



FLIGHTLINES

Newsletter of the Texins Flying Club

April, 1999

CALENDAR OF EVENTS

31 March (Wednesday): Aviation Pilot safety seminar – Landings Part III. 7:00 PM, TKI's terminal. All are welcome. Contact Mike Hance at mwhance@juno.com or 972-346-3346

7 April (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.

10 April (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

11 – 17 April: Sun 'n Fun EAA Fly-In will be at Lakeland Linder Airport in Lakeland, Florida.

17 April: EAA 1246 Fly-out every 3rd Saturday 9:00-9:30 AM destinations vary.

5 May (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.

8 May (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

26 May (Wednesday): Aviation Pilot safety seminar. 7:00 PM, TKI's terminal. All are welcome. Contact Mike Hance at mwhance@juno.com or 972-346-3346

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Micah Koons	IFR Rating	2/15/99	Sherman Ratliff
Tandy Penn	PPSEL	2/19/99	Mike Hance
Michael Liggett	PPSEL	2/23/99	Dick Stephens
Brian Ross	PPSEL	2/26/99	Richard Klein

Highlights from April Board Meeting

Board Member attendees: Steve Aughinbaugh, Art Jones, Don Essenpreis, Micah Koons, Harold Morgan, Jim Burrows, Ed Beaver, Scott Mitchell and Ash Collins.
Member attendees: Dan Short and Bob Niedwiecki

We discussed the concerns of many of the club members, particularly RTIS members, about their club status if they are RIF'd or leave voluntarily. We also have this question from some new RTIS people who have signed up for the next VFR ground school. A motion was made and agreed to as follows:

Any Texins Flying Club member that is a member as of 3/1/99 in good standing that leaves the employment of TI or Raytheon will be grandfathered and can remain a TFC member. Dues and bills will need to be continued and

kept up to date for members so grandfathered. At this point the TFC board have not determined if such members will need to make a deposit with the Flying Club. The Board reserves the right to impose such a deposit at a later date. The board also reserves right to determine membership type and TFC Board eligibility at a later date.

At this point we also discussed some of the ideas that the Membership Eligibility committee have been talking about. Ash appointed Micah as the chairman of the committee formed by Micah, Steve A. and Bob Moran. One of the issues is what size of club do we want to be? Is about 250 members where we want to be? Would having 300 or 350 members cause problems with the operation of the club? There was some opinions expressed that having a membership of 250 or less is working well and if the membership increased over 250 we could begin to experience problems. It was not expressed what types of problems but just a concern. The committee would like to hear the membership's input. If you have any comments send them to:

<mailto:tfly-ideas@list.ti.com>

One of the initial ideas is to allow any former Regular TFC member that left the club in good standing to rejoin the club. This seemed agreeable to most of the people present. If we are interested in growing the size of the club we might also allow regular members to sponsor the membership of a limited number of Sponsored Members. This had less support among the group mostly because of concerns of the total club size. It was also felt that the club needed to do something to help protect our membership from club members that run up a bill and then leave the club without paying the final amount due. This has occurred in the past, but we have no details on the extent of this. I would appreciate hearing about the details of this problem if you know of such occurrences and the amounts involved and the resolution.

At this point we tabled the discussion and Ash asked the committee to come to the April board meeting with a proposal to discuss.

Bob Niedwiecki presented his proposal for an IFR Ground School. 8 to 12 people responded that they are interested in attending and IFR ground school. The cost will be about \$115.00 including books for 6 weeks of classes at two times a week, probably Mondays and Wednesdays from 6:30 to 9:30 at TI Spring Creek. The

board agreed that the \$115 cost was reasonable and that Bob should proceed with the planning and execution of the class. Anyone that has not already notified Bob of your interest or anyone else that is interested should contact Bob at Flyer77088@aol.com These class are open to anyone that is willing to pay for it.

Gordon Cumming sent an inquiry to TFC Board asking for help introducing his 11 year-old Boy Scouts to flying. Ash asked if anyone on the board was interested in giving his 5 boys and perhaps a couple of the leaders short flights and an introduction to flying. Steve Aughinbaugh volunteered to contact Gordon and give his troop Young Eagles rides.

