



FLIGHTLINES

Newsletter of the Texins Flying Club

August 2003

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

| Member | Event | Date | Instructor |
|----------------|----------------------|----------|----------------|
| Michelle Grant | 1 st Solo | 07/03/03 | Russ MacDonald |
| John Pindar | PPSEL | 07/08/03 | Calvin Coffey |

FAA Eliminates Longstanding Texas TFR, More To Follow

Three down, 14 to go. The FAA has finally eliminated the "permanent" national security-related temporary flight restriction (TFR) around the Red River Army Depot near Texarkana, Texas. For months AOPA has been working behind the scenes on Capitol Hill and at the Department of Defense (DOD), Transportation Security Administration (TSA), and the FAA. The U.S. House of Representatives recently passed an FAA reauthorization bill that includes AOPA-supported report language regarding post-September 11, 2001, security-related TFRs. Congress says it "encourages the FAA to work with DOD representatives and all affected parties to evaluate the need for ongoing DOD-requested TFRs."

But Wait, There's More!!

HOUSE COMMITTEE CALLS FOR ENDING POST-9/11 TFRs

The House of Representatives is urging the FAA and Department of Defense (DOD) to reevaluate the need for temporary flight restriction (TFR) areas imposed after September 11, 2001. Responding to information presented by AOPA, the House on June 6 filed report language as part of the FAA reauthorization bill that reiterates AOPA's concerns about post-9/11 DOD TFRs. House Report 108-143 encourages the FAA to work with DOD and all affected parties to evaluate the need for ongoing DOD-requested TFRs.

FAA Commissions Cornerstone of Air Traffic Modernization Program

The FAA at Philadelphia International Airport has commissioned the first Standard Terminal Automation Replacement System (STARS). Now fully operational, STARS replaces older-generation technology with an advanced air traffic system with greater capability to meet capacity needs for years to come.

STARS represents an important milestone in the FAA's ongoing plans to modernize the nation's air traffic control system. Benefits from the new system include synchronizing data from up to 16 different radars, capturing accurate local weather, and tracking as many as 1,350 aircraft at a time over a 60-mile radius. By integrating this data, STARS gives controllers a picture of the sky that is as accurate and detailed as technologically possible.

"A significant part of our nation's future airspace system has arrived today in Philadelphia," said FAA Administrator Marion C. Blakey. "STARS and other technology are critical tools to charting a new century of safer, more efficient flight."

The newly-commissioned system is in the Philadelphia Terminal Radar Approach Control (TRACON) that controls aircraft within the 60 miles of airspace surrounding airports. Controllers use the system to separate and sequence aircraft, provide traffic alerts and weather advisories, and vector arriving and departing traffic. The airspace for which they are responsible covers an area of approximately 3,600 square miles in four states and up to an altitude of 10,000 feet.

Other new equipment supporting Philadelphia that make it one of the country's most modernized facilities includes: a new Airport Surveillance Radar Model 11 (ASR-11) that supplies digital data to STARS; a runway safety alerting system called the Airport Movement Area Safety System (AMASS); Precision Runway Monitor (PRM) radar that allows pilots to perform precision approaches; an automated pre-departure flight clearance system called Tower Data Link Service (TDLS); and a new TRACON facility featuring innovative design features for air traffic control.

Under a joint FAA/DoD program, STARS will eventually replace computers and displays at more than 300 air traffic control facilities nationwide. In addition to Philadelphia, other FAA deployments scheduled for this year include Portland, OR; Boston, MA; Miami, FL; Milwaukee, WI; Port Columbus, OH; San Antonio; and Seattle/Tacoma, WA.

The agency plans to deploy STARS at facilities deemed most critical over the next several years as funding permits. Sites with the greatest need – the highest growth in air traffic combined with older, less-reliable equipment – will receive STARS the soonest.

The STARS FS-2+ system achieved initial operational capability at Philadelphia on Nov. 17, 2002, and since that time, the system has been thoroughly evaluated by the FAA, National Air Traffic Controllers Association (NATCA) and the Professional Airways Systems Specialists (PASS) resulting in Monday's STARS commissioning.

"This commissioning at Philadelphia confirms that STARS is the future of terminal air traffic control for the FAA," said Bob Eckel, vice president of Raytheon Air Traffic Management Systems. "We congratulate the FAA on this achievement, and we look forward to continuing our successful partnership with the FAA, NATCA and PASS as we proceed down the site deployment waterfall."

