



FLIGHTLINES

Newsletter of the Texins Flying Club

December 2003

CALENDAR OF EVENTS

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

13 Dec (Saturday): General Membership Meeting, Board Elections

Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Thomas Steingruber	Instrument	11/25/03	Sherman Ratliff

TFC Board Elections at December General Membership Meeting

Elections for the TFC Board positions of President, Membership, Controller, Cross Country Maintenance, and Communications will be held at the December General Membership meeting. Nominations are now open for these positions and can be made up until election time. We encourage all members to participate.

FAA RELEASES FIVE-YEAR 'FLIGHT PLAN'

The FAA's recently released strategic plan for the next five years acknowledges the need to address the operational impacts of security restrictions and commits the agency to improving GA access to major metropolitan areas and other constrained airspace.

In the final version of the strategic plan, the FAA recognizes that it is the focal point for resolving the new reality of security restrictions.

The FAA hopes to improve VFR access to congested airspace, including the development of VFR routes for better access to constrained airspace, such as Class B. In addition to improved access, the FAA hopes to reduce accident rates by giving VFR pilots improved navigation.

In the final plan, the FAA also commits to providing pilots with better IFR access, including continued development of the wide area augmentation system (WAAS).

WAAS enhances the GPS signal and makes possible ILS-like precision approaches to thousands of general aviation airports that don't have them today.

The FAA also commits to the development of datalink products to bring traffic and weather information into the cockpit, publication of new area navigation (RNAV) approaches to improve GA safety, and streamlining the process for certifying new avionics.

While the draft plan failed to address the problems created by the nation's new security-consciousness in the wake of the September 11 terrorist attacks; the final version now contains language committing the FAA to work with airspace users on the operational impact of security restrictions.

Concerns regarding the FAA's new effort to revise the airmen training and testing standards were also addressed. While not mandatory, the FAA/Industry Training Standards (FITS) could turn into a de facto rule if the FAA modified the practical test standards or insurance companies started requiring FITS training before issuing an insurance policy.

Other notable inserts include: (1) The final plan also recognizes the need to have general aviation at the table as the program is developed and (2) efforts to "harmonize" the U.S. National Airspace System with more restrictive, international standards.

For the text of the plan, visit:

http://www2.faa.gov/apo/strategicplan/FAA_Flight_Plan.pdf

[4M pdf file w/ lots of color pictures and glitz!]

KINGS' RISK MANAGEMENT COURSE GAINS WINGS CREDIT

Certificated pilots can now get credit toward the FAA's Wings pilot proficiency program when they take King Schools' Practical Risk Management For Pilots course. The computer-based course can be completed in a little over one hour and King Schools will provide a certificate for the Wings program credit. Pilots may substitute a completed Wings program phase—one safety seminar—course and generally three hours of dual instruction—for a flight review. In fact, the FAA ordered 200 copies of the course for distribution to flight standards district offices. "Practical Risk Management For Pilots" is on CD-ROM, costs \$49, and can be ordered by calling 800/854-1001 or visiting <http://www.kingschools.com>

Happy Holidays

Preflight Yourself, Then Your Airplane

Part 11 of AOPA's Ounce of Prevention Series

Watch out for the invisible dangers

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

Let's talk about the less overt hazards to your safety. Previously in this series we have talked about handling the more obvious ones such as running out of fuel, poor takeoff technique, poor planning, engine failure, and midair collisions. Now we're going to talk about safety threats that are less obvious and are more often ignored.

Hypoxia

You're on a long cross-country flight in your unpressurized single-engine four-seater. The auxiliary tanks are filled and it will be four hours or more before you leave your IFR cruising altitude of 11,000 feet to land. Late in the flight, the controller asks if you would rather accept vectors to avoid traffic or climb to 13,000 feet and remain on course; he doesn't specify how long you'll be at the higher altitude. He hasn't a clue about whether you're wearing an oxygen mask.

You readily accept 13,000 Feet to avoid a delay, but you recall that regulations prohibit you from remaining above 12,500 feet for more than 30 minutes without supplemental oxygen. Do you have a problem? The regulations and the Aeronautical Information Manual (AIM) offer suggestions.

