



FLIGHTLINES

Newsletter of the Texins Flying Club

April 2003

CALENDAR OF EVENTS

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

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

7 May (Tuesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Todd Siddens	PPSEL	03/07/03	Sherman Ratliff

FAA Moves Forward On Improving GPS NAV

The FAA announced this week that it will add a third geostationary satellite to the two existing satellites that make up the space-based portion of the Wide Area Augmentation System (WAAS). The system is designed to increase the accuracy of GPS navigation by transmitting additional position and integrity data from ground stations to aircraft. For general aviation pilots, this means better geographic coverage, more signal availability, and increased redundancy to reduce signal failures

The FAA has selected Lockheed Martin along with Boeing and Raytheon to provide this new WAAS satellite and possibly more in the future. The WAAS system is scheduled to operate initially this summer with improvements to follow over the next few years.

FAA Denies AOPA Driver's License Medical Petition for Exemption

Mar. 7 — The FAA has denied AOPA's petition for exemption from the current medical certification rules to allow AOPA member pilots to use a driver's license to meet the minimum medical requirement, provided those pilots limit themselves to recreational pilot privileges. The FAA told AOPA that it only wanted to evaluate the operations of sport pilots using a valid driver's license in lieu of a medical, and that it is premature to consider including recreational pilot operations. In its denial, the FAA indicated that there is still some question about

whether it will even allow the use of a driver's license to meet the third class medical requirement for Sport Pilot.

Turning Simulation Into Stimulation

Aren't You Supposed to Be Able to Land When You Try This?

IDENTIFICATION

Regis#: 118GB Make/Model: BE24
Description: 24 Musketeer Super, Sierra
Date: 03/04/2003 Time: 2145
Event Type: Accident Highest Injury: None
Mid Air: N Missing: N Damage: Substantial

LOCATION

City: BLYTHEVILLE State: AR Country: US

DESCRIPTION

ACFT, DURING SIMULATED EMERGENCY LANDING
ENGINE SHUT DOWN, RESTART FAILS, ACFT
LANDED 50' SHORT OF RWY

INJURY DATA Total Fatal: 0

Crew: 1 Fat: 0 Ser: 0 Min: 0 Unk:

Pass: 1 Fat: 0 Ser: 0 Min: 0 Unk:

Grnd: Fat: 0 Ser: 0 Min: 0 Unk:

WEATHER: UNK

OTHER DATA

Activity: Training Phase: Maneuver

Operation: General Aviation

Departed: KENNETT, AR

Destination: BLYTHEVILLE, AR

Flt Plan: NONE Wx Briefing: U

Last Radio Cont: NONE

Last Clearance: NONE

FAA FSDO: LITTLE ROCK, AR (SW11)

Entry date: 03/11/2003



Honda and Teledyne to Study Business Opportunities For Honda's Next-generation Piston Aviation Engine

Honda Motor Co., Ltd., announced today that Honda and Teledyne Continental Motors, Inc. (TCM) will begin a joint market feasibility study for a next-generation piston aviation engine currently in development by Honda. Over the next several months, the joint study will evaluate potential business opportunities for both parties to work together toward marketing, servicing and manufacturing, and identifying potential product launch customers for such engines for the general aviation market.

The announcement follows approximately two years of cooperation between the two companies on the testing of a prototype Honda designed piston aviation engine at the Mobile, Alabama facility of TCM. Honda's piston aviation engine technologies derive from its research and development of motorcycles and automobiles. With support in the development process based on TCM's aviation expertise and know-how, Honda has developed a prototype piston aviation engine that has achieved the technical potential for being significantly advanced over currently available engines in terms of weight, fuel efficiency, power output and emissions. Honda, TCM and Teledyne Technologies Incorporated (NYSE: TDY - News), the parent company of TCM, have agreed to conduct a joint feasibility study as the next step in their relationship.

The general aviation power plants include piston, turbo-prop, and turbo-fan engines. In addition to turbo-fan engines Honda has been researching since 1986, Honda has also been researching and developing more cost effective piston aviation engines since 2000.

