

TEXINS FLYING CLUB

Flightlines



Texins Flying Club

MEMBER NEWSLETTER

June 2011

SPECIAL POINTS OF INTEREST:

- Fun with 49R
- WINGS Safety Program
- Electronic Payments
- LightSquared Update

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An Interesting Month for N7049R

by Darren O'Rourke (TFC Communications Officer)

Those who know me, know that I co-own a Cessna TR182. It's a really good cross-country aircraft, but like any big ticket item it's a lot of work. They say that the two happiest day for an aircraft owner are the day he buys the plane and the day he sells it. The following is an account of one of the more interesting experiences with my plane.

At the end of April, when we went to retrieve 49R from the repair shop fresh off its annual, we were informed that some damage occurred. It wasn't major damage and certainly wasn't something that affected the airworthiness of 49R, but it was something that could effect the value of our aircraft so needed to be repaired.

While 49R was in our mechanic's hangar awaiting our arrival to return home, another customer of our mechanic was a little careless and put a crease in the underside of 49R's left wing. The crease wasn't deep, but it was about 15 inches long and spanned across a row of rivets that held the skin to one of the ribs in the wing. As it turned out a rib was damaged as well as two stringers that run the length of the wing. All needed to be replaced, which required draining fuel from the fuel tank in that wing, removing the wing from the plane, drilling out all the rivets holding the skin in place, replacing the skin, rib and stringers, and putting it all back together. In total, that 15" little crease yielded a repair bill of about \$8000.



In any event, we got in touch with the insurance company and made arrangements to bring the plane to a shop recommended by our mechanic at [Flying T Ranch](#) near Anna, TX. It's a short grass strip 14nm northeast of McKinney Airport. Once the insurance company finally gave the go ahead to proceed, it was time to ferry 49R up to the Flying T... but first, because I had only done soft field landings in theory (that is to say, I've only practiced soft field technique at a normal hard surfaced airport) I needed some practice.

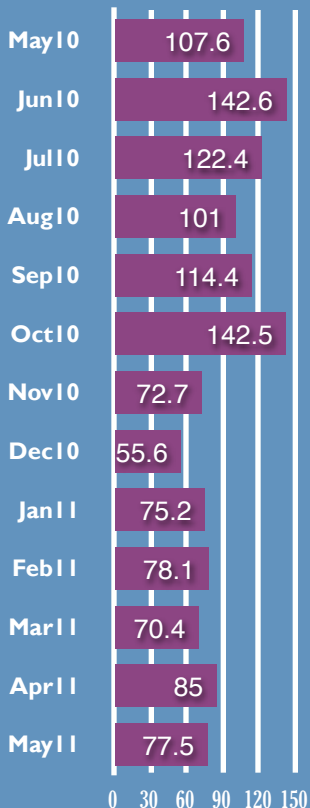
So a couple of days before ferrying the plane, I did some touch and goes at McKinney to make sure I had my technique down. After about an hour, I was pretty good again. During practice, the wind was a nice easy 7 knots right down the runway. On "game day" however, the wind was blowing pretty hard from the south and creating quite a strong crosswind and when you have to deal with a crosswind that's close to the demonstrated crosswind component of the aircraft with 40° of flaps extended, it can get pretty hairy. Let's just say, that my soft field landing was not so soft... I bounced it on the mains, and would find out later that the ELT was activated. More on that later.

49R, continued on page 5

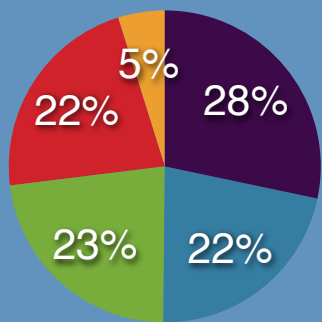
TFC Fleet Statistics

This table shows the total logged tach-hours for each of the TFC aircraft.

