TFC FLEET UPDATE

By Charles Galles

We are happy to say that 737TY is just about ready to rejoin the active fleet. The plane is in the final stages of paint and detailing and will require some break-in time for the newly rebuilt engine. We’ll try to post some photos for you soon.

As for the Arrow, it suffered damage on May 21 when the hangar door blew in. The plane is in the repair shop and the wing spar damage has been repaired. It still requires some additional wing repairs. Current estimates are for three to four weeks in the shop.

Our lockbox has changed to a combination lock. You will find the combination on the member page of the website after you log in. Note that you will only see the combination if your account is current and has the right permissions, let us know if you have any trouble finding it.

Let’s keep those planes flying and enjoy the summer!
If someone asked you about VFR minimums you’d remember the 3-152 mnemonic right? 3 miles visibility, 1000 feet above, 500 feet below, and 2000 feet horizontal distance from the clouds. But would you fly in that, kind of weather? Probably not. So what would you fly in? 3.5 miles visibility, 5.0 miles? Would your answer depend on why you were flying or how much you needed to get where you were going? At our club meeting this month we talked about the question “what are your personal minimums”? I had a pretty a good idea of my personal comfort level, but I didn’t have anything written down.

I recently took a course on aeronautical decision making as part of the Wings program. The course placed a heavy emphasis on developing a personal minimums worksheet. Through an objective evaluation of your comfort level and recent experience, you come up with a baseline of minimum criteria. Then you evaluate the specific conditions and adjust your baseline accordingly. Some interesting points that made me think a little bit were:

- Personal minimums are a safety buffer between skills required for a flight and skills available to you through training, experience, and proficiency.
- Having personal minimums gives you an objective list of criteria for deciding whether to make a flight or go with a backup plan.
- When you have external factors such as passengers or deadlines, it is easier to explain and stick to your decision if you have a set of written minimums.


The FAA has put together a handy worksheet to come up with your own personal minimums checklist. Although not an FAA requirement, this checklist can become an integral part of making your Go/No-Go decision before a flight. Take a few minutes to download the worksheet at [https://www.faasafety.gov/files/gslac/courses/content/38/472/6.2%20Personal%20Minimums%20Worksheet.pdf](https://www.faasafety.gov/files/gslac/courses/content/38/472/6.2%20Personal%20Minimums%20Worksheet.pdf) and fill out your own checklist.
FLIGHTLINES

JUNE GUEST SPEAKER - EILEEN DUC

By Charles Galles

Thank you to Eileen Duc for her presentation on geology from the air. During her presentation Eileen took us on a tour of the surprisingly diverse landforms around Texas, Oklahoma, and New Mexico.

Igneous - Granite

Enchanted Rock Natural Area near Fredericksburg is a good example of exposed igneous granite formations. Also El Capitan in the Guadalupe range near El Paso.

Diverging and Converging Tectonic Plates

Next time you are flying through Oklahoma the Arbuckle mountains and Ouachita mountains are examples of mountains formed through converging plates.

Karst

In the Texas hill country near Austin and San Antonio you can spot rivers carving holes in the soft limestone.

Coastal Barrier Islands

On the gulf coast of Texas near Corpus Christi massive storms have created Padre island, the world’s longest barrier island.

Caprock

Palo Duro canyon formed by a tributary of the Red River is a striking example of erosion and exposes many variations in colors of the sedimentary rocks.

If you have a chance to fly through any of these areas, take a look at the land below and see if you can name the formations.

July guest speaker - Gerhard Deffner, Designated Pilot Examiner

Apart from formal prerequisites, we will discuss the structure of the oral examination, and the flight itself. And – big surprise – find out that the examiner cannot ask for anything but what is specified in the PTS, and that the PTS also guides his conduct and decision making. There are clear criteria for the pass / fail decision, and what to do if things don’t go well.

Saturday July 13, 2013 9:30 a.m. at McKinney Performing Arts Center
## TFC Fleet Maintenance

**N6368K** On-line.
- 05/10/13 Cleaned and re-caulked rear window.
- 05/20/13 Fabricated a new part for the top cowling.
- 05/24/13 Overhauled nose strut.

**N7929U** On-line.
- 05/05/13 Right brake bleed valve tightened.
- 05/20/13 50 hour oil change.
- 05/30/13 New bleed valve for right brake ordered.

**N733NB** On-line
- 05/03/13 Carb heat cable adjusted. Oil changed.
- 05/09/13 New cowl nose fastener to bottom cowl.

**N7508J** Off-line - damaged in hangar during storm. Parts on order
- 05/06/13 AI removed for rebuild.
- 05/07/13 Parking brake master rebuilt.
- 05/10/13 Rebuilt AI installed.

**N737TY** Off-line - engine break-in and paint shop
- 05/07/13 Test flights completed.
- 05/10/13 Annual inspection completed.

## TFC Fleet Hours

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<th></th>
<th>2012</th>
<th>JAN</th>
<th>FEB</th>
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 Texins Flying Club rates are based on a “wet tach hour”, meaning fuel and oil costs are included and you pay for engine usage and not wall clock time.