Honda is one of the world's leading producers of mobility products including automobiles, motorcycles and power products. This diverse product line-up has made Honda the world's preeminent engine-maker, with production of more than 15 million engines globally in 2002.

Teledyne Technologies is a leading provider of sophisticated electronics components, instruments and communication products, systems engineering solutions, and aerospace engines and components and on-site gas and power generation systems.

Teledyne Continental Motors, Inc., is a leading provider of new, re-manufactured, and overhauled piston aircraft engines, ignition systems, spare parts and aviation batteries for the General Aviation industry.

Interesting Stories (From Roger Nordmeyer)

The first one brings back memories. On (F-22) functional check flights, we used to change our TAS with Albuquerque center to 1,500.

In his book, "Sled Driver," SR- 71/ Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (his backseater) and I were screaming across Southern California 13 miles high. We

were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace."

"Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed. 90 knots" Center replied.

Moments later, a Twin Beech required the same. "120 knots," Center answered. "We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout." "There was a slight pause, then the response, 525 knots on the ground, Dusty".

"Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed readout for us? " There was a longer than normal pause: "Aspen, I show 1,742 knots" "No further inquiries were heard on that frequency"

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a sled driver), responded, " We don't plan to go up to it, we plan to go down to it." He was cleared...

There's a story about the military pilot calling for a priority landing, because his single-engine jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down.

"Ah", the fighter pilot remarked, "The dreaded Seven-Engine approach". SS Note: Want to bet the fighter pilot was Navy? We already know what the other dude is.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff".

Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."

"TWA 2341, for noise abatement turn right 45 Degrees." "Center, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Approaching Safely

Part 3 of AOPA's Ounce of Prevention Series

"Just a little bit lower..."

By Alton K. Marsh (From AOPA Pilot, March 2001.)

Lack of aeronautical information was killing too many pilots in 1930 and 1931, prompting Elrey B. Jeppesen to start his famous black book. He filled it with intelligence information on every pilot's enemies — terrain, smokestacks, water towers, and other obstacles. He sold copies for \$10, and the sales became the start of Jeppesen, now a Boeing company.

Today, the enemies remain the same, and although there is no lack of information about them, pilots are still dying. The reasons include failure to follow approach procedures or to recognize personal and aircraft limitations, and lack of respect for the weather. That's the story told in 21 accident reports gathered for this article by the AOPA Air Safety Foundation (ASF). The accidents involved 53 people: Twenty-one of them died, while another 21 were injured — some seriously. The rest stepped uninjured from damaged aircraft. The following 10 "ounces of prevention" might have prevented those accidents.

Busting minimums

A common thread running through all 21 accidents is the willingness to descend below minimum altitudes, either on the first approach or after two or more missed approaches. Decision making was often based more on convenience than safety. Pilots had to get to their workplace, or had to get the passengers to their original destination, or had to at least land near the original destination without regard to aircraft and pilot capabilities — weather be damned.

A Piper Comanche was approaching Virginia's Richmond International Airport, in 1992 as the weather deteriorated. During the first attempt at an ILS approach the pilot told controllers that his ILS receiver was not working, and he requested an airport surveillance radar approach. That was granted but resulted in a missed approach. Seconds after the missed approach began, the pilot transmitted, "Just a little bit lower. We just saw the runway lights." He then flew a quarter-mile past the runway, hit trees, and crashed onto a road. Both aboard were killed.

Be willing to miss

Failure to execute a missed approach was cited by the NTSB in 15 of the 21 cases studied as a probable cause of the accident. In most of the accidents, it wasn't a matter of the pilot being unprepared for the procedure. Rather, it was the often fatal decision by the pilot to force the approach into a landing. Nearly all of the 21 accidents involved weather that was at or below minimums.

A better method might be to rig the approach in your favor before leaving home. That is, be sure that the forecast weather is better than you need — at least double the minimums — to complete the approach to a landing. It is understandable that pilots want to avoid the

missed approach, as it requires a change in aircraft configuration and attitude while navigating the procedure itself. To avoid it, be sure that you won't need it.

