



FLIGHTLINES

Newsletter of the Texins Flying Club

March 2005

CLUB CALENDAR OF EVENTS

9 March (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

12 March (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room

15 March (Tuesday): Registration for Private Pilot Ground School, 6:30PM, TKI Conference Room..

17 March (Thursday): Classes start for Private Pilot Ground School, 6:30PM, TKI Conference Room..

6 April (Wednesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

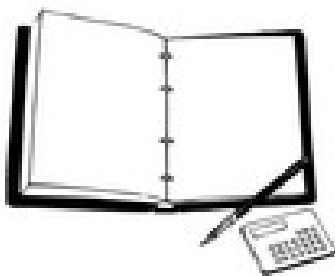
9 April (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room

Welcome New Members!!

Ryan Goff

Spring Private Pilot Ground School Starting!

Soon TFC's semi-annual Private Pilot Ground School will be starting up! Registration and classes will be held in a conference room at the Collin County Regional (formerly McKinney Municipal) Airport on Tuesday and Thursday evenings. Registration is at 6:30PM Tuesday, March 15th and classes start on Thursday, March 17th and run through Tuesday, May 17th. A flyer with all of the details can be found at:



http://www.texins.org/flyingclub/PVTPFLYER_S05.pdf

We need your help in getting the word out to anyone interested in taking this class. If you know of someone

that has shown an interest in your flying stories, drop a copy by their desk! If you have a friend that has always wanted to learn to fly, get a copy to them!

For those members that are not TI or Raytheon employees, please consider providing a copy of the flyer to your company's communications department or post a copy on your lunch room bulletin board. Post a copy on outside of your office door or wall. This year there will also be table-tents available for printing and distributing to tables in your break area and cafeteria. More on that in the coming weeks.

New members are every organization's lifeblood, and our primary source of new members is our semi-annual ground school class. Please help the club out by spreading the word! Thanks!

Cleared To Land... In Bangalore, India! By Bret Stewart

I'm writing this article from my hotel room in Bangalore, India. This morning was a first for me: I flew a 1980 Cessna 172 in the area of the Hosur Airfield and then on to Bangalore, landing at Bangalore International Airport; the first time that I've flown an aircraft outside of the United States! But, let me start at the beginning...

About a month ago, I made arrangements for a business trip to the TI facility in Bangalore, India. After my travel dates had been decided, visa issued, airline tickets purchased, and hotel, car & driver reservations made, I began to think about what activities I might find for the weekend in Bangalore that split my trip. I began wondering if it might be possible to find an airport with an FBO that had a C-150, C172, or a Piper Arrow for rent.

I reckoned that the best place to start asking questions was with the kind folks at the Aircraft Owners and Pilots Association (AOPA) (www.aopa.org). (If you don't already belong to the AOPA, I highly recommend it. This is a great place for information on aviation medical, legal, purchase, lease, and other information.) A quick call to their 1-800 number gave me an e-mail address. A short note with my request bounced back and after further discussions with the AOPA I was given the contact information of Dr. Ram Pattisapu. Dr. Pattisapu is President of IndUSAviation, Inc, which is based both in Dallas and in Bangalore, India and had just returned to Dallas from India. Dr. Pattisapu, in turn, put me in e-mail contact with Mr Kiran Kota, Managing Director,

India operations, IndUSAviation, and with both Captain M. K. Agarwala and Mr. Haridasan PP.

Capt. Agarwala is the General Manager of Operations (and charter pilot, and CFI) for Jupiter Aviation Limited, in Bangalore. Mr. Haridasan is the Administrative Manager for Jupiter. Upon my arrival in Bangalore, I made e-mail and then phone contact with Mr. Haridasan and we aligned on some possible times to fly their C-172 on Saturday or Sunday.

My next challenge was to secure the funds that I would need in order to charter their aircraft. I had brought some US currency with me and also had obtained some India Rupees in the DFW airport, but not enough to cover the expense of the flight. So, after consulting with my colleagues at TI, we decided that the best thing to do would be to visit the AmEx office to obtain cash. We did that over lunch on Friday. The cost of the flight was about twice what we pay at the club with an instructor (but well worth it to fly in a different country, and make new friends!). This included aircraft, fuel, charter pilot, and airport charges. Hosur Airfield is a private airfield, so all operations incur a charge for use of the airfield.

Our original plan was to fly on Saturday afternoon. However, based on last minute schedules, that changed. So, we agreed to meet at the Marathahalli at 0900 Sunday morning.