| | 2010 | Jan | Feb | Mar | Apr | May | Jun | YTD |
|--------|---------|------|------|------|------|------|-----|-------|
| TOTAL | 1,174.8 | 75.2 | 78.1 | 70.4 | 85.0 | 77.5 | 0.0 | 386.2 |
| N6368K | 321.5 | 23.1 | 15.9 | 22.7 | 34.0 | 13.6 | | 109.3 |
| N7929U | 216.8 | 15.0 | 19.5 | 19.9 | 12.3 | 17.7 | | 84.4 |
| N737TY | 331.8 | 18.4 | 16.4 | 12.6 | 17.0 | 24.0 | | 88.4 |
| N733NB | 236.0 | 16.7 | 20.2 | 13.3 | 17.4 | 17.8 | | 85.4 |
| N7508J | 68.7 | 2.0 | 6.1 | 1.9 | 4.3 | 4.4 | | 18.7 |



Updates on the maintenance work done on our aircraft over the past month.



- N6368K
- N7929U
- N737TY
- N733NB
- N7508J

Fleet Maintenance

N6368K Online

05/18/11 100 hour inspection complete.

N7929U Online

05/30/11 Annual inspection started. New right muffler is on order.

N737TY Online - Pilot PTT switch to be repaired at select avionics.

05/13/11 New dip stick installed.
05/13/11 50 hour oil change. Overhead instrument light repaired.

N733NB Online - Omni nav indicator to be checked.

05/03/11 Altimeter-transponder check completed.
05/27/11 Pass shoulder belt support reattached.

7508J Online

05/05/11 ELT pilot control installed. New vacuum pump installed.

Electronic Payments via PayPal

Here's a few quick tips on using the new electronic payment method for paying your bill.

1. After logging in, click on "Make A Payment" from the membership page. under the heading "Member Account Information".
2. Enter the amount of your bill and click button labeled, "Compute your Cost". In the field below, the cost including the service charge will be computed.
3. Click on the graphical button labeled "Pay Bill". When the paypal page opens, enter the computed amount (including the service charges) into the "donation amount" field. Then click "update total".
4. From there, follow the directions on the paypal website to complete your payment.
5. When completed, please don't forget to print out a receipt for your records.

If you purchase a demo flight via the electronic billing method, the surcharge should automatically be calculated for you. When you meet the instructor for your demo flight, just hand him a copy of the receipt.

***** Please note that that if you do not include the service charge in your payment, that amount will be carried forward to your next bill.**

TFC Board Meeting Updates

Demo Flight Gift Certificates

Gift certificates for demo flights are available for \$79 each. To purchase one, contact a club officer and/or an instructor.

Aircraft Cleaning

We'll have at least one more aircraft cleaning in This summer early in the morning before the heat gets too out of hand.

International Learn to Fly Day Wrap Up

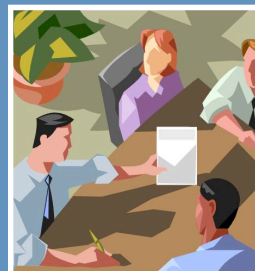
The event was a little bit of a disappointment for a number of reasons. The weather was IFR, which didn't help. The airport didn't help us out with publicity. However, quite a few people did show up. The EAA folks were impressed with our presence and everyone who came to the event stopped by our table, so we handed out a lot of information and answered a lot of questions.

New Aircraft Committee

The Committee met in May and will meet again for the next couple of months. We received input from our Club President and talked about an additional electronic survey to delve more deeply into the needs of the club.

Pearl the Movie

We're still planning a movie night at one of our member's hangars to watch the Movie Pearl (about the youngest certified pilot in US history), We'll have a barbeque and refreshments so look out for more information soon.



Regional Aviation Events Calendar

Jun

Jun 4 — Midlothian/Waxahachie, TX. Mid-Way Regional Airport (JWY). Pancake Breakfast Fly-In. 8:00 - 11:00 am Breakfast tickets \$6, ages 3-7 \$3, 2 and under free Classic airplanes and fighters, Helicopter rides, Classic Swing Band, Midlothian Classic Wheels, remote control model flyers, other attractions Contact Tammy , 972-923-0080. info@mid-wayregional.com <http://www.mid-wayregional.com/>

