



**Texins Flying Club
Newsletter**

CLUB NOTES

December 2019

Greetings,

Well we have a lot going on with the club right now. We are currently restructuring the club to become an independent club. Our parent association the Texins Association is dissolving and the individual clubs are incorporating to manage their own assets. More details on that later but we hope to be up and running under the new club in January and we'll announce some of the organization changes next month. Another big change is we are moving to a new flight scheduler starting Jan 1.

The new flight scheduler is called "Flight Circle" and it is used by a number of other flight clubs and flight schools. It doesn't have everything exactly like we want it right now but we are working with the developer to request features or ask how to work around issues. Most of this issue will cover features in the tool and how we will use it.

It's been a year of progress for the club. We now have all of our planes with ADS-B avionics ahead of the Dec 31 deadline. We'll be looking for other ways to upgrade our planes and keep them looking great next year. Please do your part by squawking problems as you see them and keeping the planes neat and clean. Thanks!

Charles Galles

TFC Communications Officer



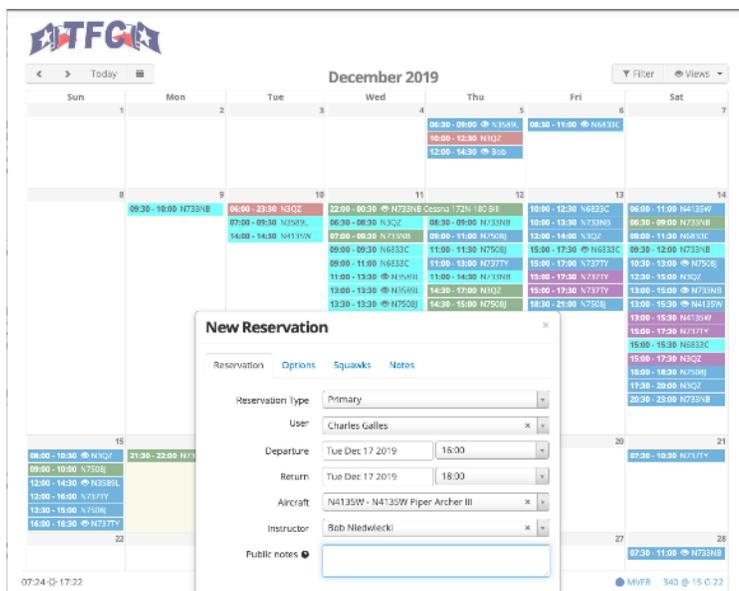
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Flight Circle: A scheduler and more

by Charles Galles

Flight Circle is a commercial scheduling software service. The club will be switching to this service for dispatching all planes starting Jan 1, 2020. We'd like to introduce you to some of the new features of the software here. Another article in this edition will give you more guidance on specific club usage instructions.

After you login to Flight Circle for TFC, you will see the reservations page. This page has a view control button (top right) to allow you to adjust the views - you can look by day/week/month and a couple of other views showing reservations horizontally. You can also view your reservations "My Reservations" and you can filter reservations by plane.



New reservations are made by right clicking the time period you want to reserve and filling out a form describing the reservation. You can associate an instructor with your reservation and control the start and stop of the reservation. A new feature with this scheduler is the ability to make a "backup reservation" in case the primary reservation is canceled. Members can only make reservations if they are authorized to schedule a plane and if they meet the requirements for the pilot and have been checked out on the aircraft. The flexible view of the reservations should help you quickly find available time on the right plane or to see what is available at a particular time.

Before you can make a reservation, you need to be approved by a club instructor. We will be importing pilot / plane checkout status before we switchover to the new system. Pilots will be able to enter some personal information but most of it will need to be updated via instructor checkouts and approvals. If you are not checked out on an airplane, then you will need to have an instructor included in your reservation

After making a reservation you will need to claim the reservation at the appropriate time by "dispatching" the plane. You will need to be at the aircraft to dispatch it so you can inspect the tach reading and enter it for the dispatch. You will only be charged for the time you are running the engine (or the club policy minimums). After your flight, you need to check the plane back in to close the reservation. At this point you will still be at the airplane and you will need to provide the closing tach entry. Once the reservation has been completed, your account will be charged and payment will be processed. Flight Circle allows you to view your account balance and charges at any time and also protects the club by allowing us to charge renters as they fly.