NATCA Says, "Yes, But"

Tireless dedication and outstanding effort by Philadelphia air traffic controllers has resulted in seven months of safe, smooth operation of the Standard Terminal Automation Replacement System (STARS) since the equipment was officially turned on.

"Controllers have always been at the forefront of the drive for new technology," said National Air Traffic Controllers Association President John Carr. "In Philadelphia, they pushed very hard to be the first to receive STARS and worked hard to make it a success. The only reason STARS is finally succeeding after a long and difficult history is because controllers have moved the technology forward every step of the way in the program's development, testing and implementation process. In Philadelphia, controllers' contributions were critical to ensuring this equipment was usable, fit the operational needs of the facility and was a safe, effective and reliable tool in managing the region's busy airspace."

'Waterfall' is a 'trickle.'

Even as the FAA celebrates the STARS success in Philadelphia today, it has said that it plans to deploy only seven new systems this year around the country, not 18 as originally scheduled, the union added. As for the FAA's plan to have 188 installed over the next several years, that number has been slashed to 74. Carr questioned the FAA's commitment to modernization.

"Clearly, the STARS deployment waterfall has turned into a trickle," Carr remarked. "This is demoralizing to a lot of the controller workforce. STARS works and there is no reason why every terminal facility in the country shouldn't have it. Controllers are clamoring for it." Carr called the commissioning of the STARS project in Philadelphia "bittersweet," because "the FAA's previously well-charted course for modernizing the air traffic control system has hit choppy waters."

FMI: www.raytheon.com; www.faa.gov; www.natca.org

CHICAGO FIRM SET TO DEMOLISH MEIGS FIELD

The final demolition of Chicago's Meigs Field has been approved. The Chicago Parks District has awarded a \$1.5 million contract to Pacific Construction Services to finish tearing up the runway, plant new greenery, and conduct environmental surveys to turn the airport into a park, according to the Chicago Tribune. Meanwhile, AOPA continues to pursue its formal FAA complaint against the city for improperly closing the airport. The FAA told AOPA last Friday (July 11) that the complaint is currently under review in the agency's legal department. And a Chicago City official has called for public hearings to question Mayor Richard Daley's secret midnight destruction of the airfield.

"Since 1994, AOPA has committed a significant amount of money and association resources to trying to save Meigs," said AOPA President Phil Boyer. "When you review what AOPA has done over the past decade to save Meigs, I'm proud to say that we left no stone unturned. With the help and support of our members, we've fought one hell of a fight."

Report: Flying Does Not Cause Cancer Pilots Bring it On Themselves, Researcher Says

Contrary to results of some of the smaller studies that have been run in recent years, New Scientist magazine reported this week that a European study of frequent fliers did not indicate any greater risk of cancer than the general population.

The study enlisted 44,000 airline employees, from eight countries. The only group with a higher incidence of cancer than the general population were the front-seaters; but one of the researchers said that was a lifestyle thing: "Pilots go on vacation more often than other people and they get free flights. There's anecdotal evidence that they're in the sun more than other people," said Maria Blettner, of the University of Bielefeld in Germany.

Ms. Blettner did not mention that pilots sit in the sunlight much of the time, while cabin crew (and PAX) are in the shadow of the big tube, aft. The concerns that bothered researchers most, though, revolved around with cosmic rays, which are not blocked by the aircraft's body -- but which are dissipated to a great degree by atmosphere. Since there's a lot more atmosphere on the ground than at 35,000 feet, some reasoned, cosmic ray exposure should be less-damaging at lower altitudes. That's assuming that cosmic rays do cause cancer.

The New Scientist also noted, "Indeed, a separate study of 28,000 pilots, to be published by the same team in the International Journal of Cancer, found there were one third fewer deaths from cancer in pilots." Riddle me that...

US Govt. Set To Make Wx Briefings Commercial Ventures

New rules adopted by Washington mean about 850,000 federal jobs will soon be in the hands of private contractors - among them, weather briefings for private pilots. While the Bush administration says the rule changes increase competition and lower costs, Democrats, labor unions and some pilots are worried the move is nothing more than a union-busting tactic that will lead to a return of political favoritism.

Better, Faster, Cheaper?