**TFC AIRCRAFT RENTAL RATES**

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<th>TAIL NUMBER</th>
<th>MAKE/MODEL</th>
<th>HOURLY RATE</th>
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<td>N7929U</td>
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<td>N737TY</td>
<td>Cessna 172N Skyhawk</td>
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<td>Piper PA28R/180 Arrow</td>
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rates effective 06/01/2013 - 06/30/2013

**REGIONAL AVIATION EVENTS**

**Jul 6 — Dallas, TX.** Collin County Regional at McKinney (TKI). EAA Chapter 1246 1st Saturday Coffee and Donut Fly-In. We're having Free coffee and donuts for everyone on the first Saturday of every month at Chuck Roberts Hangar (#2520) in the McKinney Hangars Association area. Let's gather at 9:00 am. You don't have to be a member to attend. See you there! Contact T Marbach, 214-549-9563.

**Jul 11 — Dallas, TX.** EAA Chapter 1246 is having an excellent program July 11, 7:00pm, titled "recovering from an upset". Presenter is Richard Mandel, an aerobatic flight instructor. It promises to be a very good program. Collin College, McKinney Campus, 2200 W. University Drive, McKinney, TX.

FUEL REIMBURSEMENT

Offsite fuel purchases are currently reimbursed at $6.49/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.

Comparative Fuel Prices from Around DFW, Information current as of 06/25/2013

Our fuel prices at McKinney Airport have increased to $6.59/gallon. The hourly rates listed on page 6 became effective 06/01/2013. The average 100LL price in our 6-state region have increased at $6.23/gallon.

Check 100LL.com and/or AirNAV.com for current fuel prices when planning your next cross-country flight.
July Meeting: Gerhard Deffner, Designated Pilot Examiners and checkrides

Please join us on July 13, 2013 for our monthly membership meeting. Recent changes, fleet updates, and topics of interest to members will be discussed.

Gerhard Deffner will talk about checkrides and what to expect as you take yours. July 13, 2013 at 9:30 am at MPAC

Unless otherwise stated, the TFC meetings are held on the 2nd Saturday of the month at 9:30AM at the following location.

McKinney Performing Arts Center
111 North Tennessee Street
McKinney TX 75069
1st Floor, Encore Conference Room
Want a Free Month’s Dues?

For those of you unaware, the FAA has a pilot proficiency program (called WINGS) 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. Three knowledge credits taken either online or in a classroom, and flight credits, in a plane with your CFI. Completion of WINGS courses not only counts as an FAA Flight Review, but also counts as a TFC Annual Review along with the discount on dues for the month following completion.

For more information, go to: 
http://faasafety.gov/WINGS/pub/learn_more.aspx
Texins Flying Club Board Meeting Updates

N737TY

737TY has flown again. The plane is headed to the paint shop. The paint and striping should be completed in early July.

Cross-Country / Trainer Maintenance

Brian has cleaned the airplanes again. 737TY will have its Garmin subscription turned on again in June.

Accounting System

The board is actively working to address outstanding account balances. Members are strongly encouraged to provide a credit card. On July 1 the lockbox will be fitted with a combination lock. Only members with current credit cards on file will receive the combination. Members can maintain a positive balance can to avoid credit card charges.

Comptroller

Anton has created a spreadsheet to help analyze options for maximizing our fleet utilization.

Aircraft records

The board has decided to include a quick reference page in the tach log to simplify lookup of key events in the airplane records. The latest 100 hour, annual, registration and other events will be listed and updated each month.

Texins Flying Club Board of Directors

<table>
<thead>
<tr>
<th>POSITION</th>
<th>OFFICER</th>
<th>PHONE</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Calvin Coffey</td>
<td>972-547-6711</td>
<td><a href="mailto:calvin.coffey@sbcglobal.net">calvin.coffey@sbcglobal.net</a></td>
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<td>Vice-President of Operations</td>
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<td><a href="mailto:jhcarvajal@aol.com">jhcarvajal@aol.com</a></td>
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<td><a href="mailto:robert@productionguys.com">robert@productionguys.com</a></td>
</tr>
<tr>
<td>Chief Instructor</td>
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<td><a href="mailto:rsklein33@verizon.net">rsklein33@verizon.net</a></td>
</tr>
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<td>Treasurer</td>
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<td><a href="mailto:cwconrad92@gmail.com">cwconrad92@gmail.com</a></td>
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<tr>
<td>Comptroller</td>
<td>Anton Quiroz</td>
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<td><a href="mailto:karentrapp@gmail.com">karentrapp@gmail.com</a></td>
</tr>
<tr>
<td>Communications</td>
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<td><a href="mailto:c.f.galles@ieee.org">c.f.galles@ieee.org</a></td>
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<tr>
<td>Safety</td>
<td>Dick Stephens</td>
<td>972-270-1769</td>
<td><a href="mailto:dick@stephens-family.net">dick@stephens-family.net</a></td>
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<tr>
<td>X-Country Maintenance</td>
<td>Brian Relin</td>
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<tr>
<td>Trainer Maintenance</td>
<td>James Ballard</td>
<td>972-271-9728</td>
<td><a href="mailto:jamball41@gmail.com">jamball41@gmail.com</a></td>
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TEXINS FLYING CLUB
PO BOX 831311
Richardson, TX 75083-1311

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.”

http://www.texinsflyingclub.org