How low will you go? That depends on your current level of skill. Set personal weather minimums at levels that you are confident you can handle, even with an equipment failure.

Don't challenge the weather

Challenging the weather to a duel is the second most common cause of approach accidents, according to our sample of 21 accident reports. The pilots knew the weather was below minimums before attempting the approach. There's no problem with making the approach in order to take a look, but why bother? You're not going to see anything.

A Cessna 182 pilot had flown passengers along the route to Edgartown, Massachusetts, at least 10 times, and was getting his usual \$200 to make the trip. The weather that September night in 1992 included an indefinite ceiling of 100 feet and one-half mile visibility in fog. The pilot flew an unstabilized approach that included errors of airspeed, rate of descent, and position with respect to both the localizer and glideslope. The aircraft descended below minimums and crashed a half-mile short of the runway, killing him and his two passengers.

In another case, an experienced pilot of a corporate jet found the weather to be below minimums at Concord, North Carolina. He then had a choice of landing 53 miles to the north at an airport that had a ceiling of 900 feet and six miles' visibility or at Charlotte, North Carolina, which was closer to the customer's destination. The weather at Charlotte was an indefinite ceiling of zero and a visibility of one-quarter mile: He chose Charlotte. The aircraft continued below decision height without any visual reference to the runway environment and crashed, killing the pilot and seriously injuring the passenger.

Checklists

Some accidents included pilots who set their radios incorrectly and never caught the error. One pilot died after attempting a localizer/DME approach with the DME switch set in the wrong position.

Use a checklist for the things you want to accomplish when setting up the approach. It weighs less than an ounce, but provides tons of accident prevention. Prior to arrival, pull out your homemade checklist. It can include checking the ATIS at the arrival airport, comparing the actual weather with the minimums on the terminal procedure chart, and setting radios. You should also read the name of the terminal procedure chart to make sure it is the same as the approach that you were assigned.

Another pilot in 1997 was familiar with the business jet that he flew, but set the DME switch in the wrong position for an ILS/DME approach to Salt Lake City. The aircraft was observed to be on the glideslope for 28 seconds before stalling and crashing 1.3 miles short of the runway. The jet had been too high during most of the approach. One person died and three were injured.

Airline pilots report that they are rusty at making approaches after only a two-week vacation, while most general aviation pilots insist they are still sharp after months have passed. Don't get mental instrument skills confused with motor flying skills. Flying skills are retained much longer than instrument skills. Sure, you remember being good at approaches. But if that was in December and this is March, you're in for a surprise. A cheat sheet brings a little confidence to the process before you begin the approach.

Don't change the plan

Many of those involved in approach accidents in our sample got in trouble because they changed the plan, whether it was the published approach procedure or their own decision making.

A Cessna 206 pilot approaching Long Beach, California, in October 1995 initiated a missed approach. A fog bank was slowly overtaking the airport. During the missed approach he saw another runway that was still clear of fog and was cleared by the tower to land on that runway. While maneuvering in visual conditions, he stalled the aircraft at low altitude and hit terrain. He was not injured. The NTSB cited as a probable cause his failure to continue with the missed approach.

Know the airplane

While shooting a VOR approach to minimums at Delano, California, in December 1995, a pilot became disoriented. A vector back on course was provided, and the approach was completed into VFR conditions. While circling to land, the Beech V35 Bonanza entered the clouds and later was seen to emerge in a steep dive that ended in a crash. After purchasing the Bonanza, the pilot had completed a 15-hour VFR checkout, but the instructor suggested that the pilot get more experience and then get an instrument checkout. Instead, the pilot took an instrument proficiency check in a simpler Piper Archer. The NTSB listed the pilot's lack of instrument flight experience in high-performance airplanes as one of the probable causes. Four people died.