During the later part of the week, I had been trying to arrange to take a couple of my colleagues with me on the flight. On a visit to Dallas by one of these engineers, I had flown us to Lake Murray for dinner one evening (see article in previous newsletter). But our schedules did not align, leaving me with two empty back seats. I had another plan...

Sunday morning rolled around and my driver, Shankar, came to pick me up. I asked Shankar (who had picked me up at the airport upon my arrival at Bangalore, and had been driving me between the hotel and the TI facility, and anywhere else that I needed to go) if he had ever flown before (he had not) and if he would like to fly with me that morning (he would!). So it was set: Shankar drives me around and I fly him around! (I'm not sure which requires more skill, as I know that I would definitely NOT want to drive myself around Bangalore!)

We met Captain Agarwala and Mr. Haridasan at our agreed upon location and all hopped into our car for the hour-long drive to Hosur and the Hosur Airfield. I visited with Capt. Agarwala and understand that earlier in life he was a pilot in the Indian Air Force and now is in the charter business. One of his sons is an engineer locally for a U.S. high tech firm and also an aspiring young pilot, having just started his private pilot flight training. I presented the Captain with my license, medical, and a photocopy of the last page of my logbook. This was really not necessary, as I was basically chartering the flight, and Capt. Agarwala would be officially PIC due to Indian flight regulations. Because of the proximity to Bangalore International Airport, Air Defense

requirements, and the general Indian flight regulations (which are modeled after the British and were actually written prior to India's independence), we would have to file and fly a flight plan, even for touch-and-go's at the Hosur Airfield.

Jupiter Aviation has two aircraft. The first is a 1980 Cessna 172. It is your standard 172 with dual nav/coms. The second is a P68C, which is a twin engine aircraft. Also on the field, was Dr. Pattisapu's Thorp T 211, which are actually manufactured at Hosur Airfield. The Thorp T 211 is very similar to a Cherokee 120, I am told. I was given a short tour through the hangar, where I saw several Thorps in various stages of production, as well as several jets undergoing maintenance.

We would be flying the C-172, tail number VT-TAG. U.S. aircraft are identified by having an "N" as the first character of the tail number. Indian registered aircraft have a "VT" as the first characters. I had brought along my own headset, lapboard, and checklist, and conducted a preflight of the aircraft. Capt. Agarwala performed the fuel sumping and oil checks as I watched. The aircraft had been fueled from what looked like about 10 gallon drums of aviation fuel. Later in Bangalore, a fuel truck pulled alongside to refuel. We did not have full tanks, only about half tanks of fuel, probably because the flight was fairly local, and also density altitude was more of a factor than in Dallas normally. Bangalore and Hosur sit on a plateau at about 3000 ft above sea-level and the temperature was around 85 degrees F.



The runway at the Hosur Airfield is 4000 ft long and about 75 ft wide, elevation 3050 MSL and is oriented in the 09/27 direction. The runway at Bangalore International is 10,000 ft long and about 200 ft wide, elevation 2915 MSL and also oriented 09/27 (the same runway that my Lufthansa flight had landed on). Winds were from the east-southeast at about 10 knots. Capt. Agarwala said that most airports have something similar to a FSS for getting weather information.

After pre-flighting the aircraft and waiting for our flight plan window to open up, we loaded the plane with myself, Capt. Agarwala, and my friendly driver Shankar in the back. We conducted the engine run-up and lined up for take-off. The first thing that I noticed was the slow

acceleration and slow climb. It immediately dawned on me that I have been flying in a much cooler environment and taking off from a much lower altitude...this was a density altitude issue. Capt. Agarwala also pointed out that I need to retract the 10 degrees of flaps which we used for take-off.

The scenery was in many ways the same, but also different from flying in north Texas. Farm land, industrial areas, factories, towns, and mountains in the distance could all be seen. But looking out the window, you would have immediately known that you were not flying over north Texas, and I can't really describe why. It was great!

We flew around for a few while to get used to the aircraft and get a chance to see some of the area. Our passenger in the back was doing great and having a wonderful time seeing his country from the air for the first time! We entered the pattern and set up for a couple of touch and go's. The third landing was a full stop and we taxied to the run-up area and shut down. We let Shankar out and boarded Mr. Haridasan, for the flight to Bangalore International. Shankar would drive the car and meet us in Bangalore.