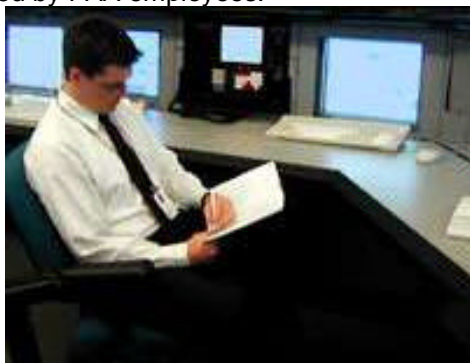
The Bush administration says, of the 1.8 million federal jobs, about half duplicate work done in the private sector. Mr. Bush's idea: open up those work areas to private competition. At least 15 percent of such jobs are set to be bid by the end of the fiscal year.



Mitch Daniels, the outgoing director of the President's Office of Management and Budget, said that the new regulations "will open much wider the doors to those businesses and their workers who can seek to provide to the American taxpayer a better value at a better price. We are indifferent as to who wins the competition. It need not result in any changes in federal employment. We'll just have to see what a more wide-open system brings."

FAA Changes

At the FAA, 2700 government jobs could be on the line as flight service duties go up for bid. The vast majority of those jobs in question involve weather briefings currently conducted by FAA employees.



The rule changes are "merely an act to give lucrative government work to contractors without any accountability to the taxpayer," said Bobby L. Harnage, president of the American Federation of Government Employees.

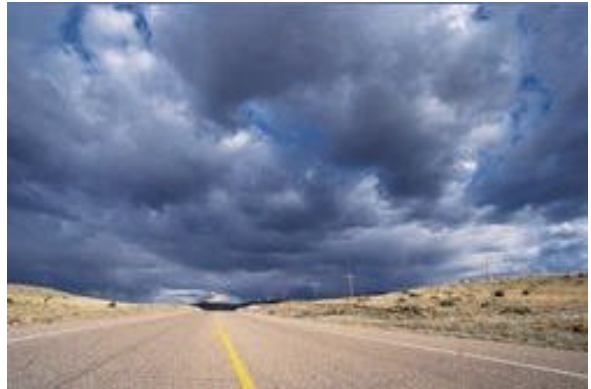
Sen. Ted Kennedy (D-MA) doesn't like the government to lose any power, anywhere. He said, "Reasonable

steps to improve the efficiency of federal agencies makes sense, but blanket privatization does not. We can't afford to hand over key federal responsibilities to companies with the best lobbyists or the lowest bids." He did not elaborate on what "reasonable" meant to him. FMI: www.faa.gov

It's Summer, and Time to Plan for Hot-Weather Outlandings

When It Happens, It's Better to Have Prepared Yourself

Not that there aren't perils aplenty in cold weather, or even in balmy weather, when you're down, somewhere - - and lost. It's just that hot weather can make everything more-critical.



In the first place, your engine has the added stress of the higher temperatures: your oil stays hotter; cabin air is hotter (or you're adding stress to the engine, running the air conditioning); there are higher density altitudes to contend with; and you're more-impatient to get to altitude.

Then, when your mill poops out and you're gliding, you won't glide as far.

Once you've landed, your own survival becomes critical. You know you can live for weeks without food [some of us more than others --ed.]; but you're literally 'toast' without water, sometimes in mere hours. What -- you brought water, in that flimsy gallon jug, and it burst open? Bummer to be you.

Great tips on flying ("Fly high, and within gliding distance of a highway") and on survival in the inhospitable great open spaces, are found in the FAA's archives. H. Dean Chamberlain's article, "Keeping Safe in the Desert," is a particularly good read, especially as you plan that cross-country to the airshow or fly-in.

Chamberlain offers great advice on everything from flying to trip prep. He touches on topics as seemingly unrelated as cell phone coverage and flight plan filing; and as important as first aid and sunstroke.

He took the photos, too (as below); and if you've never been out West (poor dude!), you can get a good idea of just what you may face, if you go down when you don't want to. Remember: it's all about water, and getting found!



