

# North Texas Flying Club

Member Newsletter

September 2011



Addison Air Show 2011 - Jim Wilson Photography

**September Meeting**

**NORTH TEXAS**



Saturday September 17, 2011  
9:00 am - 10:00 am

At Collin County Regional Airport  
Cutter Aviation  
Upstairs Conference Room

**NTxFC Board**

**[NTxFC.com](http://NTxFC.com)**

President

[Gary Ackerman](#)

Treasurer

[Janne Ackerman](#)

VP/Chief Flight Instructor

[Bruce Miller](#)

Vice President

[Alba Dorsch](#)

Membership

[Gene Lee](#)

Social

[David Williford](#)

Web Masters

**Member News**

Congratulations

**Mark Mishler**

New Private Pilot

Completing his checkride on August 20, 2011  
under the direction of CFI Hank Eilts.

**Education**

**A Note From CFI Dick Stephens**

After a very pleasant and successful, fairly long cross country that ends in a perfect touch down and the beginning to slow to taxi speed. All of the sudden all H\_ \_ \_ breaks lose. Loss of directional control and off the runway into the grass!! Fortunately no runway lights were hit and the transition pavement to grass was smooth. This is excitement none of us need. See the following.



[Paul Petro](#)  
[Jeremy Whittington](#)

Bookkeeper  
[Deanna Paske](#)

**Address for Fuel Receipts**

NTxFC  
Deanna Paske  
8109 Blacktail Trail  
McKinney TX 75070



Dick Stephens

Brake Failure

If the brake on one side fails, directional control will be very difficult. When you land and apply brakes the plane will veer to the side with the goods brakes. If this occurs handle it as if you have lost all brakes. Do not try to use the functioning brake until you are at a very slow speed. Let the speed diminish without brakes. Use nose wheel steering (part of the rudder system) and rudder to turn the plane. Be careful not to apply brakes. This will result in a large turn radius. If you need to turn a tight 90 degrees to the failed side, make a 270 degree turn to the opposite direction.

You can apply full rudder to the failed side and add power for rudder effect and carefully brake on the good side to control speed. You may find this a little tricky. Be careful. Another option would be to shut the plane down and tow it.

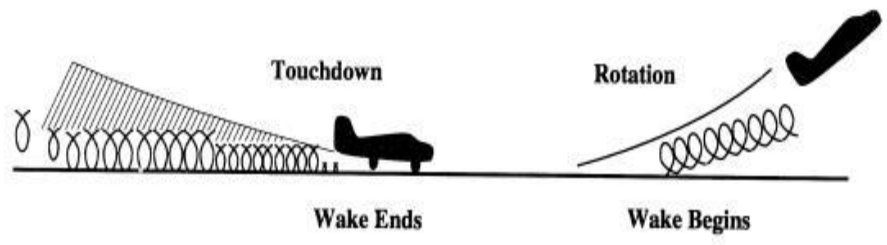
Dick Stephens



**Wake Turbulence and Visual Separation - VFR Aircraft in the Tower Pattern**

Background: For years controllers have small cautioned aircraft in the pattern following a small+ or large aircraft about wake turbulence and left the separation up to the pilot of how close to fall in behind the departing traffic, but apparently this application was incorrect. Pilots are responsible for "see and avoid" but controllers are responsible for wake turbulence separation.

With that said, FAA order 7110.65, "Air Traffic Control", para. 3-9-7 states in part: Successive touch-and-go and stop-and-go operations are conducted with a small aircraft following another small aircraft weighing more than 12,500 lbs. or a large aircraft in the pattern, or a small aircraft weighing more than 12,500 lbs. or a large aircraft departing the same runway, provided the pilot of the small aircraft is maintaining visual separation/spacing behind the preceding large aircraft.



What this means is we, as controllers, are to point out the aircraft that is causing the wake turbulence, you, as the pilot, are to report that aircraft in sight, then we, as the controller, instruct you to maintain visual separation from that aircraft, and then you give us a Roger (with the call sign). This takes the wake turbulence separation responsibility off of the controller and onto the pilot.

**EXAMPLE:**

**Controller** ACID traffic CRJ2 departing runway 35

**Pilot:** ACID in sight (you must use your callsign when reporting in sight)

**Controller:** ACID maintain visual separation, caution wake turbulence CRJ2 departing runway 35, runway 35 cleared touch and go.

**Pilot:** ACID roger



**Advance Weather For Pilots**

CRN: 70374

**Dates: Oct 6 - Oct 27 2011**

Thursday, 7-9:15 pm .

Instructor: Wayne Fink

A refresher course for pilots of all levels. A review of weather information that is taught for FAA license requirements. Special

Hours: 9

Fee: \$59

This course will be held at CYC (Courtyard Center), 4800 Preston Park Blvd, Plano 75093

**To register call 972-985-3711**

*Textbooks/materials will be available at the CYC Bookstore just prior to the start of class 972-985-3710*

Weather factors specific to Texas will be covered as well as new weather terminology that is not yet included in aviation text books. Subjects will include weather factors, weather hazards, printed weather reports and forecasts, graphic weather reports and forecasts, weather sources available on the Internet, and weather case studies. Participation in this seminar meets the requirements for the ground portion of the FAA Proficient Pilot (Wings) award.