Use the autopilot

A working autopilot capable of flying coupled approaches might have saved several of the pilots listed in our accident reports. An autopilot is essential when handling single-pilot emergencies such as emergency extension of the landing gear. Renter pilots often complain that checkouts rarely include the autopilot; the instructor may not even know how to operate it. Take the autopilot manual home and review it.

Some of the accidents involved pilots who simply couldn't fly instruments. A pilot approaching Kneeland, California, in 1995 became spatially disoriented. While inbound, the aircraft was seen to turn left while left of the localizer, and then right. The right turn continued into a spiral and resulted in a crash. A person who had flown with the pilot said that he sometimes turned the wrong way, and at times seemed to have difficulty in simply maintaining aircraft control.

Aside from keeping instrument skills sharp, buy an approach-capable autopilot and turn it on.

Don't mess with fog

Fog was a factor in six of the 21 accident reports provided by ASF. Four of those resulted in serious injuries or death. Fog brings the lowest of all ceilings and the greatest unpredictability. Unless you have a Boeing 777 that can land automatically and brake to a stop by itself on the runway centerline, don't mess with fog.

A Beech King Air pilot tried his luck with fog at Olney, Illinois, in 1995 by descending below the minimum descent altitude while on a localizer approach. The pilot may have been lulled into thinking that the weather was better. Since controllers could not provide Olney weather, they provided the weather from Evansville, Indiana, 20 miles away. Evansville had 1,200 feet scattered and 4,500 overcast with five miles' visibility. Olney, however, had partial obscuration with a 100-foot overcast and visibility of three-quarters of a mile. The King Air continued to descend after passing the airport until it struck the ground, killing the two people aboard.

Another pilot and passenger survived their encounter with fog and drizzle at Lago Vista, Texas, in 1995. The Beech Bonanza completed a VOR approach, but the pilot did not see the runway until he was "almost on top" of it, at which point he commenced a tight spiraling approach. He continued the spiral below 300 feet with a high rate of descent. The unusual approach ended with the right wing hitting the runway.

Refuse the rushed approach

Easier said than done, right? Now that we have highlighted pilot decision making as a cause of accidents, it's time to consider the controllers' role. Pilots who fly for a living and get to know one airplane very well may not be fazed by a controller's request for a slam-dunk approach. The rest of us may be too proud to admit to the controller and other pilots listening on the frequency that we are not prepared for an unstabilized, razzle-dazzle arrival.

An accident at Chino, California, in September 1995 fortunately resulted in only a minor injury. The weather was one-eighth of a mile with fog. The minimum published visibility for the approach was three-quarters of a mile. The controller gave the Swearingen SA-226T an intercept angle to the localizer that was greater than the maximum allowable and three miles closer to the runway than the actual intercept point should have been. The pilot ended up 650 feet above the glideslope, an altitude that was outside the glideslope parameters. The pilot tried to dive for the glideslope, developing in the process an excessive rate of descent that carried him through the glideslope and into the ground 1,000 feet short of the runway.

An approach should feel more like skiing the bunny slope than one marked by double black diamonds.

Don't go

Just say no. There's a price for that, but mostly it's a social one. Sometimes it can be career-limiting.

A pilot was asked by his boss to transport personnel in a twin-engine aircraft in icing conditions. The airplane was equipped for flight in known icing conditions. The pilot

expressed reservations, but the boss insisted. So he went, and had to use alternate air when the engine air intakes iced over. After landing, he found three inches of ice in the engine cowlings. The deicing equipment worked, and he had no aerodynamic problems from ice during the trip, but he plans to refuse the trip next time, no matter what the consequences.

Don't forget that an IFR departure can result in an IFR approach back to the home airport. Don't count on escaping poor weather at your departure airport to better weather at the destination. I once refused to punch into a 600-foot overcast with two passengers in an airplane filled with new avionics. Not only were the avionics unfamiliar to me, but the avionics technician had said days earlier that he was suspicious of the aircraft's ILS receiver. I could imagine myself with an emergency — such as a door that pops open after takeoff — and fumbling with confusing new avionics to tune in an ILS frequency on an inoperative receiver. One of four fellow pilots who later ribbed me about my cowardice (you could land a 747 on that yellow stripe down my back) promised to take any future flights that made me uncomfortable. But I say, cowards, unite! Unless, of course, you're afraid to.