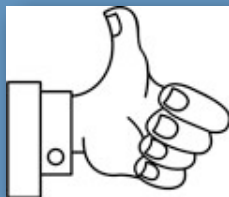
Jun 18 — Houston, TX. William P. Hobby Airport (KHOU). Wings and Wheels--Beechcraft Day. Calling all Beechcraft! On this Wings and Wheels day, we pay tribute to this great company and line of aircraft by welcoming Beechcraft of all models to the museum. From early-model Staggerwings to late-model King Airs and Beechjets, we welcome them all! (713) 454-1940. info@1940airterminal.org <http://www.1940airterminal.org/WingsAndWheels/>

Jul

Jul 16 — Midlothian, TX. TSA Gliderport (TA11). Pancake Breakfast Flyin. Learn about transitioning from your Power Rating to a Glider Rating Informal Program 10:00am "Jet Powered Light Aircraft: Past, Present, Future" Presentation by Bob Carlton, President, Desert Aerospace, Inc. Bob will have his jet powered self launch sailplane (BonusJet) on the airport for viewing and flight demonstrations Raffle for Ride in the Jet We will hold a raffle (no charge) during the breakfast for a ride in the BonusJet Contact Bob Gibbons, 972-775-4234 (TSA Clubhouse). <http://texassoaring.org/rcgibbons@ieee.org>

Jul 22 - 24 — Midlothian, TX. MidWay Regional Airport (JWY). DFW Summer Balloon Classic and AirFest. Aviation Extravaganza featuring Hot Air Balloon ascensions followed by top competitors flying balloons competing for the Texas State Championship. Balloon glow Saturday evening. Saturday afternoon Air Show with the only Aerobatic Racing Challenge in the south! Aviation Extravaganza features airplanes, helicopters, military aircraft, skydivers, powered parachutes, RC aircraft. Some flights available to public. Exhibits, Food, Vendors, Kid's Area, Live Music and more! Something for all ages! Free Contact Debby Standefer, 469-371-9218. info@summerballoonclassic.com <http://www.summerballoonclassic.com>

Jul 25 - 31 — Oshkosh, WI. Wittman Regional Airport (OSH). EAA Airventure 2011. "The World's Greatest Aviation Celebration" <http://www.airventure.org>



TFC Member News and Notes

Be sure to tell your friends how great it is to be in the club!!!!

Congratulations to our newest Soloed Pilots!

- Michael Frazier
- Tressa Marbach
- Steve Kirby

Congratulations to our newest Private Pilots!

- Gary Debes
- Charles Galles

If you or a fellow pilot has an achievement or milestone, 1000 hours, first solo, new rating, etc. Let us know!

TFC Instructors

Instruction rate is \$32/hour

| Name | Instructor Ratings | Contact | Schedule |
|-------------------|-----------------------------|------------------------------|-------------------------------|
| Richard Klein | M CFI, CFII, MEI, CONV | 972-424-2307 | 7 days a week. |
| Mike Baulch | M CFI, CFII, MEI, CONV, SES | 972-843-2208 | |
| Dinu Catona | M CFI, CFII, MEI | 469-685-1199 619-925-1118 | |
| Calvin Coffey | M CFI, CFII, MEI, SES, ATP | 972-547-6711 | weekends and some weeknights |
| Hank Eilts | M CFI, CFII, CONV | 214-480-3581 | weekends and weekday evenings |
| Rich Graham | M CFI, ATP | 972-491-0011 | 7 days a week |
| Art Jones | M CFI, CFII, MEI, CONV | 972-346-2646 | |
| Robert Niedwiecki | M CFI, CFII, MEI, ATP | 972-390-3363 | |
| Sherman Ratliff | M CFI, CFII | 469-220-5283 | weekends and some evenings |
| Aniseh Shapiro | F CFI, CFII, MEI | 972-881-1102 972-965-7999 | 7 days a week. |
| Dick Stephens | M CFI, CFII, CONV | 972-517-1647 | |

Legend:

CFI: certificated flight instructor

CFII: certificated instrument flight instructor instrument

MEI: multi-engine flight instructor

SES: single engine seaplane instructor

CONV: conventional gear (traildragger) instructor

ATP: Indicates that the instructor holds an Airline Transport Pilot rating

LightSquared Wireless Update *reprinted from AVweb.com by Glenn Pew*

Recent tests have shown that LightSquared's proposed grid of 40,000 wireless network ground stations could interfere with GPS signals, and now the FCC has granted LightSquared a two week extension to file a report on its position. LightSquared's report was originally due Wednesday, the same day the FCC granted the extension. LightSquared spokesman Jim Carlisle said Tuesday that the company underestimated the number of tests that would be necessary to show the network should be allowed. In a letter to the FCC, Carlisle wrote that additional testing "was necessary to permit a proper evaluation of various mitigation options for addressing the GPS receiver overload issue." And that producing a report is really hard.