Federal Aviation Regulation 91.211 clearly states that your proposed plan is legal. The regulation is titled Supplemental Oxygen and states: "No person may operate a civil aircraft of U.S. registry at cabin pressure altitudes above 12,500 feet (msl) up to and including 14,000 feet (msl) unless the required minimum flight crew is provided with and uses supplemental oxygen for that part of the flight at those altitudes that is of more than 30 minutes' duration; at cabin pressure altitudes above 14,000 feet (msl) unless the required minimum flight crew is provided with and uses supplemental oxygen during the entire flight time at those altitudes; and at cabin pressure altitudes above 15,000 feet (msl) unless each occupant of the aircraft is provided with supplemental oxygen."

Sounds cut and dried — you can pop on up to 13,000 feet for 30 minutes. But the AIM expands on the regulations and offers some advice. As you remember from your training, hypoxia is a state of oxygen deficiency — because of reduced barometric pressure — sufficient to impair the function of the brain and other organs. Deterioration in night vision can occur as low as 5,000 feet, but most pilots suffer no effects of altitude hypoxia below 12,000 feet. However, it may come as a surprise that hypoxic effects can start as low as 12,000 feet — or even much lower with some pilots — and can affect judgment, memory, alertness, coordination, and ability to make calculations. Also possible are headaches, drowsiness, dizziness, and either a sense of well-being or belligerence. The higher you are, the

quicker the effects appear. At 15,000 feet, for example, effects are typically noticeable in 15 minutes unless the crew uses supplemental oxygen.

So how should you handle a request to climb to 13,000 feet? Accept the new altitude if you desire, but add a phrase such as, "We're limited to 30 minutes at that altitude," to your response. It alerts the controller as to whether a new plan is needed. And remember that — should effects manifest themselves — you may not have 30 minutes before needing to descend. Better yet, use supplemental oxygen.

Alcohol

Friends don't let friends fly drunk, of course. And most pilots won't let themselves fly drunk. But there could be pressure from non-pilot friends to cheat on the eight-hour rule just a little. Alcohol, unfortunately, has been a big contributor to accidents in the medical factors category over the years. Statistics from the AOPA Air Safety Foundation for the period from 1985 through 1994 prove it. In the early part of that time period there were more than 30 accidents per year in which alcohol was listed as a cause or factor. In 1994, the yearly number dropped into the teens, and hopefully the trend has continued: No data is available after 1994 because of a change in recordkeeping at the National Transportation Safety Board.

The regulation is clear. FAR 91.17 says, "No person may act or attempt to act as a crewmember of a civil aircraft within eight hours after the consumption of any alcoholic beverage; while under the influence of alcohol; while using any drug that affects the person's faculties in any way contrary to safety; or while having 0.04 percent by weight or more alcohol in the blood." If you're still under the influence nine hours after you have a few drinks, then you can't legally fly.

The regs also say that you can't fly someone who is drunk. FAR 91.17 continues with this admonition: "Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft." Again, that regulation will be difficult to explain to your non-pilot friends, assuming they are inclined to overindulge during that evening meal you flew them to. They want to go home in your airplane, drunk or not. Better find more understanding friends, at least for social activities involving flying.

The AIM offers good advice on the use of alcohol that goes beyond what the regulations require. "As little as one ounce of liquor, one bottle of beer, or four ounces of wine can im-pair flying skills, with the alcohol consumed in these drinks being detectable in the breath and blood for at least three hours," the AIM states. And don't forget the hangover. You may adhere to the time requirements for alcohol consumption but still be impaired by the aftereffects. Even a small amount of alcohol makes you more susceptible to disorientation and hypoxia. Yes, the regulations say that you can fly eight hours after

drinking, but the AIM suggests you wait 12 or even 24 hours, depending on the amount of alcohol consumed.

Drugs

Let's skip a preachy warning about hard drugs, since accident reports indicate that most of you have just said "No" to drugs. Drugs can still affect you — even over-the-counter drugs that you had always assumed were safe. For an overview of the problem, a copy of a pamphlet titled *Over-the-Counter Medication in the Cockpit* is available on AOPA Online (www.aopa.org/members/files/pilot/1993/9305otc.html). Or you may call the AOPA Pilot Assistance Hotline at 800/USA-AOPA (800/872-2672) to order a copy.

Here are a few highlights from that pamphlet:

If you feel bad enough to take medication, you might consider staying in bed. That said, there are many mild symptoms that can be treated safely with over-the-counter remedies prior to flight. However, no two people are affected the same way by the same medication. Antihistamines often cause drowsiness while decongestants can cause stimulation or nervousness — but you may experience neither effect. Your best strategy is to read and follow the warnings on the label, perhaps waiting longer than the usual period listed.

