911
DE: Kendall Haley	(940) 321-2849

### TFC COMMUNICATIONS & INFO

WWW	<a href="http://www.texins.org/flyingclub">http://www.texins.org/flyingclub</a>
Mailing list	<a href="mailto:tfly@list.ti.com">tfly@list.ti.com</a>
TFC Board Email	<a href="mailto:tflyboard@list.ti.com">tflyboard@list.ti.com</a>

**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. →