Chamberlain's "Ten Commandments" are well worth repeating here:

1. Hold on to a survival attitude. Your most valuable asset in any life-threatening situation is a positive mental attitude. If you aren't certain you can live, you will die.
2. Stay where you are—Stay calm. If you are driving a vehicle, remain with it. Relocate only to reach safety and water.
3. MOVE ONLY WHEN ABSOLUTELY NECESSARY AND ONLY AT NIGHT. If your position is unendurable, change your location during the cooler night hours. Move only when you know you can get there safely by doing the following:
 - a. Leave a clear trail with notes and directional signs.
 - b. On the note, give your name, date, time, direction, and reason you are going.
 - c. Proceed in a specific direction; change your line of movement only after you have left a sign or marker.
 - d. Go slowly and carefully—beware of overexertion.
4. CONSERVE YOUR SWEAT, NOT YOUR WATER. Rest by day; work on shelter and signals during cool of evening/morning. DRINK as often as you need water. Rub your body with urine and other liquids to keep cool.



5. PROTECT YOUR BODY. When in the sun and heat remember to:
 - a. Keep your clothes on. Loosen, but do not remove them.
 - b. Keep your boots/shoes and headgear on.
 - c. Relax in deep shade, keeping your eyes protected from glare.

- d. If in the open with no shade nearby, use anything available to make shade.

6. MAKE A FUSS WHEN YOU HEAR OR SEE OTHERS NEARBY.

- a. Signal by any means at hand. Use a shaving mirror to reflect the sun. Wave a brightly colored item.
- b. Make marks in the sand or lay out rocks large enough to be seen from the air: SOS or HELP.
- c. Start Fire—smoke in the daytime and flame at night.
- d. Get involved in your rescue but conserve your body water.

7. DO NOT EAT ANYTHING.

- a. All food is water demanding. Water is drawn out of your system to process, digest, and eliminate what you eat.
- b. No salt or salt tabs—they will dehydrate you.

8. KEEP YOUR MOUTH CLOSED. Breathe through your nose to minimize evaporative water loss.

9. THINK LIKE A SEARCHER. Do the things that will make it easier for your rescuers to help you.

- a. Leave a clear trail with notes and directional signs.
- b. On the note, give your name, day, time, direction, and reason you are going.
- c. Have a goal in mind—go in one direction with care. AVOID INJURY.

10. USE YOUR HEAD, NOT YOUR SWEAT; DRINK THE WATER YOU HAVE.

Never ration water! Drink what you have as you need it. Discipline is essential to survive.

PIPER RESTRUCTURES DEBT

The New Piper Aircraft Inc. announced this week that American Capital Strategies Ltd. (ACAS), a publicly traded Bethesda, Maryland-based buyout fund, has purchased a significant portion of bank debt owed by New Piper. The move will result in a recapitalization of the company, allowing New Piper to move ahead with new product development. ACAS currently owns about 2 percent of New Piper; other shareholders include private investment partnership Dimeling, Shreiber and Park with a 46-percent share, and Allegheny Technologies with 28 percent of the company. ACAS, with resources of \$1.8 billion, owns Kelly Aerospace and has the majority of its holdings in 30 other manufacturing firms. Citing New Piper's "excellent leadership, distribution network, and president and CEO Chuck Suma," ACAS said it believes New Piper is now poised to become even stronger as the economy rebounds. "The next two years look stable for us," said Suma. Details of the restructuring should be ironed out soon.

Trip Back in Time

New Fredericksburg Airport Hotel Has WWII South Pacific Theme



It took three years for the Hangar Hotel at Gillespie County Airport (T82) [N30°14.62' W98°54.57'] in Fredericksburg, TX to come to life for pilot and developer Richard Estenson but it was worth the wait – the hotel officially opened the last week in April.

The 50-room hotel resembles a Quonset hut framed in palm trees. Inside, the motif consists of mahogany and rattan furniture, sconce lights and crown molding, and wall coverings done in greens, browns and gold. There is no plastic or faux drop ceiling. Period music plays and the staff wear military-inspired uniforms.

Gillespie County Airport (T82) Fredericksburg, TX

N30°14.62' W98°54.57' 1695 B S4

RWY 14-32: H4602x75 (ASPH) S-24 MIRL 0.5%up NW

RWY 14: Trees RWY 32: Trees

Weather Data Sources: AWOS-3 120.00 (830)990-2716

Communications: CTAF/UNICOM 122.7
Houston Center APP/DEP CON 134.2

Radio Aids to Navigation:

Stonewall (N) VORTAC 113.8 STV 274° 10.8NM to fld
1530 / 8E



In addition to the guest rooms, the hotel has two large rooms that can be used for conferences, weddings, and other gatherings. The hotel also has a lounge done up like an officers' club with leather chairs and pool tables.