Club Policies - Flight Circle

by Charles Galles

Some of the clubs regulations flight policies are currently under review. Flight Circle does not have ways to implement some of the policies our club uses so we may change a few things or get creative about how to account for these policies.

- **Fuel reimbursement** - the system does not currently allow for fuel reimbursement based on a reimbursement rate. So if you enter your receipt for the gallons used and price paid, the system will incorrectly try to reimburse actual money spent. Instead we will continue to submit fuel receipts as per the current process (fuel@texinsflyingclub.org) and you will reimbursed later on
 - you will get charged the full rental rate right after you check the plane in
 - submit fuel receipt with the tail number, your name, email address to fuel@texinsflyingclub.org
 - during the month we will process the fuel receipt and reimburse you at the club rate
- **Scheduling Instructors** - adding an instructor to your reservation will make the reservation a training flight and will not charge taxes to you. However the instructor's time for instruction typically includes clock time before and after the dispatch/check-in operation. So instructors will continue to bill time using the old system.
- **Dispatching** - you must go to the airport and dispatch your reservation promptly, otherwise the club policy allows members to take an unused reservation. Reservations that are not dispatched or canceled will incur penalty charges and minimum use charges.
- **Check-in** - after returning to the airport you MUST note the tach time and check the plane back in. For now we will use both the paper log system we currently use and Flight Circle. If you forget to check the flight in you will probably receive a phone call from the next person to ask you to do that. We will be hammering this process home to all members. It is part of your responsibility in using the scheduling system to check the flight back in and it really causes problems if you don't.
- **Discrepancies** - if you arrive at a plane that has not been checked-in. Immediately call the previous pilot or whoever has the plane checked out. If the plane has been checked in but with the wrong tach time, note the discrepancy with a photo and send an email to scheduler@texinsflyingclub.org. This email box will be monitored by board members to resolve issues with scheduling. The scheduling system may get the wrong starting tach time if the previous pilot has not properly checked the plane in and you may get billed extra when you check the plane back in. So please be vigilant and make sure the plane is checked back in.
- **Access to Flight Circle** - Flight Circle uses a mobile aware website. You can bookmark the website on your mobile phone - you don't need to download any special app. Most everyone has a smartphone so we don't anticipate a problem with using the system. If your phone is dead or you don't have one, just use the computer at the FBO to check the plane out and to check it back in.

Aviation Medicine - from Safety Officer, Brian Relin

by Charles Galles

It's that time of year. You wake up with a sore throat or a cough and congestion, yet you are scheduled to fly today. What can you do? Well of course first and foremost you go through the IMSAFE checklist, but assuming you pass that what next? You have some congestion, what can you take for it? It seems like a simple enough question - there are plenty of remedies available over the counter without a prescription. But how long after taking one must you wait before you can fly?

Brian recounted a story where he was scheduled for a flight and went to get a prescription for congestion. After examining the medicine more closely and checking on it in a database he discovered he would have to wait 60 hours before flying. He went back in and talked to the pharmacist about the problem and together they found a medicine that would work for him, but it took a while and it took some research. Brian shared his story with the club along with tips for how to do your own research. Several members talked about similar situations in which they were prescribed or recommended to take medicines without a thorough check on whether they were FAA approved.

If you have a smartphone - you should visit <https://www.aviationmedicine.com/medication-database/> and bookmark it on your home page. This is a handy resource to have when deciding whether the medicine you are being prescribed is safe to take or if you need to ask your doctor or a pharmacist for an alternative. In some cases you could even be prescribed a medication that may cause the FAA to suspend your medical license until you have worked with your AME to document and get approval for the condition and the medication. Take a look at medications you have or would consider using and see if they are listed in the database. If you don't find a medication by its trade name try searching by the active ingredients (e.g. acetaminophen).

So don't take your physician's recommendation for granted - check out the medication. Ask your AME about the medication before you fill a prescription if you have any doubts. And above all remember if you are not feeling right - you can always wait and fly another day.