Micah and Don then presented the Fleet non-routine upgrade items. The details were sent in an E-mail to the membership after the meeting. For anyone that wants to get the details should contact Steve Aughinbaugh and I will send them to you. The board agreed to fund most of the items on the lists.

The idea of installing GPSes for the X-C fleets generated some discussion. There was concern that N7508J did not have the panel space for a GPS and that we would have to replace COM and/or NAV radios to accommodate the installation of a GPS. It was agreed that the Mooney has a poor second NAV/COM radio and replacing its second radio with the GPS/Comm unit would be a better choice. The board asked Micah to explore the IFR GPS options further and come to the next board meeting to another proposal. The board is interested in having at least an IFR enroute GPS or perhaps a Approach IFR GPS installed in one or both of the X-C airplanes if not this year then by next year. Texins Association has allocated TFC about \$21,000 for capital improvements this year. This amount is enough to handle our desires, but we need to evaluate the trade-offs of VFR, IFR enroute, IFR approach and /Comm needs before making a decision.

Speaking of the Mooney, we have a commitment date for getting it back on-line. The Mooney is expected back on the ramp at TKI by 3/12/99. There is some possibility that rainy or damp weather may delay the painting that needs to be done. But the expectation is that the Mooney will be back for VFR-only use by a week from this Saturday. We would like to limit the usage to VFR-only for the first few weeks to ensure that all of the radios are operating properly. Also note that club retractable currency requirements need to be fulfilled in order to fly TFC retractable airplanes. As long as you are club retract current in either 08J or another retract you are OK according to the club by-laws, but you still might want to have an instructor go with just the help you get familiar with the airplane.

Maintenance notes:

N7404A will be leaving the club by the end of March. The owner is concerned that the airplane is not flying as much as he would like and has decided to sell it.

68K just completed an annual. 08J just completed a 100-hour and had its radios checked. 0TM just completed a 100-hour and has a new carburetor.

Membership: 236 current members, 2 dropped in the last month and 1 person joined. →

World Wide Web Resources

From time to time people tell me about good aviation web site. Some of Calvin Coffey favorite sites are: TKI ASOS page:

<http://tgsv7.nws.noaa.gov/weather/current/KTKI.html>

a really complete link page For Texas weather:

<http://web2.airmail.net/danb1/txweathe.htm>

a great web site for information on US public airports:

<http://www.airnav.com>

The next two are from Ash Collins.

just in the area 100-dollar hamburger places:

<http://home.att.net/~crocketth/index.htm>

US-wide 100-dollar hamburger site and more. This is a very good set of four lists: restaurants, 100LL fuel locator, Crew/courtesy car and Get-Away locations:

<http://www.tpwi.com>

Here is a site that Ray Pechacek came across:

<http://iwin.nws.noaa.gov/iwin/tx/tx.html>

Here are his comments: It is a web page used by NOAA that may be of interest to club members. It provides a summary of pending weather changes based on discussions by forecasters at various NOAA stations in Texas. They provide a discussion of why they think certain weather changes will occur within our region. They also provide periodic discussions on aviation weather.

It appears to me that each WX station is communicating the rationale behind their forecasts so that other stations can see them. At times they comment on another station's report, so it becomes a "chat room" for various forecast experts in the southwest region.

Anyway, I have found this to be an excellent source for pilots (or those with an interest in weather) to easily see what factors are driving weather changes in our area. It is good from both a learning and practical viewpoint (although obviously this forum should not be used exclusively for flight planning purposes).

And some of my favorites.

AVWeb: <http://www.avweb.com/>

A great general aviation web site. Be sure to sign up for the weekly e-mail newsletter.