"Producing a final report is a massive undertaking," Carlisle wrote, citing the multitude of factors involved in the process. The FCC responded by granting the company a new deadline of July 1. In response to the FCC's decision, co-founder of the Coalition to Save our GPS and vice president of Trimble, Jim Kirkland, described his understanding of the process, so far, saying, it's "been a combination of really really bad ideas and slightly less bad ideas." According to Kirkland, too much of the burden of proof has been placed on the companies that could be most affected by LightSquared's network. Said Kirkland, "the FCC should let the private industry return to work and stop squandering resources to solve an unsolvable problem."

While I was coming in and dealing with the wind, I had to be careful not to float it too much down the runway. The length is only 2000 feet, and there is a significant terrain change at the southern end of the strip. I wanted to avoid that, so when I came in and was hit with a gust that caused me to drop, I didn't want to add too much power for fear of floating too far and eating up too much runway. As a result, I lost all my lift and came down with a thud. I did keep the nose up which is an important part of preventing damage during those hard landings. Mains can take a lot of punishment, but the nose gear and firewall it's attached to, are not nearly as robust.

That was two weeks ago. As of this week, the repair was completed and the insurance adjustor received the repair shop's invoice and our signed release, so they were able to request a check for payment and I was allowed to pick up 49R just in time for a trip to San Antonio tomorrow. When I called our repair guy to arrange a time to pickup the plane, he informed me that in fact, my ELT was activated during that hard landing from two weeks prior. I had never heard an ELT go off before, and when I landed there two weeks prior, there was a loud siren sound in my headset. I didn't think, at the time, to tune to 121.5 on my radio until after the fact. When I suggested that the ELT had been activated originally, the repair guy, who was watching my landing, thought that the landing wasn't hard enough to do so. I said, "It sure field pretty hard from inside the plane, but okay we'll see what happens." We convinced ourselves that since the airport does not exist in the 430W's airport database, that the sound I was hearing was from our 430W that thought we had hit terrain. It turns out that our repair guy received a call from the Civil Air Patrol inquiring about a downed aircraft at his airport. He went to my plane, fired up the power, and tuned the radio to 121.5... and sure enough, the siren was going off. He went ahead and turned off the ELT from inside the avionics bay and let the CAP know everything was okay.

I went to pick up the plane and made a great soft field takeoff and touched down beautifully at Sherman Airport (In fact, all my landings were outstanding today) for fuel -- I was greeted to a nice 30 cent drop in fuel prices that had just taken effect that day -- and went talk to my mechanic who proceeded to call around to repair shops in the area who might have a new ELT battery (when an ELT is activated, the FAA requires that the battery be replaced). He found a shop that would stay open until I got there at Dallas Executive Airport (KRBD) -- also known as Redbird Airport -- so I went on my way. I proceeded directly to Redbird and got on with approach and was able to transition Class Bravo airspace direct to KRBD by overflying Love Field and bypassing downtown Dallas to the west. It was a nice little view of the downtown Dallas skyscrapers from 2500 feet that not too many pilots get to see because of how busy DFW Class Bravo airspace normally is.



I got the ELT Battery, returned to McKinney and installed the new battery to end my day. The ELT battery is one of a list of items aircraft owners can replace themselves requiring only a Private Pilot Certificate to perform the work. All in all, a longer day than I thought, but the plane looks great again, we were ready to go to San Antonio the next morning and everything was taken care of. After all, long days at the airport are never really that bad.