FLIGHTLINES

EVENT CALENDAR

Jan 8 - TFC board meeting - Location TKI FBO conference room - 6:30pm

Jan 11 - TFC Club meeting - Location TKI FBO conference room - 9:30am

MILESTONES

MEMBER	DATE	EVENT	INSTRUCTOR
Clint Miller	6/14/2019	Private	Bob Niedwiecki
Sam Combs	7/12/2019	Private	Bob Niedwiecki
Chris Dennis	7/17/2019	Instrument	Richard Klein
Kjetil Storaker	8/2/2019	1st Solo	Kurtis Sampson
Mike Faulkinbury	8/7/2019	Private	Dinu Catona
Bruse MacKenzie	8/16/2019	Commercial	Richard Klein
Carly Arnold	9/24/2019	Private	Hank Eilts
Yan Xiao	11/8/2019	Instrument	Dinu Catona
Shannon Warren	11/18/2019	1st Solo	Richard Klein
Scott Stafford	11/24/2019	Private	Bob Niedwiecki
Manolo Centeno	12/13/2019	Commercial	Bob Niedwiecki

TFC Fleet Maintenance

3NB - on-line: fixed alternator wire, DG replaced, vacuum replaced. AI repaired broken glass.

08J - AI problem fixed; aft exhaust loose; gear lights dim - dimmer switch repaired still needs work but visible in daytime; Running rough - replaced mag harness, cleared noise on radio.

35W - on-line: replaced a key; fixed yoke binding.

3QZ - on-line: replaced carb heat cable; prop governor cable fixed - engine gives full power again; ELT was missing - local flights only.

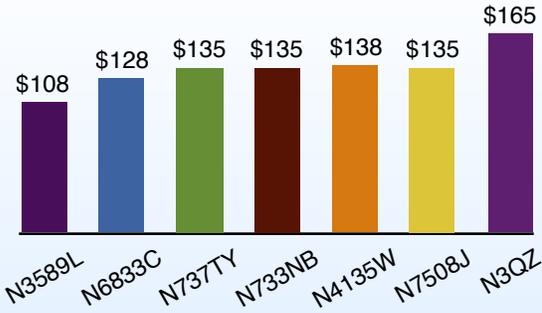
7TY - off-line - engine monitor dimmer switch must be turned all the way down in daytime to see it.

89L - on-line. transponder code fixed; landing light reported not working: note this is a two position switch taxi light and landing light.

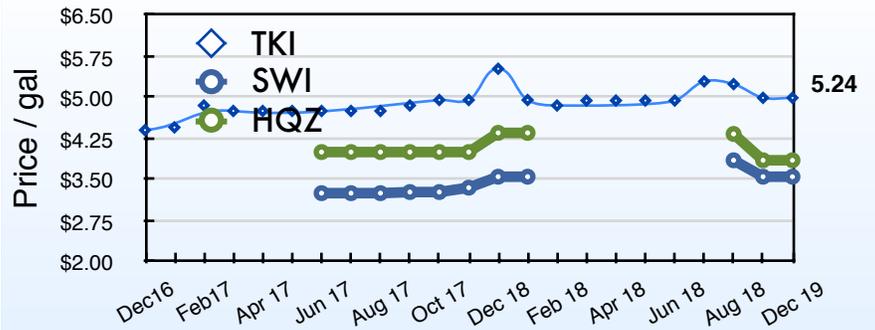
33C - off-line. installing shoulder harness; landing light replaced 3 times; tire tube was cut, possible under-inflation.