We took back off and flew a few more touch and go's, one with a left pattern instead of the right patterns that we had been flying, before we were cleared to proceed to Bangalore International. We intercepted the 342 radial of the BBG VOR and flew the airway northwest straight to the right downwind for runway 09. As we turned onto final, Capt. Agarwala pointed out the TI buildings to my left from the air. We landed and back-taxied to clear the runway and taxied to the general aviation ramp. A Singapore airlines freight flight had landed a few minutes before us (we heard the clearances on the radio) and there was an airliner holding short as we made our approach and landing. We pulled up to the ramp and shut down...what an experience!!!

We spent a few minutes taking care of business and looking over charts of southern India and where we had flown. Jepp charts are generally what is used in India for aviation. Shankar arrived to pick me up shortly thereafter. Mr. Haridasan asked me to sign a guestbook

that they keep in the aircraft. The signature before mine was none-other than Lyn Freeman! For those of you who have not heard of Lyn Freeman, he is the slightly crazy (no offense intended) editor of Plane & Pilot magazine (www.planeandpilotmag.com). There had been an airshow in the Bangalore area about two weeks earlier and Lyn had been over and had done an photo shoot with Jupiter Aviation.

We said our goodbyes and Shankar drove me back to my hotel. My plans for the rest of the day were to write this article about my first GA flight in India! Shankar said that his plans were to go home and tell his family and friends about his first flight ever!

If you happen to travel to Bangalore and wish to do a little flying, Jupiter Aviation would be happy to work out the arrangements with you. Contact information is:

Captain M.K. Agarwala – mk.agarwala@bplmail.com or jupav@bplmail.com
Mr. Haridasan PP – haridasan.pp@bplmail.com
Dr. Ram Pattisapu – ram@indusav.com
Mr. Kiran Kota – ravi@indusav.com

If you will be in a different part of India, you can speak with the AOPA or join the Yahoo Group on IndUSAviation at (<http://groups.yahoo.com/group/IndUSAviation/>) to get some answers and contacts.

I wonder if I can business-expense this??!!

The Mag's Are Always Hot!

By Bill Moore & Keith Gutierrez

You're not going to believe this but...

...it was a cold morning on the TKI north ramp – no frost - but definitely a morning when you wished the contractors would make the taxiway dirt piles a bit higher to improve the wind-breaking capabilities. Into this morning stepped an eager student pilot and his intrepid instructor. Seeing that it was a tad chilly, our instructor decided to illustrate the proper method to pull a prop through to limber up the oil. Although there is some controversy about the need to do this, our instructor decided this would be a good time to demonstrate the safe way to perform this task, especially if the student decided to fly to North Dakota during the winter.

The instructor verified the ignition keys were in his pocket. The mixture was confirmed to be in the idle/cutoff position and the throttle was in the idle position. So far, so good. What happened next, surprised everyone.

As he pulled the prop through its first turn, the engine suddenly fired and started running. With his eyes as big as the tower's rotating beacon, our instructor jumped out of the way and the engine soon stopped. Now this was a

big surprise. All safety procedures had been observed. Closed throttle, keys out of ignition, standing to turn the prop as though the engine was hot, (which it was), and everyone clear of the propeller. How could this have happened? What can we learn from this incident?

- a. Same as USA
- b. Opposite USA
- c. Neither; only they only use jet engines

When an engine stops it is usually on the compression stroke with gasoline in the cylinder waiting for fire from the Magneto. As soon as the prop is turned and a spark from the magneto reaches the cylinder you have ignition and away it goes. So, how do you keep the spark from getting to the cylinder? Ah, good question grasshopper.

Since the magnetos are purely mechanical, they do not depend on or need the aircraft's electrical system to create a spark. Instead they use simple magnets, coils and contacts to create impulses. These impulses create the spark in the cylinder. To keep the impulse away from the cylinder, the ignition switch is used to ground the magneto's output. If the ignition switch fails for any reason, the magneto's output will go to the engine and if the prop is turned, and there is fuel vapor in the cylinder, the engine will fire. Therefore, when the ignition switch is placed into the OFF position, both sets of spark plugs are grounded.

But the switch was in the OFF position so there must have been another problem. After investigating the Cessna 150, it was found that the ignition key was removable in TWO positions: OFF and L position. Apparently, the switch had been worn enough to allow the key to be removed at the L position. Obviously, this switch has been replaced.