Given:

C150/tach hr = \$107.89, TAS=90Kts, approx fuel/tach hr = 6.0g, TFC fuel/g=\$6.69

Scenario #1: XC

C150 full fuel @TKI, XC to PRX (64nm = .8tach), fuel/g = \$5.19(Self-Serve)

TFC rental (tach 1.6) = \$172.62

Fuel purchased = 5.6g (4.8 + .8start) @ \$5.19/g = \$10.79

TFC reimbursement = 5.6g @ \$6.69/g = \$37.46

Out of pocket cost = 172.62 + 10.79 - 37.46 = \$145.95

Effective rental rate = \$145.95/1.6 = \$91.22/tach (15.5% savings)

Scenario #2: Local practice 1 hr

C150 3/4 full @TKI, LCL then refuel @ GVT (27nm = .4tach), fuel/g = \$4.86

TFC rental (tach 1.4) = \$151.05

Fuel purchased = 12.4g (5.6 + .8start + 6) @ \$4.86/g = \$60.26

TFC reimbursement = 12.4g @ \$6.69/g = \$82.96

Out of pocket cost = 151.05 + 60.26 - 82.96 = \$128.35

Effective rental rate = \$128.35/1.4 = \$91.68/tach (15.0% savings)

Scenario #3: Tanker flight

C150 1/2 full @TKI, LCL to SWI (27nm = .4tach), fuel/g = \$4.42(Self-Serve)

TFC rental (tach 0.8) = \$86.31

Fuel purchased = 15.6g (11.2 + .8start + 3.6) @ \$4.42/g = \$68.95

TFC reimbursement = 15.6g @ \$6.69/g = \$104.36

Out of pocket cost = 86.31 + 68.95 - 104.36 = \$50.91

Effective rental rate = \$50.91/0.8 = \$63.64/tach (41.0% savings)

Never leave the ground without checking the aircraft fuel quantity. If uncertain how much fuel remains, it is always less expensive to fuel up with at least enough to make it to the next refueling stop than having an accident.

See you around the airport!

Calvin

TFC Board of Directors

| Office | Member | Phone | E-mail |
|---------------------|------------------------|--------------|--|
| President | Calvin Coffey | 972-547-6711 | president@tfcschedule.org |
| Operations VP | Fred Carvajal | 972-562-2128 | operationsVP@tfcschedule.org |
| Trainer Maintenance | Thomas Fox | 972-864-1155 | trainerMaint@tfcschedule.org |
| X-C Maintenance | Bob Niedwiecki | 214-697-5266 | xcountryMaint@tfcschedule.org |
| Membership VP | Robert McLeod | 972-424-0840 | membership@tfcschedule.org |
| Communications | Darren O'Rourke | 214-282-6573 | communications@tfcschedule.org |
| Controller | Karen Quiroz | 972-495-5850 | controller@tfcschedule.org |
| Treasurer | Charles Weinberger, Sr | 972-562-7586 | treasurer@tfcschedule.org |
| Safety Officer | Dick Stephens | 972-270-1769 | safety@tfcschedule.org |
| Chief Instructor | Richard Klein | 972-424-2307 | chiefCFI@tfcschedule.org |



Want to learn more about airplane ownership or help guide the direction of the TFC? Consider joining the TFC Board of Directors!

FAASafety WINGS Program

For those of you who are new to the piloting world, or for those who just don't know, the FAA has had a program in place to assist with proficiency in flying. The benefit of this program, besides making you a safer pilot is that for each phase of the WINGS program completed, your Flight Review is extended by 24 months from the end of the month from which you completed the phase. In addition, the Texins Flying Club offers one month of free dues for each WINGS phase completed (up to a \$45 value)

In order to complete a phase, generally, the pilot needs to complete 6 credits. 3 from the "knowledge" category, which can be fulfilled by taking classroom and online courses. The other 3 would come from flights with a CFI practicing the "flight topic" of choice. As the pilot progresses through the phases of WINGS, the topics get more advanced. To participate in WINGS, go to <http://www.faasafety.gov/default.aspx>

President's Corner

Fuel, maintenance, insurance, tie downs, hamburgers/BBQ costs have all been rising for some time. So how can I still afford to fly? The cost of fuel currently makes up over 40% of the club's rental price. It is a known fact that larger airports, nearest to large metropolitan areas with all the services most pilots desire will have higher fuel costs to help defray the costs of the amenities. The best way for most of us to help decrease the dollars flying out of our pockets is to refuel at airports with lower fuel prices along our route.