A pretty good places to go site:

<http://www.openairnet.com/>

The National Weather Service site:
<http://tgs7.nws.noaa.gov/weather/index.html>

DUATS: <http://www.duats.com/>

And of course, AOPA: <http://www.aopa.org>
And EAA: <http://www.eaa.org>

Take a look at some of these sites. They can be used to help you with your flight planning and even better, give you some ideas of where you might want to go. Oh, one more tip, do not forget <http://www.mapblast.com>. The great thing about this web-mapping site is that it has almost all of the US airports in its database. So say you want to go to my hometown of North Manchester, IN. On the first page type the city and state that you want to go to in the "Map a US Address" section and click the MapBlast! button. You will be presented with a map of your chosen city. Scroll down and in the BizBlast! Options click the Travel/Lodging drop down and select the "Nearby Airports" selection then click "GO". And as if by magic you will see a map of nearby airports! Try it, this is a great way to find Airports near a desired destination. But be sure to use <http://www.airnav.com> or the AFD to complete your flight planning. Some of these airports may be heliports! Enjoy. →

Flight Reports

By Steve Aughinbaugh

Last month I talked about flying to Lake Murray for Valentine's Day. Everything fell into place and I was able to make the trip. In fact we even went flying on Saturday as well. Cindy and I really had a great time

I had suggested to Cindy that we might have time to take Collin (her 13 year-old son) for an airplane ride Saturday. With the weather so nice (about 65) and clear, I thought this would be a great day for a first small airplane trip. So on Saturday I picked them up and at about 2:30 we jumped into 2 Romeo Juliet (2RJ - I just realized that my airplane's name and the holiday had some connection). We flew over their home in Richardson and then headed northeast for Paris! I figure it's Valentine's weekend and you might as well go to Paris ... Paris, Texas that is.

Paris, TX is about 80 miles to the northeast of Plano. When we arrived we were going to go into town, but another pilot had arrived before us and he had taken the courtesy car to town to get a meal. We were told that he was expected back soon. So we sat down in the lounge. I looked on the sofa table in front of us and what did I see? The latest fashions from Paris! Well sort of, it was the Sports Illustrated Swimsuit issue. So when in Paris ... (you know the rest). We browsed through the pages. Have you heard about or seen this year's issue? About a dozen of the pictures have the models with painted-on swimsuits. Tastefully done of course! Cindy reminded me that Collin is 13. I pointed out that this is Sport Illustrated, not one of them "other" magazines. She smiled politely and motioned Collin to move closer. I continue turning pages. Even the advertisements can be

pretty interesting. It really is an interesting idea. I wonder how many subscriptions they sell just because of this one yearly issue. I am sure the number is small and that most people subscribe just for the sports related issues. (Ya, right.) Well enough of that.

The other pilot must have been having a big dinner and Collin was getting hungry (it had already been 2 hours since he had last eaten a full meal.). So we got back in the airplane and flew to Sulphur Springs, TX which is about 35 miles and 15 minutes south from Paris. I let Collin do most of the flying on this leg. He did really well for his first time. It is fun to watch young men and women take the controls. I completed a Young Eagle's application for Collin when we returned. Soon his name will be listed in the world's largest logbook at <http://www.youngeagles.com>.

At Sulphur Springs, we took their courtesy car into town and found what turned out to be a nice Texas BBQ place. The guys in the hanger had recommended the next-door Mexican place. When we got to the restaurant there were no cars, not a single one in the lot for the BBQ place. While next door, the lot was full and there were people standing outside! We did not think this was a good sign, but Collin wanted BBQ. So in we went. It turns out that they were just opening and other people started showing up and much of their business is drive-through. The food was very good. After filling Collin with a 1/2 pound of ribs and another 1/2 pound of sausage (no vegetables, just the meat), it was back to the airport to take-off into the setting sun.

The sun was just about to drop below the horizon and we were treated to very pretty orange sunset. As the sun set in the west the lights came out. Even in the very rural areas there are lots and lots of lights. It appears that we humans really don't like the dark very much. Each little town would bloom into a white cluster of bright lights and dwindle away into the stars of the countryside. You could see the streams of cars going from town to town along the highways. I guess that we humans also don't like to stay in one place very long either. As we got closer to Dallas I turned toward downtown to get a better view of downtown and go over Collin and Cindy's place at night. They have a white picket fence in front and even at night you can see it to pick-out their house.