An obvious idea is to avoid taking a new medication before flight. Better ground-test it first, especially if the flight is expected to be a long one.

Prescription medications often have the potential for more serious side effects. As the AIM notes, tranquilizers, sedatives, and strong pain relievers can impair judgment, memory, alertness, coordination, and vision. Other drugs, such as antihistamines, blood pressure drugs, muscle relaxants, and agents to control diarrhea and motion sickness can also impair the same critical functions. And any medication that depresses the nervous system, such as a sedative, tranquilizer, or anti-histamine, can make a pilot more susceptible to hypoxia.

Illness

Feeling lousy? Most of the time common sense will kick in and you'll voluntarily ground yourself. Consider whether your illness is just arriving or just departing. If you have a rising fever with that aching-all-over feeling, as the AOPA pamphlet on over-the-counter drugs notes, it is likely to get worse. Good idea to stay away from the airport.

Often it is the illness itself that is the problem and not the medications that accompany it. Take strep throat as an example. It is usually treated with penicillin and aspirin or Tylenol. Under most circumstances, doctors say, it is safe to fly with those medications. But strep throat often comes with a fever high enough to cause delirium in addition to annoying throat pain. You can fly with the medications but not with the illness itself.

Fatigue

Trips are tiring, and the resulting weariness is a safety factor on the return flight home — usually a manageable

one. But how do you know if you are too tired? The answer is obvious if you partied all night long. But most of the time it falls into a gray area.

The AIM divides fatigue into acute fatigue and chronic fatigue. Acute fatigue is considered normal and is the tiredness felt after long periods of physical and mental strain, including strong emotional pressure, monotony, or lack of sleep. It interferes with concentration and alertness but can be fixed with adequate rest and sleep, as well as regular exercise and proper nutrition.

Chronic fatigue occurs when there isn't time to recover between episodes of acute fatigue. Performance and judgment suffer so much that you may unknowingly take unnecessary risks. It's time to call the folks at Carnival Cruise Lines.

Stress

"Leave your problems on the ground" sounds like a good idea, but just try it. Difficulties at work or unresolved personal problems are likely to occupy more than their fair share of your daily thoughts. It is called distraction, and it is often the reason behind a pilot's decision to fly into deteriorating weather to keep to a schedule. Add a little stress to the fatigue mentioned above and you have an explosive mixture. The obvious solution is to stay on the ground, yet under such circumstances it is hard to take your own advice, particularly if peer pressure is involved. If you know you are under stress and you intend to fly, be aware of it and resolve to focus all of your attention on flying duties while in the airplane.

Emotion

Top stress producers listed in the AIM include such emotionally upsetting events as a serious argument, the death of a family member, a separation or divorce, the loss of a job, or a financial catastrophe. "The emotions of anger, depression, and anxiety from such events not only decrease alertness but also may lead to taking risks that border on self-destruction," the AIM warns. You may want to hold off on that next flight until finding a resolution to your emotional state, or fly with a friend and ask him or her to accept pilot-in-command duties.

Are you safe?

You may have heard of the "I'm safe" checklist offered by the FAA. Consider what it means the next time you fly. The letters in "I'm safe" stand for: illness, medication, stress, alcohol, fatigue, and emotion. If you are not suffering unmanageable problems in any of those categories, you're good to go.

Safety strategies

- **Perform the "I'm safe" checklist.**
- **Be aware of the signs of oxygen deficiency.**
- **Read labels to learn the side effects of over-the-counter medications.**

NORAD RECORDS 1,500 AIR-DEFENSE ACTIONS SINCE 9/11

Military aircraft have either scrambled or diverted from routine operations 1,500 times since the terrorist attacks of September 11, 2001, to protect the skies over Alaska, Canada, and the continental United States. The total has nothing to do with conflicts in other nations. Many of the missions were to intercept general aviation aircraft that strayed into protected airspace, and two were to shadow commercial aircraft with actual hijackers onboard. In one case, North American Aerospace Defense Command (NORAD) aircraft intercepted the airliner carrying the so-called Shoe Bomber who failed to detonate his tennis shoe filled with explosives. NORAD now flies more than 15,000 normal operations a year compared to annual mission totals numbering in the hundreds before the terrorist attacks.

... and a story about one of those intercepts!

What's That F-15 Doing Outside My Window?

Puget Sound Pilot Gets An Escort

It's the kind of trip that you could almost make in your sleep. Maitland "Sam" Wirig finished painting his house near Sequim (WA) last week, jumped in his Cessna 172, and headed for his other house in Kent (WA). He pointed the nose southeast and probably spent some time trying to clear the smell of paint from his nostrils.