The ultimate for the \$100 hamburger crowd is a 1930s-40s era diner. In addition to "regular" food, the diner also serves a blue plate special (which is really served on a blue plate).

The hotel is not the only draw in Fredericksburg. The town was founded in 1848 by German immigrants and is still known for its fine German Restaurants such as Alfredo's, Altdorf, Auslander, Rathskeller, and the German-American Restaurant to name a few. Also, the Fredericksburg Brewing Co. has a very nice selection of local wines! Downtown Fredericksburg also has the Admiral Nimitz Museum for those wishing to enhance their WWII knowledge. Easy daytrips from Fredericksburg include Kerrville -- home of Mooney Aircraft, the LBJ Ranch in Stonewall, and Luckenbach where "Everybody's Somebody!"

For more information, see <http://www.HangarHotel.com> or call 830-997-9990; the diner can be reached at 830-997-4999.

Upcoming Regional Events

Aug 16 — Abilene, TX. Elmdale Airpark (6F4). Pioneer Aviation Day. Fly-in, missing man flyover, program honoring aviation old timers in attendance, former POWs, etc. Contact David Duncan, 915/676-1944 or 915/766-3769

Sept. 11 - 14

Reno, NV

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

Sep 13 — Sulphur Springs, TX. Sulphur Springs Municipal Airport (SLR). 8th Annual Fall Fly-In.

Largest regional Fly-In in Northeast Texas. Activities, vendors, and food. Camping available on site. Contact Roger Elliott, 903/885-7613 <http://www.eaa1094.org/>

Sunday, September 14th

Wichita,KS > Tulsa,OK > Fort Worth,TX

Aviation Foundation of America's National Air Tour
Historic 4,000-mile journey follows path of uncompleted 1932 tour with 25 vintage aircraft landing in more than two-dozen cities in celebration of Centennial of Flight. FMI: <http://www.NationalAirTour.org/>

Friday - Sunday, Sep 19-21

Abilene, TX. Big Country Airfest. Abilene Regional.

Local EAA chapter will be hosting a fly-in airshow on September 20th 2003. Fly bys Saturday morning by a T-6 team, PT-19, T-34's, B-25, B-1 bomber, C-130, T-38, and a demonstration of the amazing capabilities of the C-17. Static displays of the C-130 will also be available to tour. Saturday afternoon, an airshow with about 8 acts presently. Of course there will be food and about 50 aviation vendors all day long. Saturday night we will have a live band and cook steaks at the airport. Fuel discounts (40%), and hotel discounts, down to \$40, and free transportation to the hotel. Contact: Gray Bridwell 915-537-2496, gtbrid@nts-online.net

Sept. 26 - 28

Midland, TX. Midland International (MAF).

FINA-CAF Airsho 2003.

Featuring the Canadian Snowbirds, B-29 Superfortress, SB2C Helldiver, and many more. 915/563-1000 or 915/567-3009 <http://www.airsho.org/>

Oct 3 - 5 — Oklahoma City, OK. Wil Rogers World airport (OKC). Aerospace America International Airshow.

3 day event. Friday night show, all day Sat, Sun. Aerobatic performers, warbirds, fire and fury (modern military. GA Fly-in's Welcome. Great show and fun. Contact Lois Lawson or Don Schmidt, 405-685-9546

Saturday-Sunday, Oct. 18 – 19

Houston's Ellington Field, TX

2003 Wings Over Houston Airshow Festival

Info: 713-266-4492 or www.wingsoverhouston.com

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 |

Quotable Quotes

Within all of us is a varying amount of space lint and star dust, the residue from our creation. Most are too busy to notice it, and it is stronger in some than others. It is strongest in those of us who fly and is responsible for an unconscious, subtle desire to slip into somewings and try for the elusive boundaries of our origin.

— K O Eckland, 'Footprints On Clouds.'

Fly, dotard, fly!

With thy wise dreams and fables of the sky.

— Alexander Pope, 'The Odyssey of Homer,' book ii.

Pilots track their lives by the number of hours in the air, as if any other kind of time isn't worth noting.

— Michael Parfit, 'The Corn was Two Feet Below the Wheels',
Smithsonian Magazine, May 2000.

The highest art form of all is a human being in control of himself and his airplane in flight, urging the spirit of a machine to match his own.

— Richard Bach, 'A Gift Of Wings,' 1974.