The lights of downtown Dallas were about 10 miles away. To go any closer I would have to contact Dallas Love Field (appropriate enough on this weekend) but I did not want to get tangled up in the air traffic at night so we turned back to the north. The lights of the downtown mixed together with all of the other lights and from 10 miles it was hard to pick out the tall building of downtown. I made a note to myself to get one of the more experienced pilots or instructors to go up with me some evening and help me do a tour of downtown Dallas so the next time I'd be more comfortable with such an adventure.

Back to Aero Country and the last of three pretty good landings. At night it is a bit more challenging to flare at the right time and gently place the wheels on the runway. You tend to flare too high and drop the airplane the last 2 or 3 feet with a thud! But not this time. The landing gods were nice to me. We put the airplane away and then took advantage of the rural location and the lack of moonlight to gaze at the stars. Living in a very urban area I don't get the chance to really see the stars as much as I did growing up in rural Indiana. It was a great end to half of a wonderful weekend. I still had Valentine's day on Sunday to go!

Sunday I got up and made preparations for the evening. I had to take a couple of things to the airport. With my preparations done it was time to head back home and get dressed for my Valentine's Day date. Nice slacks, white shirt and a blue pullover sweater. This is not my normal outfit for flying. Another great weather day in DFW. I left the top down on the car and drove to Cindy's with a half-dozen roses and chocolates in hand. Cindy surprised me with a nice Dallas Stars polo shirt. From there I pick-up Dick and Diana, long time friends of mine and then on to the airport where N642RJ waited for us. I opened the hanger and produced a bottle of wine and three wineglasses from the refrigerator. Of course I cannot have alcohol before a flight but there is no reason my passengers cannot. While they were visiting I finished opening the hanger and pulled the airplane out. A friend who lives at the airport and his date came by and I poured them a glass of wine as well to celebrate the day.

With the pre-flight complete and the airplane ready, we climbed in. Soon we were in the clear, blue Texas sky headed for Oklahoma and Fireside Dining near Lake Murray State Park airport. We had a very good tailwind and were landing just 25 minutes later and 70 miles north of where we started. I do not often have 4 adults in my airplane, but the airplane and I did just great. It does handle a little differently fully loaded. The cruise trim and flare to landing is a bit different, but not greatly. The Cherokee 180 is a great 4-person airplane.

Two other pilots had landed just ahead of us. In fact the last pilot waited at the far end of the runway while we landed. Lake Murray does not have a taxiway and the turn-off to the parking area is midway on the runway. I did a good job of landing and was able to slow the airplane quickly enough to make the turn-off and not have to turn around and back-taxi. There were 6 airplanes at the airport. This is a popular Valentine's Day destination for pilots. Other times when I have been here there may be one other airplane in the parking area.

The runway is located next to the golf course and the parking area is right behind the golf course clubhouse. A quick phone call from clubhouse to the restaurant resulted in us being picked up and taken to Fireside. It is a very nice restaurant with a warm fire always glowing in the lobby. It is located about 1/2 mile west from the south end of the runway. The large windows afford you

a nice view of the trees and the woods surrounding it. They have a full menu of steaks, fish and chicken. Tonight they featured Chateau Briand for two. All of us agreed and order the Chateau Briand. It came with an appetizer of shrimp, fried pickles and fried cheese. The meat was very good and tender and the hollandaise sauce was grand. Steamed carrots, broccoli and cauliflower with sauted mushrooms and potatoes completed the main entree. For desert there was a heart shaped ice cream dish. It was vanilla ice cream encased in white chocolate on a plate of strawberry syrup and a bit of strawberry sherbert in the very middle of it. It was very good. We all enjoyed it.

With our meal completed it was time to head back to the airport. It turned out that all of the groups that had flown in completed our meals at about the same time. So we waited as they shuttled us to the airport. The trip is short so it did not take long. It also gave us time to warm by the fireplace and visit. Since we were one of the later airplanes to leave we noted that this might be good because the earlier departures would have cleared the runway of deer. The pilot that landed ahead me said that he had seen some while he was waiting at the end of the runway for me to land. By this time of night, 8:00 PM, it was a bit cooler, so we quickly loaded up. I remembered to do my run-up check before entering the runway this time. Last time I was here I taxied to the end of the runway and had to do my run-up there. One last check for deer on the runway and it was time to takeoff. We climbed into the clear, dark Oklahoma sky this time and leveled off at 3,000 feet. Again the lights were everywhere. The trip back was smooth and uneventful, but a bit slower. In fact was a lot slower. On the way up we were doing about 160 MPH. Now we were only doing 90 MPH. We had a direct headwind of 45 MPH! Oh well, just a bit more time to enjoy the view. We passed the time trying to see how many other airplanes we could see. During the day you do not see very many airplanes, but at night you can pick out the airplane beacons with ease. At one point we counted 10 airplanes over the DFW skyline.