Of course, I must not be penny wise to be dollar foolish! The FARs requires pilots to plan to land with at least 30/45 minutes of fuel remaining. TFC rules require pilots to not take off with less than half tanks for a local flight. These rules are reminders that the #1 reason aircraft engines quit is the lack of fuel!

So is it really still worth it to me to stop for fuel? Being an engineer, I just had to calculate a few scenarios to see if it is worth it:

**** Continued on Page 6 ****

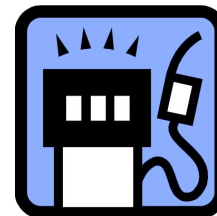


Hourly Rates for TFC Airplanes

Our fuel prices at McKinney Airport increased once again to \$6.69/gallon. The hourly rates to the right became effective 06/01/2011. The average 100LL price in our 6-state region is \$5.78/gallon.

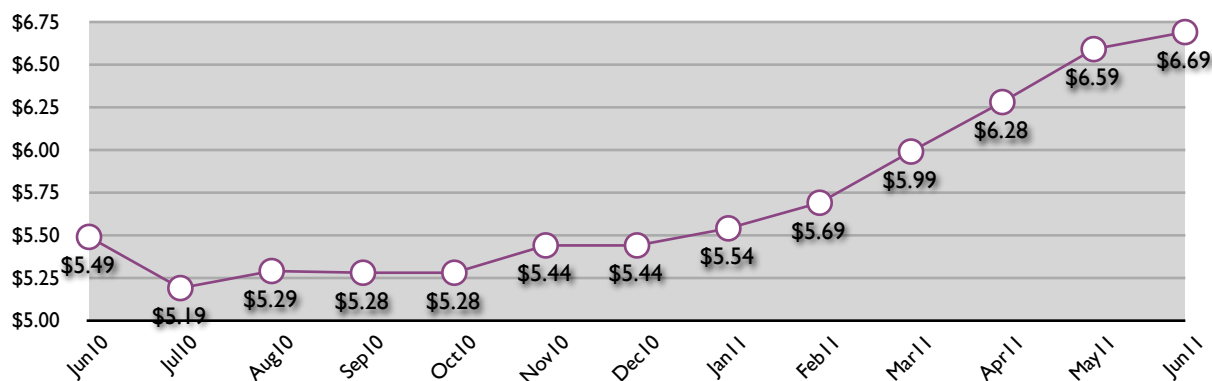
Check 100LL.com and/or AirNAV.com for current fuel prices when planning your next cross-country flight.

| Tail Number | Make / Model | Rate/Hr |
|-------------|---------------------------|----------|
| N6368K | Cessna 150M Commuter | \$107.89 |
| N7929U | Cessna 150M Commuter | \$107.89 |
| N737TY | Cessna 172N Skyhawk | \$141.36 |
| N733NB | Cessna 172N/180 Superhawk | \$141.36 |
| N7508J | Piper PA-28R-180 Arrow | \$174.08 |



TFC hourly rates are "wet tach hour" meaning fuel and oil costs are included and you pay based on engine usage, not on wall clock time.

Cutter Aviation at McKinney fuel price trends.