As a Safety matter, it is important that you should look at the position of the ignition switch before inspecting the aircraft or moving the propeller for any reason. A good ignition switch will not allow the key to be removed unless the switch is in the Off position. With as much use as our switches receive, they will have a tendency to wear faster. If you have any doubt about the "off" position of the ignition switch, or if you discover the switch can be removed in any other position except off, notify an instructor and/or any maintenance officer immediately.

Play it Safe at all times. Treat the engine as "Hot" at all times and I don't mean sexy Hot. Be defensive. Know your enemy.

The aircraft in which most of us learned to fly have propellers which turn clockwise as viewed from the cockpit.



Knowledge Test

Which direction do the propellers turn in Europe?



Aviation Safety Education Seminar

The FAA will be holding an Aviation Safety Education Seminar on "Temporary Flight Restrictions (TFRs) / Sport Pilot & Flight Medicals" on Saturday, March 12, 1000, at the Henley Flight Academy, 15841 Addison Road, Addison, TX.

To view further details and to register for this event, click here:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=4779

Big Name Performers!

By Hal Ticknor

We have the great fortune this year of having all 3 major North American flying teams performing in the area. Fort Worth to be exact. First up is the United States Navy Blue Angels in their only Texas appearance this year. They will be the featured attraction at the Carswell JRB/NAS open house April 2 & 3. This is a FREE event and usually has large crowds so plan to arrive early. The Blues will probably start their act around 3:00 PM with a demonstration by "Fat Albert", their C130 transport.

Next up is not until this fall, Sept. 24 & 25 to be exact. This is the 17th annual Fort Worth International Airshow at Alliance Airport. Both the United States Air Force Thunderbirds and the Canadian Air Force Snowbirds will be performing. It is a rarity to see two major teams at the same airshow. This is the only appearance in Texas this year of both of these teams as well. The Snowbirds fly nine aircraft and are spectacular to watch. They don't make it to this area very often either. You will need a ticket for this airshow which is \$18.00 at the gate. Advance tickets can be bought for \$13.00. Check their website at www.allianceairshow.com for more details.

Speaking of Time Out...

Common FAA Actions

Action	Suspension/Fine
1. Class B incursion	90 days
2. Altitude deviation	90 days
3. Taxied without clearance	90 days
4. Expired medical	180 days
5. Landing at towered airport when visibility went below 3 mi.	180 days
6. Landing or taking off from closed runway	60 days
7. Hand-propping without qualified person at controls	90 days
8. Carrying passengers without 90 day/night currency	120 days
9. Failure to produce pilots log/certificate, upon request	30 days
10. Failure to comply with airworthiness directives	180 days
11. CFIs exceeding flight time limitations	90 days
12. Failure to make owner maintenance entry	\$550 fine and/or 60 days
13. Failure to close flight plan	Up to \$500 fine

- From the EAA Chapter 1236 in their Jan 2005 newsletter with credit given to the AOPA

2005 Aviation Events

Calendar

Mar 10-12, 16th Annual International Women in Aviation Conference, Adam's Mark Hotel, Dallas, TX, 937-839-4647, <http://www.wia.org>

Mar 12-13, Wings Over the Valley Air Fiesta 2005, Brownsville International Airport, Brownsville, TX, 956-542-4387.

April 2-3, Air Show, NAS JRB Fort Worth, TX, 817-782-7744.

April 2-3, 2005 Slidell, LA Open House/Air Show, Slidell, LA (ASD), 985-641-7590, bdunbar@cityofslidell.org

April 9-10, South Texas Shootout, NAS Corpus Christi, TX, 361-961-4960.

April 16, Fiesta, San Antonio, TX.

April 23-24, Lone Star Flight Museum Spirit of Flight Airshow, Scholes International, Galveston, TX, 409-740-7722.

April 23-24, EAA Chapter 614 Spring Fly-in, Pineville, LA (2L0), rivierja@cox.net

April 27-30, AEA's 49th Annual Trade Show, Gaylord Texan Resort & Convention Center, Grapevine, TX, 817-373-6565, tracy@aea.net

May 6-8, Central Texas Airshow, Temple, TX, 512-869-1759

May 7, Hangar Dance, Scholes International, Galveston, TX, 409-740-7722.

May 7, EAA Chapter 912 Fly-In, Vidalia, LA, Concordia Parish (0R4), rivierja@cox.net

May 13-15, EAA Southwest Regional Fly-In/The Texas Fly-In, Hondo Municipal Airport, Hondo, TX, 830-997-8802, <http://www.swrfi.org>

May 14, Air Amistad 2005, Laughlin AFB, TX, 830-298-5490.