If you really have to go, you may already have forged that first link in an accident chain. Two cases of gotta-go-itis already have been mentioned. A third occurred at Fullerton, California, in November 1995 when an instrument instructor flew a localizer/DME approach but did not have a DME. He asked controllers to notify him when he was over the final approach fix, and after notification he began his descent. The Piper Saratoga crashed into an apartment building one mile short of the runway, killing the two on board and one person on the ground. The instructor was due for work near the airport 25 minutes after the accident time. The NTSB listed as one of the probable causes the instructor's self-induced pressure to get to work on time.

The ideal situation is to tell passengers you will go on one of three days, if you are flying aircraft that are limited to lower altitudes, and then pick the day with the best weather. You probably won't wait long for the best weather. NTSB accident investigators have noted that the weather for their investigations is nearly always clear — one day after a weather-related accident.

Only 10 ounces

Many of the 10 ounces of prevention above may seem impractical or unrelated to your actual flight operations, such as when the forecasters badly miss a prediction that changes for the worse after you take off. But take them along on your next trip. After all, the whole package weighs only 10 ounces.

Common approach accident scenarios

- Descent below minimums
- Failure to execute a missed approach
- Low ceilings and visibility
- Failure to follow approach procedures
- Unfamiliarity with aircraft
- Failure to maintain control
- Poor cockpit management
- Pressure to make the flight

Safety strategies

- Stay current
- Never descend below published minimums
- Assume the missed approach will be flown
- Set higher personal minimums
- Refuse uncomfortable flights
- Be familiar with the aircraft and systems
- Use an approach checklist

Hypoxia: You may feel great until it's too late

By Janice Wood janice@generalaviationnews.com

Hypoxia is insidious, and it's something that pilots who fly over 10,000 feet should know about.

Hypoxia is oxygen starvation to the brain. The higher we fly, the less oxygen we take in with each breath. One of the first symptoms of hypoxia is loss of judgment — deadly to a pilot. Some people experience euphoria. They feel great, but can't write their names legibly or do other simple tasks.

You can get first-hand knowledge about the effects of hypoxia during a one-day class offered at the Civil Aerospace Medical Institute (CAMI) in Oklahoma City. The class is free. All you'll need is a valid medical certificate and to be at least 18. Also, a beard is not allowed, because it interferes with the oxygen mask inside the altitude chamber, according to Rogers V. Shaw, manager of CAMI's airmen education program. Classes are limited to 22 people, the capacity of the chamber.

About 30,000 pilots have experienced the high altitude class since 1992, ranging from 20,000-hour pilots to newbies. The day begins at 8 a.m. in a classroom, where Shaw or others in the program cover basic information about hypoxia. Participants then move to one of CAMI's altitude chambers — there are two — for a 30-minute movie. Then, they experience a rapid decompression to simulate going suddenly from a cabin altitude of 8,000 to 18,000 feet.

When the hypobaric chamber reaches 25,000 feet, the oxygen masks come off and the experience of hypoxia begins. Symptoms include dizziness, lightheadedness and euphoria. Each participant is given a worksheet and is required to observe another classmate's reactions. CAMI also places two observers inside the altitude chamber during the test, as well as an observer outside the chamber. After five minutes, the chamber "descends" to 18,000 feet, then gradually gets back to ground level.

"Above 10,000 feet, hypoxia can be a problem," Shaw says. "Pilots need to know about it. If you are exposed to hypoxia once, the symptoms are likely to be the same during future exposures."

The class also offers practical demonstrations of spatial disorientation in a Vertigon or in the General Aviation Spatial Disorientation Demonstrator (Gyro-1). Interested in taking a class? Call 405-954-4837 or go to CAMI.jccbi. [Editor's Note: TFC Club Member Keith Gutierrez is coordinating a class. Contact him if you are interested.]