As we neared Aero Country, I saw the field and headed to the west to make a 45-degree downwind entry. Downwind was right! By the time I completed the 180 to turn back to the north for landing on runway 17 we had been blown to the point where I needed to do my turn to the base leg. On final, I glanced at the GPS and saw that we were only approaching the runway threshold at 50 MPH instead of the more normal 75. But, no problem we glided to the ground and touched down just beyond the threshold. It was not one of my better landings. I flared a bit late and planted the mains on the runway a bit harder than I normally do. Everyone on board thought the landing was fine, but I knew that I could have done better.

We taxied to the hanger and tucked 2 Romeo Juliet safely away until the next time. I had a glass of the remaining wine to toast the end of a great Valentine's Day aviation weekend. There is so much that you can

do with a small airplane and this weekend was a prime example. I hope that all of you enjoyed letting me drone on about this. Now go out and fly somewhere! →

Thunderstorms

By Jim Burrows

Its springtime in Texas and that means we are entering what maybe the most violent period in our area's weather. Several days of southeast winds will load the atmosphere with a deep layer of moisture and then a front will cross the plains and trigger a line of thunderstorms. It is a right of passage, a part of the never-ending cycle of the seasons. How do we as pilots learn to deal with these violent outbursts of wind, rain, hail and occasional tornadic activity? Keep on reading and I'll try and give you some insight into these amazing displays of mother natures power and the only strategy that works all the time for dealing with them.

All thunderstorms require sufficient water vapor, an unstable air mass and an initial lifting to light the fire. Thunderstorms can be divided into three types, air mass, steady state and severe storms. Steady state and severe storms are often associated with weather systems and are the type of thunderstorm I want to talk about here. The key difference between air mass and steady state thunderstorms is the storm's motion and/or increasing wind profile with altitude. With these differences, the precipitation is moved out of the updraft that feeds the storm and it does not self-destruct like its brother the air mass thunderstorm. These steady state and severe storms grace our area most often in the springtime and deserve a healthy respect. Updrafts of 6000 feet per minute and down drafts as high as 12000 feet per minute, large hail, severe icing above the freezing level and in the severe storm a tornado vortex. Some estimates put the energy in one of these storms as greater than thirteen atomic bombs. Respect? No, fear seems like a better idea!

So how do you stay out of the way of one of these plane wreckers? It all starts at your preflight weather brief. Check the stability chart. This chart depicts the lift index. The lift index is the difference in degrees Celsius of the temperature of a bubble of air lifted from the surface to 500-millibar pressure level (about 18,000 MSL) to the surrounding air. A negative index means that this bubble would be warmer than the surrounding air and would continue to rise. In other words, the atmosphere would be unstable. A negative value indicates instability and a -2 means enough instability for a severe thunderstorm. Now look at a surface map and check for moisture and lifting. Dew points will give you an indication of moisture. If the dew point is above 40 F (4 C) there is enough moisture to support thunderstorms and in most cases a surface dew point of 53 F (12 C) seems to be a requirement for tornadoes. Look for fronts (cold or warm, yes severe thunderstorms can develop along a warm front!), squall lines and especially here in Texas dry lines. All of these features can provide the needed initial lift. These can all supply lifting. Check the low

level winds and see if there is a wind off the Gulf of Mexico. Now check the radar summary looking in particular for any severe weather watch areas. Do not just check the radar summary but be sure to review the specific portion of whatever weather briefing method you are using for these watches. Summary charts are always history and in dynamic world of thunderstorms 30 minutes can be a long time.