Imagine Sam's surprise, then, when he looked off the wing and saw that he was being paced by an F-15 configured for very slow flight. "I saw this great big F-15 (fighter jet) sitting right off my wing tip, about 50 yards away, going really slow," he said.

"I thought, 'My God, what the hell is the problem?'"

The problem was, Sam unknowingly busted one of those pop-up Presidential TFRs. The Bremerton Sun reports he had no idea President Bush was visiting Seattle Friday. He took off from a private, uncontrolled airstrip in Sequim and apparently didn't check the NOTAMs (if, in fact, reasonable notice was even available...). As you know, aircraft are generally banned from within 10 miles of the president. From 10 to 30 miles out, aircraft must have special permission.

Wirig says the F-15 pilot, with whom he was not in radio contact, kept lowering his landing gear and flaps, trying to get the GA pilot to understand. "I couldn't figure out what he was trying to get me to do," said the 69-year-old pilot.

"All you can do is look at them and try to figure out what they're trying to say. I know I was probably not where I was supposed to be, but I didn't know why."

Then the F-15 fired three flares. Hmmmm, this might be important. "That really got my attention," Wirig said. "About that time I decided that Bremerton (National

Airport) was a good option. I figured the next flare might be a Sidewinder (missile)."

Wirig landed at Bremerton National Airport near Gorst (WA). The F-15 circled overhead until the fighter pilot was certain the 172 had landed. On the ground, deputies from the Kitsap County (WA) Sheriff's Department were on hand to give Sam a special greeting.

"It was the first time I've done a traffic stop on an airplane," said Deputy Krista McDonald.

After the president left Seattle at 3:15 p.m. local time, Sam was free to go. "I'm not too proud of it," Wirig, who's been flying since 1969, said of the experience.

"I'll wait until it all blows over and if I don't hear from the Secret Service or FAA, then I'll feel better. It was just a lack of knowledge. I didn't know (Bush) was here."

"I didn't get shot down. That's the good news."

Indeed...

SATELLITE RADIO COMES TO GA COCKPITS

PS Engineering now brings satellite radio to its line of entertainment and audio systems for general aviation aircraft. In partnership with Sirius Satellite Radio, PS Engineering is offering its PXE3700 entertainment system with Sirius radio, which boasts 60 channels of commercial-free music and more than 40 channels of news, sports, and entertainment. PS Engineering expects an amendment to its supplemental type certificate (STC) for the PXE3700 in the first quarter of 2004. The standard price for the PXE3700 is \$1,495, and the Sirius option adds \$899 for a total of \$2,394. Existing systems can be upgraded for \$899, plus a modest fee. Subscriptions to Sirius Satellite Radio are \$6.95 a month (if the user has a home or auto unit already), or \$12.95 if solely for the PXE3700. PS Engineering has also gained STC approval for its PAV80 in-flight entertainment system, releasing a backlog of orders. The PAV80 is now approved for more than 600 aircraft models. See the company's <http://www.ps-engineering.com>

RUSSIAN AMPHIB WINS FAA CERTIFICATION



A six-place Russian-built amphibious aircraft equipped with American engines and avionics has won FAA type certification. The first two of the Beriev Be-103 aircraft now in the United States will be sold at a reduced price of \$650,000. The aircraft has a claimed payload of 849

pounds and is powered by two 210-hp Continental engines. The cockpit is equipped with Honeywell Bendix/King avionics. The aircraft has a maximum cruise speed of 135 knots and lands on its fuselage for water landings or landing gear for land operations. It was designed by Beriev Aircraft Company in Taganrog, Russia, and is built in eastern Russia near the Chinese border at Komsomolsk-on-Amur. The U.S. distributor is Kent Linn at Sky Manor Airport in Pittstown, New Jersey. FMI: <http://www.beriev-usa.com>

Air Safety Aboard An Alaska Air Flight

Air Safety Thanks to a retired Delta Captain for sending this "paraphrase" of a memorable safety PA from their flight Attendants. In his own words.....

I was flying to San Francisco from Seattle this weekend, and the flight attendant reading the flight safety information had the whole plane looking at each other like "what the heck?" (Getting Seattle people to look at each other is an accomplishment.) So once we got airborne, I took out my laptop and typed up what she said so I wouldn't forget. I've left out a few parts I'm sure, but this is most of it.