BY THE NUMBERS

Rental Rates - Dec 2019

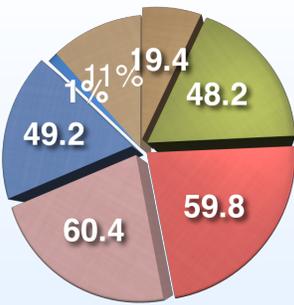


Fuel Price Trends

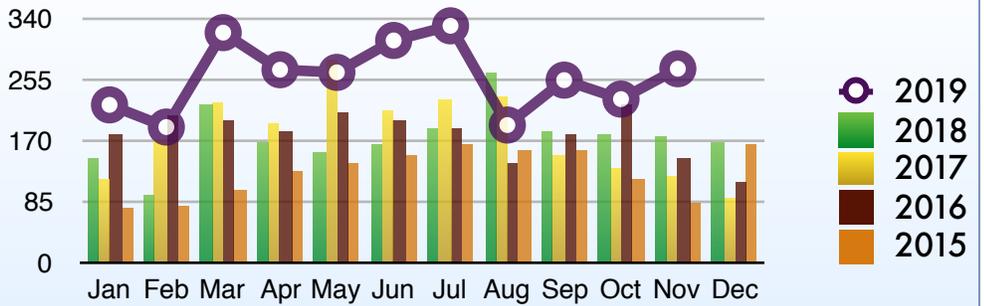


Nov Hours

- N3589L
- N6833C
- N737TY
- N733NB
- N4135W
- N7508J
- N3QZ

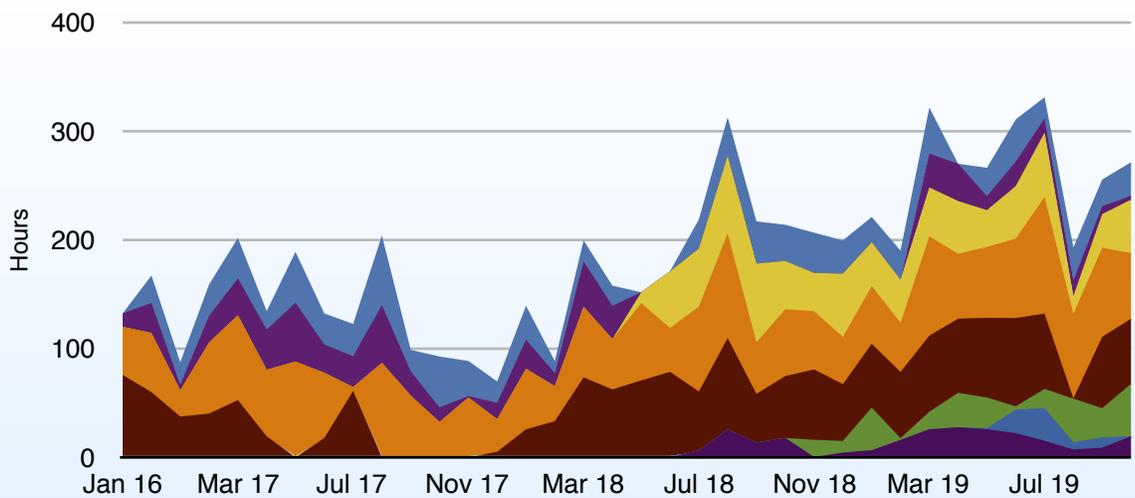


Fleet Flying Hours



Plane Usage Trends

- N3QZ
- N7508J
- N4135W
- N733NB
- N737TY
- N6833C
- N2323T
- N3589L



FLIGHTLINES

Texins Flying Club Board Meeting Updates

Operations Report

discussion about AI/DG replacements. Dual G5 quote is \$8390 includes 25 hours labor to blank out and remove vacuum. We could save by doing this at overhaul time or we can look at other avionics options. some options fit circular panel opening.

Chief Instructor & Ground School

no report

Safety Report

aviation medicine presentation

Treasurer

maintenance costs are decreasing; working on transition to flight circle billing; club has its own PO box and checking account now.

Cross-Country Maintenance

Helped a stuck key for 35W

Trainer maintenance/GPS updates

no report

Membership

no report.

Communications

no report.

At the December club meeting the following officers were elected:

President - Robert McLeod

Membership VP - Scott Kirkland

Controller (Special Projects) - Diego Lerner

Communications - Charles Galles

Cross Country Maintenance - Hank Eilts

Texins Flying Club Board of Directors

POSITION	OFFICER	PHONE	E-Mail
President	Robert McLeod	214-663-0754	robert@productionguys.com
Vice-President of Operations	Bill Moore	469-267-4895	moore1213@sbcglobal.net
Vice-President of Membership	Scott Kirkland	214-208-1000	skkirkland@yahoo.com
Chief Instructor			
Treasurer	Curtis Conrad	972-998-9898	cwconrad92@gmail.com
Controller	Diego Lerner	469-441-3563	lerner.diego@gmail.com
Communications	Charles Galles	469-222-8203	c.f.galles@ieee.org
Safety	Brian Relin	214-733-2001	brian.k.relin@gmail.com
X-Country Maintenance	Hank Eilts	972-517-8273	hank.eilts@verizon.net
Trainer Maintenance	James Ballard	972-271-9728	jamball41@gmail.com



... 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."

<http://www.texinsflyingclub.org>