Now here is strategy I promised for dealing with steady state/severe thunderstorms. If there is a severe thunderstorm watch area and storms have started to develop STAY OUT! You do not want to mess with these storms. Now having said this, forecasts don't always get it right and could you end up dealing with steady state or severe thunderstorms outside of these watch areas, but if you did your homework they will not be a total surpass. If the ingredients are there a thunderstorm may develop and you should be ready for this. If you are in the air and have to deal with thunderstorms while in VMC here are some key rules. If the lift index is -2 or less or the tops of the storms are over 35,000 or the storms are in a line treat the storms as steady state/severe. Never penetrate any thunderstorm or lines of thunderstorms (we don't have any weather avoidance gear in our planes), don't take off or land within 15 miles of a storm, or for that matter never approach within 20 miles of a steady state/severe thunderstorm. Upwind the hazard is the tornado vortex, which can extend into clear air, and downwind is the hail and severe turbulence. Never run under the cloud base associated with a thunderstorm.

All is not doom and gloom during thunderstorm season. With some knowledge of these storms and some good pilot headwork we can continue to fly safely during this storm season. If you want to know more about thunderstorms and how to deal with them I suggest the following reading, which I used as a reference to write this article. *Severe Weather Flying* by Dennis Newton from McGraw-Hill and AC 00-6A Aviation Weather for Pilots and Flight Operations Personnel. →

Fleet Usage Statistics

	Hours	Member	Total
Month	Flown	Flights	Flights
August	287.3	139	266
September	225.5	131	183
October	210.8	118	184
November	133.3	92	132
December	137.4	67	104
January	168.1	94	152
Average	191.4	104.0	167.0

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight is the number of different members that I flown at least once during the month. The Total Flights is the total number of flight log entries for the month. →

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Ash Collins	(972) 462-2482	(972) 418-5133	abc3@ti.com
Ops VP	Ed Beaver	(972) 597-9732	(972) 924-2784	ebeaver@worldnet.att.net
Train Main	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
X-C Maint	Micah Koons	(972) 952-5306	(972) 509-5773	mkoons@ti.com
Mbrshp VP	Scott Mitchell	(972) 480-1776	(972) 596-0288	s-mitchell1@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Harold Morgan	(972) 462-5869	(972) 495-0220	HMOR@ti.com
Controller	Bob Moran	(972) 575-2210	(972) 612-1402	moran@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Jim Burrows	(972) 462-2620	(940) 321-6180	j-burrows1@ti.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	Y	✓	✓	✓	✓			(972) 952-6093	843-2208	mbfi@ti.com
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓		✓	✓			(972) 462-3926	(972) 315-2216	cacoffey@ti.com
Gerhard Deffner	Y			✓	✓	✓		None	644-9351	gdefner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 640-5225	346-3346	mwhance@juno.com
Jim Evans	Y	✓		✓	✓			--N/A--	(972) 390-9950	--N/A--
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817		jlewis@ti.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@ti.com
Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓			✓		390-3147 390-3266	681-2974	BNiedwiecki@aol.com
Brian S. O'Neill	Y			✓				(972) 952-2971	(972) 562-4241	ofly@ti.com
Betsy Parrott	N	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓		✓				(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

Tier - Employed by TI; **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional gear (taildragger) instructor; **SES** - Single-Engine Sea; **CFI** - 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: Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh. PC Drop **PVPD**, email saughinbaugh@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172 (145)	Skyhawk	\$49.00
N8142H	Piper	PA-28-161	Warrior	\$52.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$0.50 of each goes to TFC for billing admin; rest to instructor).
- TFC measures aircraft rental rate using tachometer hour.
- Rate includes cost of fuel; does not include tax (8.25%); Instruction flights endorsed as training are tax exempt.

KEY PHONE NUMBERS

McKinney & TFC

Aircraft Status Recorder	(972) 995-8333
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 238-0091 ext. 202
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
TI/Arrow: Laurie Skalenda;	(972) 575-7555 p598-4346
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N7404A & N5682T Owner	(214)-792-7980

General

DUAT	(800) 245-3828
Dallas FAA/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 Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911
DE: Kendall Haley	(940) 321-2849

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