May 14, EAA Chapter 244 Fly-In, New Roads, LA, False River Air Park (HZR), rivierja@cox.net

May 14-15, Barksdale AFB Airshow, Barksdale AFB, LA, 318-456-5522

May 17-19, 14th Annual International Air Cargo Conference & Exhibit, Houston, TX, 321-783-0088

May 21, Denton Air Fair, Denton, TX.

May 21, Dyess AFT Open House, Dyess AFB, TX, 325-696-7470.

June 17-19, Aerospace America International Airshow, Oklahoma City, OK, 405-685-9546.

June 17-19, AIRFEST 2005 Airshow, Fayetteville, AR, 478-521-4947, www.arkairmuseum.org

June 25-26, EAA Chapter 541 Fly-In, Jennings, LA, (3R7), rivierja@cox.net

July 2, Star Spangled Salute, Tinker AFB, OK, 405-734-5328.

Sept 10, EAA Chapter 836 Fly-In, Monroe, LA, (MLU), rivierja@cox.net

Sept 24-25, Fort Worth International Airshow, Fort Worth, TX, 817-551-1967.

Oct 1-2, Bayfest, Corpus Cristi, TX.

Oct 1-2, FINA-CAF Airsho 2005, Midland, TX, 432-563-1000.

Oct 8-9, Amigo Airsho, Inc, El Paso, TX, 915-562-6446.

Oct 8-9, Wings Over Houston, Houston, TX, 281-579-1942.

Oct 15-16, TCU Ft Worth Airshow, Ft Worth, TX

Nov 13, Lone Star Flight Museum Fly-Day, Galveston, TX

Nov 15-17, NBAA 58th Annual Meeting and Convention, New Orleans, LA, 202-783-9000, nbaa.org

Highlights from February Member meeting – 02/12/05

Between coffee and donuts at 0830 and the meeting/program at 0930, we had 21 members participate! Discussion on FAA Safety Seminars in the local area. Notice of new helicopter training area NW of the Texas Motor Speedway. Discussion on Texins cost reporting requirements. TSA safety improvements coming to TKI. Signage, 24 hour security presence on airport, video monitoring. TSA training is now required for all instructors and board members. This training was discussed. 2005 capital discussion. Ground school discussion. Maintenance report. Communications report. Fuel price discussions and options discussed. Membership at 128 and topped out due to non-affiliate limit. Affiliated companies discussion. Need contacts within several of these companies. Safety discussion on props and hot magnetos.

Finished up the meeting with a video program from Rod Machado on Defensive Flying.

Highlights from February Board Meeting -- 02/09/05

Meeting called to order at 1833 by President Roger Nordmeyer. Attending were: Fred Carvajal, Don Essenpreis, Art Jones, Bill Moore, Roger Nordmeyer, Phil Rains, Dick Stephens, Bret Stewart, Rick Still, and member Keith Gutierrez

President – Keycard access to airfield will be forthcoming as part of upgraded airport security. Working with Texins on updating aircraft valuations for county tax purposes.

Chief Instructor – Getting ready for annual on 6368K. Getting ready for installing new flooring on most aircraft.

Training – Flyers for Spring Ground School are out. Web-site updated with TSA requirements and link to AOPA. Spoke with Bob Niedwiecki regarding IFR ground school. Need to get TV, VCR, and DVD player checked out prior to VFR ground school.

Operations/Maintenance – Maintenance report for January 2005 (see January Newsletter). The fleet flew 91.2 hours in January and 26 hours so far for February.

Communications – February newsletter posted. Ground school flyers delivered to Texins for distribution; blurb sent to Texins for monthly publication and also sent to TI for Infolink inclusion; note in newsletter and note to members; need to get Table Tent file created and sent to membership. Need newsletter article contributions!

Membership – Several inquiries from affiliates on ground school. We currently have 128 members and 25% are from non-affiliate companies, the maximum percentage allowed. Will begin a waiting list as needed. Will not discourage non-affiliates from ground school. Discussed ways of increasing affiliate membership.

XC Maintenance – Working on autopilot quotes. Motion made and passed for selection of shop for installation of whatever autopilot is installed. Art to with shop overall budget (autopilot, lower panels, etc).