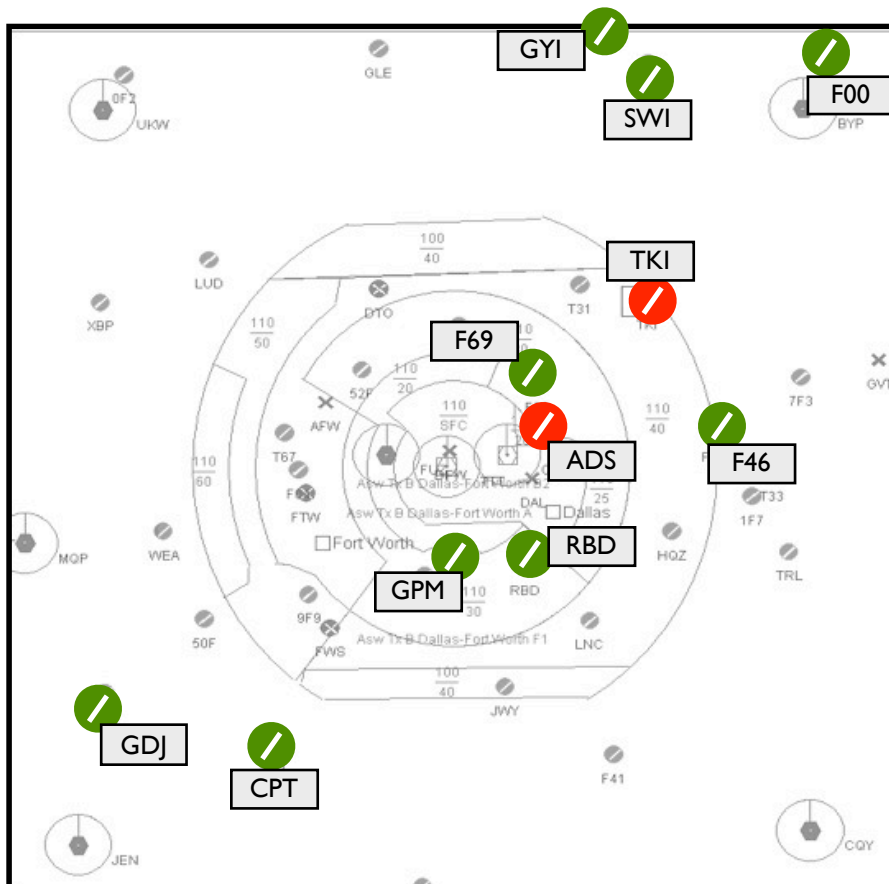


Comparative Fuel Prices Around DFW information from as of 06/18/2011



| | |
|-----|--------|
| TKI | \$6.69 |
| ADS | \$7.64 |

| | |
|-----|--------|
| SWI | \$4.42 |
| GYI | \$4.45 |
| CPT | \$4.49 |
| F46 | \$4.50 |
| GPM | \$4.63 |
| F00 | \$4.69 |
| F69 | \$4.79 |
| GDJ | \$4.81 |
| RBD | \$4.83 |

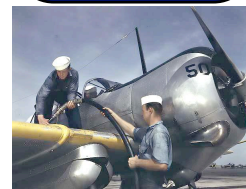


Fuel Savings Locator

Fuel Reimbursement

Offsite fuel purchases are currently reimbursed at \$6.69/gal. If you refuel at a lower price, you pocket the savings!

Remember to enter the gallons purchased in the log book and write your member number on the receipt and place it in the box in the key locker.





THE TEXINS FLYING CLUB

P.O. Box 831311
Richardson, TX 75083-1311

Make your dreams of flight come true!

The TEXINS Flying Club is a subsidiary organization of the Dallas TEXINS Association, a non-profit organization. Our purpose, as stated in our Constitution is "... to encourage interest in aviation, to advance the knowledge of the members in aeronautical and navigational subjects, and to bring to more people the social benefits and pleasure of flying."

Updated 03/2011



http://www.texinsflyingclub.org/assets/TFC_Contact_Card.pdf

Club Calendar of Events

July 6 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

July 9 (Saturday): TFC Membership Meeting, at McKinney PAC, Steve Gould, KTKI Dir. of Ops., beginning at 9:30 AM.

Aug 10 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

Aug 13 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.

Sep 7 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

Sep 10 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.

Oct 5 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

Oct 8 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.

July Meeting: Steve Gould, KTKI Dir. of Ops.

Please join us for our July Membership Meeting on Saturday, July 9th at 9:30am at the McKinney Performing Arts Center (The Old McKinney Courthouse in McKinney Square) in the Encore Conference Room on the 1st floor.

The Texins Flying Club is pleased to welcome Steve Gould, the Director of Operations at McKinney Airport. This will be Steve's first time meeting with the club since he took over for Chris Rosansky as Operations Director as KTKI. He will be on hand to update us on the goings on at the airport as well as to give us our annual TSA briefing, and he'll be there to listen to our feedback.

We hope you can join us to help welcome Steve to our club and show him some of our TFC hospitality.