Upcoming Regional Events

April 12

Marfa, TX

Marfa Thermal and Wave Soaring Camp.
Info: jdsoar@wans.net

April 26-27

Galveston, TX

Lone Star Flight Museum 13th Annual Spirit of Flight Airshow and Walkabout. All Aircraft (Heritage Flight) at the Lone Star Flight Museum. 409/740-7722 or www.lsfm.org

April 28 - 30

Dallas, TX

Gaylord Opryland Resort & Convention Center. AEA's 49th Annual Trade Show. The meeting will feature timely business topics as well as an exhibit area offering the latest technology. Call for more information. Contact Tracy West, 816/373-6565 or Fax: 816/478-3100

April 2-8

Lakeland, Florida

[Sun 'N Fun 2003](#),

May 17

Denton, TX

Denton Air Fair

May 16-17

New Braunfels, TX

EAA Southwest Regional Fly-In at New Braunfels Municipal Airport (BAZ) www.swrfi.org

June 6 - 7

Bartlesville, OK

Bartlesville National Biplane Association Fly-In
Info: 918-622-8400

June 13 - 15

Oklahoma City, OK

Aero Space America Air Show
Info: 405-685-9546

June 14 - 15

Castroville, TX

San Antonio 99s 100th Anniversary of Powered Flight
Info: 830-510-4693

July 15-24

Lubbock, TX

SSA 15-Meter Span National Soaring Contest at Reese Center. Contact Bob and JoAnn Dittert 505/392-7449

July 29-August 4

Oshkosh, Wisconsin

[AirVenture 2003](#)

Sept. 11 - 14

Reno, NV

National Championship Air Races and Air Show
Info: 775-972-6663 or www.airrace.org

Sept. 26 - 28

Midland, TX

Fina-CAF Airsho 2003
Info: 915-567-3009

December 13-17

Kill Devils Hill, NC

First Flight Centennial Celebration at Wright Brothers National Memorial, Hwy 158, Milepost 8 ½. FMI: contact: Outer Banks Visitors Bureau, 800/446-6262 or visitorinfo@outerbanks.org or www.centennialofflight.gov



2003 South Central Area Performances

Thunderbirds

15 June	Sheppard AFB, TX
20 --21 September	Wichita, KS
1 October	Tucumcari, NM
4 --5 October	El Paso, TX
11 --12 October	Ft. Smith, AR
1 --2 November	NAS New Orleans, LA

Blue Angels

5 --6 April	NAS Corpus Christi, TX
10 --11 May	Topeka, KS
31 May --1 June	Millington, TX
27 --28 September	Fort Worth --Alliance, TX
1 --2 November	Randolph AFB, TX

Canadian Forces Snowbirds

10 --11 May	Barksdale AFB, LA
17 --18 May	Millville, TX
27 --28 September	Midland, TX

Highlights from March Board Mtg -- 03/05/2003

Members in attendance were Roger Nordmeyer, Keith Gutierrez, Bill Moore, Rick Still, Art Jones, Fred Carvajal, Bob Moran, Burak Ilhan, Calvin Coffey, and Gene Robinson.

Operations: Fleet only flew 86 hours last month! A number of aircraft are, or will be, down for painting, window replacement and/or strobe installation through March; trying to minimize impact to weekend flight schedules as possible. 150TM will be put back into service while 68K is down. Need to start work getting "spare engine" (i.e., parts) stabilized.

Paint Shop Update (as of March 5): Arrow is stripped and cleaned. Next tasks are etch and anodize. Painter estimates completion sometime mid-week of March 10th. Shop is scheduled to begin work for painting 737TY on March 10th with completion in 10-12 business days. Windshield Replacement for 68K: Windows have been received. Ops to deliver plane to Aerocountry next week. Strobe Installation: Art will purchase the strobes for 08J and 7TY. Wiring in wings will be installed during painting with actual strobe installation after aircraft is back at TKI.

Membership: Have 153 members. Potential for small number from new ground school.