Controller – Working on transfer of duties.

Safety – Everyone safe. Runway safety action team meeting on 3/16.

Meeting adjourned at 2020.

TFC Fleet Maintenance Feb '05

6268K On-line

02/06/05 Spare radio installed while transceiver goes to the shop.

02/07/05 Off-line for annual inspection and 500 hr magneto check. Ignition switch replaced.

02/07/05 Display in Nav-Com replaced and installed in A/C.

02/12/05 Annual inspection completed. New floor covering installed.

7929U On-Line

02/14/05 Compass light repaired and compass calibrated.

737TY Off-line

02/09/05 #2 Com checked out OK and reinstalled.

02/14/05 Remanufactured alternator installed.

02/28/05 100 Hour inspection started.

733NB On-line

02/14/05 100 hour inspection started. GPS battery replaced.

02/17/05 100 hr inspection completed.

7508J On-line

02/03/05 Nose wheel strut repaired, 7.5A breaker for nav lights installed. ADF repaired.

02/25/05 Landing lamp replaced.

02/27/05 Right main tire replaced.

02/27/05 Door handle reinstalled.

TFC Fleet Statistics (1H '05)

	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	88.8	91.4	0	0	0	0	180.2
6368K	20.1	9.7	0	0	0	0	29.8
7929U	14.4	17.4	0	0	0	0	31.8
733NB	23.9	21.8	0	0	0	0	45.7
737TY	23.2	26.8	0	0	0	0	50.0
7508J	7.2	15.7	0	0	0	0	22.9

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673		Roger.tfc@verizon.net
Ops VP	Fred Carvajal	(214) 536-8419	(972) 562-2128	jhcarvajal@aol.com
Trainer Maint	Don Essenpreis	(214) 567-8396	(972) 530-8648	esse@ti.com
XC Maint	Phil Rains	(972) 995-4776	(972) 664-0654	p-rains1@ti.com
Membership	Rick Still	(972) 344-8391	(972) 612-8443	r-still@Raytheon.com
Communications	Bret Stewart	(972) 927-5013	(817) 281-5239	Bstewart@ti.com
Controller	Dick Stephens	(972) 517-1647	(972) 517-1647	Stephens6@speakeasy.net
Treasurer	Bob Moran	(214) 567-5961	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I I	M E I	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch (M)	*	*	*	*				(972) 843-2208	Mbaulch5@aol.com
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@classicnet.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu5@verizon.net
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis (M)							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@attbi.com
Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill	*		*				(972) 344-5770	(972) 562-4241	Bsofly@yahoo.com
Sherman Rattliff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick (M) Stephens	*		*				(972) 517-1647	(972) 517-1647	stephens6@speakeasy.net

(M) TFC Member/Instructor **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional Gear (Taildragger) Instructor; **SES** - Single Engine Sea; **CFIG** - 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: Inputs are encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Bret Stewart, email bstewart@ti.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
6368K	Cessna	150M Commuter	\$62.00
7929U	Cessna	150M Commuter	\$62.00
733NB	Cessna	172N(180) Superhawk	\$88.00
737TY	Cessna	172N Skyhawk	\$86.00
7508J	Piper	PA-28R-180 Arrow	\$103.00

- * Detailed aircraft features are listed in Club Handbook
- * Monthly Dues: \$35.00 for regular members
- * Instruction: \$21.00 / Hr
- * TFC measures aircraft rental rate using tachometer hour.
- * Rate includes cost of fuel (currently \$3.03/gal).
- * All non-instructional flights require additional 8.25% tax.

KEY CONTACT INFORMATION

McKinney & TFC

Aircraft Scheduling	www.texins.org/flyingclub
TKI ASOS Land Line	(972) 542-9659
Airport Manager	(972) 562-6080 ext 4053
WingsPoint @ TKI	(972) 562-5555
Monarch Air @ TKI	(972) 562-0717

General

DUAT	(800) 345-3828 www.duat.com www.duats.com
Dallas FSS/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 @ ADS	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(972) 885-4911
DE: Kendall Haley	(940) 321-2849
DE: Carol Walker	(214) 948-0440
Email:	WalkerCL@aol.com
FAA Medical: Gabriel Fried	(972) 361-0155

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www	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
Email List	tfly@list.ti.com
TFC Board Email	tflyboard@list.ti.com
Mailing Address	Texins Flying Club P.O. Box 831311 Richardson, TX 75083-1311

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