## **Fly the Redbird Flight Simulator**

### **Carrollton, Texas**

If you haven't already, visit Aviation Training and Resource Center (ATRC) and practice flying in the Redbird FMX. It has panel setups that support 4 aircraft configurations:

Cessna 172 with 6-pack instruments  
Cessna 172 with G1000 instruments  
Cirrus SR-22 with Avidyne instruments  
B-58 Baron with 6-pack instruments.  
2550 East Trinity Road, Suite 126  
Carrollton TX

[ATRC Website](#)

**Mark Your Calendars**



## **1940's USA-Style Hangar Dance**

**October 1st, 2011**

[Greatest Generation Aircraft](#) will be hosting a 1940s USO-Style Hangar Dance on Sat, Oct 1 at [Cavanaugh's Flight Museum](#). Proceeds will go toward the restoration of a WWII CG-4A Waco Glider & a Vietnam-era A26K. So you can step back in time, have fun and help keep 'em flying!!!

Tickets (includes swing dance lessons by [Studio 22](#) from 6:30 -7:15 pm, dance, food, band, costume & dance contest):

GGA Members: \$40 donation\*

Non-Members: \$45 donation\*

At the Door: \$50 donation\*

O'Club Tables: \$1,000 donation\* per seat, \$9,500 per table of 10 (O'Club Seats/Tables include a B-25\*\* & DC-3 ride the night of the event, 2 drink tickets, 2 raffle tickets, as well as admission to dance, food, band, costume/dance contest, etc.

We also are looking for sponsors, so if you're a business owner interested in one of our various Hangar Dance Sponsor levels or an individual wanting to purchase tickets, contact Dana at 817-659-9249 or email

[greatestgeneration@yahoo.com](mailto:greatestgeneration@yahoo.com). We also have a block of rooms at the [Intercontinental Hotel](#) in Addison and transportation to and from the dance will be provided!!!

\*Tax Deductible \*\*B-25 rides available all day until sunset

### **We have new Women's Shirts**

Our new ladies' sport shirts feature advanced double-poly mesh construction that's engineered to wick moisture away and provide superior breathability.



XS - XL: \$33.00  
2XL - 4XL: \$36.70



- 3.5-ounce, 100% polyester double mesh
- Gently contoured silhouette
- Double-needle arm seams, shoulders and hem
- Taped neck
- Self-fabric Johnny collar

## We Want Your Photos

This month's photo is a compliment of Jim Wilson. The picture was taken while at the Addison Air show on July 3rd, 2011



If you've been paying attention, you know that the picture we use as a header for our monthly newsletter is always different. So we are asking the membership for photo submissions.

All of us have great pictures that we've taken from the air. Email us your favorites with a short description and we'll publish a different one every month.

Email your photos to:

[Alba Dorsch](mailto:Alba.Dorsch)

## NTxFC Shirts

The new NTxFC shirts, with the new logo, are now available for purchase. Prices are plus tax and S&H. To purchase, contact **Janne Ackerman**.



Men's LS Twill - Navy



Ladies' LS Twill - Stone

**Long Sleeve Twill Shirts**

55/45 cotton/poly twill with stain release

Horn-style buttons

Extra stitching for strength at seams and buttons

Flat-felled seam finishing

Full back yoke and back pleat

Men's style has left chest pocket and button-down collar  
Ladies' style has spread collar and no pocket

**Men's (Navy, Stone)**

S-XL - \$35.00

2XL - \$39.95

3XL - \$43.50

**Ladies' (Navy, Stone)**

S-XL - \$34.50

2XL - \$38.65

3XL - \$41.29



Men's Polo Shirt - Navy

**Men's Polo Shirt (Navy, White)**

6.5 oz., 100% preshrunk, soft combed ringspun cotton pique  
Contrasting tipped welt collar and cuffs.  
Three-button placket with woodtone buttons.  
Double-needle stitched.

S-XL - \$25.00

2XL - \$28.00



Ladies' Sport Shirt - White

**Ladies' Sport Shirt (Navy, White)**

Shirts feature advanced double-poly mesh construction that's engineered to wick moisture away and provide superior breathability

3.5-ounce, 100% polyester double mesh

Gently contoured silhouette

Double-needle arm seams, shoulders and hem

Taped neck

Self-fabric Johnny collar

S-XL - \$33.00

2XL - \$36.70



Ladies Sport Shirt - Navy



**Hats**

Colors: White, Khaki, Navy, Black

Constructed (high crown): **\$4.50** (Regular \$7.50)

Unconstructed (low-crown): **\$4.50** (Regular \$7.50)

*Images are for illustration purposes only. Logo placement and size may vary based on shirt size. Prices subject to change without notice.*

We hope you've enjoyed our newsletter. If you have aviation related news or stories you'd like to share with the membership and wish to submit them for publishing consideration, email them to [Alba Dorsch](#). Submission deadline for the August newsletter is September 24th.