Communications: Very few calls regarding scheduler problems; everything seems to be going smoothly. March Newsletter is on the website. Chili Luncheon after Saturday's Membership meeting is a go.

Financial: Cash flow positive again this month. Slowly working down our overhaul deficit. Have collected approx. \$1500 outstanding debt from terminated members.

Capital Expenditure Summary (As Of March 3, 2003)

\$ 6,150 08J Painting (\$2000 deposit)
\$ 5,500 7TY Painting (\$2000 deposit)
\$ 1,166 68K windshield replacement (no deposit)
\$ 1,165 08J strobes (parts + labor)
\$ 1,012 7TY strobes (parts + labor)

\$14,993

\$ 3,007 Remaining in 2003 capital account. Based on the item ranking, the next two capital items on the list are #7, a new instrument panel and console for 08J and #8, new instrument panel plastics for 7TY. Art has agreed to review the level of effort and cost (original estimate was \$1800 and \$800). Labor will be the biggest part of the cost.

Adjourned 1940.

TFC Fleet Maintenance March '03

Fleet Maintenance - 03/01/03 through 03/31/03

6368K

03/03/03 Landing Light wire repaired.
03/11/03 Transponder reseated and new right main tire.
03/21/03 Annual inspection completed.
03/31/03 New glass installed.

7929U

03/10/03 New spark plugs installed.
03/24/03 Oil change and new landing light installed.

150TM – Off-Line

03/30/03 Cracked spinner backplate.

733NB

03/05/03 100hr inspection completed.
03/15/03 New landing light installed.
03/25/03 Left navigation light socket repaired.
03/25/03 Broken wire from altitude encoder to Transponder repaired.

737TY

03/09/03 In paint shop.

7508J

02/17/03 In paint shop.

5636Q - Off line, On line for Demo rides.

03/24/03 Artzone has estimated amount of sealant required for tanks.

TFC Fleet Statistics (1H '03)

Tail No. Hours

	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	145.4	82.6	137.1	0	0	0	365.1
6368K	20.2	11.3	25.3	0	0	0	56.8
7929U	19.4	7.3	45.8	0	0	0	72.5
150TM	21.1	7.9	5.6	0	0	0	34.6
733NB	42.5	22.3	43.2	0	0	0	108.0
737TY	32.5	28.3	17.2	0	0	0	78.0
7508J	8.9	5.5	0	0	0	0	14.4
5636Q	0.8	0	0	0	0	0	0.8

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	f-carvajal@ti.com
Trainer Maint	Doug Darlington	(972) 344-8393	(972) 578-8410	d-darlington@raytheon.com
XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
Communications	Rick Still	(972) 344-8391	(972) 612-8443	r-still@raytheon.com
Controller	Robert Jennings	(972) 344-8581	(972) 881-9225	rjennings@raytheon.com
Treasurer	Bob Moran	(972) 927-1012	(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	mbaulch@flash.net
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@prodigy.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	heilts@ti.com
Jim Evans (M)	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu05@aol.com
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 Niedwiecki (M)	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill			*				(972) 344-5770	(972) 562-4241	Bryan_O'Neill@raytheon.com
Sherman Rattiff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick Stephens (M)	*		*				(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 Rick Still, email r-still@raytheon.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$50.00
6368K	Cessna	150M Commuter	\$50.00
7929U	Cessna	150M Commuter	\$50.00
733NB	Cessna	172N(180) Superhawk	\$75.00
737TY	Cessna	172N Skyhawk	\$70.00
7508J	Piper	PA-28R-180 Arrow	\$85.00
5636Q	Mooney	M20E	\$85.00

?? Detailed aircraft features are listed in Club Handbook

?? Monthly Dues: \$35.00 for regular members

?? Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr

?? TFC measures aircraft rental rate using tachometer hour.

?? Rate includes cost of fuel

?? 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

TFC COMMUNICATIONS & INFO

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

This newsletter is copyright property of Texins Flying Club except for by-lined articles, which are copyright property of the authors. !