Welcome New Members

Tony Phillips

Highlights from July Board Mtg -- 07/03/2003

Members in attendance were Roger Nordmeyer, Fred Carvajal, Art Jones, Micah Koons, Keith Gutierrez, Bill Moore, Rick Still, and Doug Darlington.

Operations: 150TM's DG installed in 3NB – 3NB's DG being returned to shop again; 4th trip this year. Turn Coordinator in 7TY repaired and reinstalled. Discussion of VOR checks and sign-offs; bottom line is, if required for an IFR flight, checks and sign-offs are responsibility of pilot – not maintenance personnel. Sign-off must be in aircraft logbook to be legal. Someone has been leaving 08J's vent open and water getting into cockpit. Club flew 160.4 hours last month.

Treasurer: Breaking even but not making progress overcoming overhaul deficit.

Controller: Overdue member/former member accounts continue to be a problem. Micah and Bob to start push to try and get some of these collected. Discussed getting a law firm involved for actions against deadbeats.

Communications: July Newsletter out on website. Website updated. Minor things going on with scheduler. Still trying to find out status of rumored T1 line into TKI.

Texins Annual Mtg: 25% limit is a 501C.7 requirement for each club – not organization as whole; active family members count. Need to send Constitution, et al, to Texins for review. With change in non-profit status, clubs will start having to pay sales taxes. Texins to help with these over next 4 years, gradually phasing out support.

Aircraft: No new inquiries on Mooney; discussed reduction in price. Both low overhaul account balance and low flight time requirements on 150 trainers lead board to decide to sell 150TM instead of reman TBO engine. Keith to generate flyer this month and get it listed. Monies from both of these sales are to go into an Aircraft Purchase account – not a "bill payment" account.

Adjourned 2030.

TFC Fleet Maintenance July '03

Fleet Maintenance - 07/01/03 through 07/31/03

6368K

07/16/03 100hr inspection complete.
07/18/03 Right fuel gauge fixed.

7929U

07/24/03 Annual Inspection complete.
07/12/03 New mixture control on order.

150TM - Off line-Sale pending

07/31/03 Annual inspection.

733NB

07/05/03 Annual inspection complete.
07/18/03 Landing Light Replaced.

737TY

07/31/03 Left door handle repaired.
07/31/03 Magnetos checked OK.

7508J

07/25/03 100 hr inspection complete.

5636Q - On Line , still for sale.

TFC Fleet Statistics (1H '03)

| | Jan | Feb | Mar | Apr | May | Jun | YTD |
|--------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|
| Total | 145.4 | 82.6 | 137.1 | 141.7 | 160.6 | 160.4 | 827.8 |
| 6368K | 20.2 | 11.3 | 25.3 | 17 | 32.4 | 28.8 | 135.0 |
| 7929U | 19.4 | 7.3 | 45.8 | 25.3 | 29.7 | 33.2 | 160.7 |
| 150TM | 21.1 | 7.9 | 5.6 | 0 | 0 | 0 | 34.6 |
| 733NB | 42.5 | 22.3 | 43.2 | 11.1 | 50.4 | 32.9 | 202.4 |
| 737TY | 32.5 | 28.3 | 17.2 | 63.9 | 29.2 | 38.7 | 209.8 |
| 7508J | 8.9 | 5.5 | 0 | 23.6 | 18.6 | 26.8 | 83.4 |
| 5636Q | 0.8 | 0 | 0 | 0.8 | 0.3 | 0 | 1.9 |

TFC Fleet Statistics (2H '03)

| | Jul | Aug | Sep | Oct | Nov | Dec | YTD |
|--------------|--------------|----------|----------|----------|----------|----------|--------------|
| Total | 153.1 | 0 | 0 | 0 | 0 | 0 | 980.9 |
| 6368K | 21.4 | | | | | | 156.4 |
| 7929U | 35.6 | | | | | | 196.3 |
| 150TM | 0.2 | | | | | | 34.8 |
| 733NB | 40.4 | | | | | | 242.8 |
| 737TY | 33 | | | | | | 242.8 |
| 7508J | 13.6 | | | | | | 97.0 |
| 5636Q | 8.9 | | | | | | 10.8 |

TEXINS FLYING CLUB OFFICERS

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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 | eilts@ti.com |
| Jim Evans | * | | * | * | | | (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 (M) Niedwiecki | * | * | | | | * | (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 Ratliff (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 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 |

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