Before takeoff... Hello and welcome to Alaska flight 438 to San Francisco.

If you're going to San Francisco, you're in the right place. If you're not going to San Francisco, you're about to have a really long evening.

We'd like to tell you now about some important safety features of this aircraft. The most important safety feature we have aboard this plane is... the flight attendants. Please look at one now.

There are 5 exits aboard this plane: 2 at the front, 2 over the wings, and one out the plane's rear end. If you're seated in one of the exit rows, please do not store your bags by your feet. That would be a really bad idea.

Please take a moment and look around and find the nearest exit. Count the rows of seats between you and the exit. In the event that the need arises to find one, trust me, you'll be glad you did. We have pretty blinking lights on the floor that will blink in the direction of the exits. White ones along the normal rows, and pretty red ones at the exit rows.

In the event of a loss of cabin pressure these baggy things will drop down over your head. You stick it over your nose and mouth like the flight attendant is doing now. The bag won't inflate, there's oxygen there, promise. If you are sitting next to a small child, or someone who is acting like a small child, please do us all a favor and put on your mask first. If you are traveling with two or more children, please take a moment and decide which one is your favorite. Help that one first, and then work your way down.

In the seat pocket in front of you is a pamphlet about the safety features of this plane. I usually use it as a fan when I'm having my personal summer. It makes a very good fan. It also has pretty pictures. Please take it out and play with it now.

Please take a moment to make sure your seat belts are fastened low and tight about your waist. To fasten the belt, insert the metal tab into the buckle. To release, it's a pulley thing-not a pushy thing like your car because you're in an airplane – HELLO!!

There is no smoking in the cabin on this flight. There is also no smoking in the lavatories. If we see smoke coming from the lavatories, we will assume you are on fire and put you out. This is a free service we provide.

There are two smoking sections on this flight, one outside each wing exit. We do have a movie in the smoking sections tonight...hold on, let me check what it is...Oh here it is; the movie tonight is Gone With The Wind.

In a moment we will be turning off the cabin lights, and it's going to get really dark, really fast. If you were afraid of the dark, now would be a good time to reach up and press the yellow button. The yellow button turns on your reading light. Please don't press the orange button unless you absolutely have to. The orange button is your seat ejection button.

We're glad to have you with us on board this flight. Thank you for choosing Alaska Air, and giving us your business and your money. If there's anything we can do to make you more comfortable, please don't hesitate to ask.

If you weren't strapped down you would have given me a standing ovation, wouldn't you?

After landing... Welcome to the San Francisco International Airport.

Sorry about the bumpy landing. It's not the captain's fault. It's not the co-pilot's fault. It's the Asphalt.

Please remain seated until the plane is parked at the gate. At no time in history has a passenger beaten a plane to the gate. So please don't even try.

Please be careful opening the overhead bins because "shift happens".

Seasons Greetings

Safe Flying!

Welcome New Members

David W. Simes

Highlights from November Board Mtg -- 11/05/03

Members in attendance were Roger Nordmeyer, Fred Carvajal, Art Jones, Bob Moran, Bill Moore, Rick Still, Micah Koons, Jack Riley, and Calvin Coffey.

Operations: Numerous maintenance items, especially relating to nose wheels; see list in last month's newsletter. 7TY had its 100-hour inspection. 3NB's internal battery on GPS is dying -- causes database to disappear and requires new download. Crank needs to be checked before we advertise the "spare O-200 engine" for sale; Art has action to have it inspected. Club flew 129.7 hours last month.

Treasurer: Finances stabilizing. Engine overhaul account still about \$8K behind schedule. Have established a reserve from sales of 150 and Mooney for purchase of a new aircraft.

Controller: 2004 Budget Review @ Texins is tomorrow, the 6th. Next year's budget is based on little/no growth in membership and/or flight times. Working on collecting monies from "high-balance" members. Still trying to find one former member who owes us money. Also discussed ways we might collect from the former member who we received a judgment against.

Communications: November Newsletter is out on website. Calendar problem with Scheduler fixed. Website and scheduler both updated to reflect current fleet.

Safety: Nothing to report. Everybody is safe!

Membership: No report.

Cross Country Maintenance: Mooney has been sold. Currently shopping for upholstery shop to do Arrow interior; this should complete this year's capital expenditures.

Other Business: TFC Constitution submitted to Texins and approved. Calvin pointed out possible tax advantages of purchasing new aircraft; needs investigation on how it might apply to TFC/Texins. Discussed need to review and revise the job descriptions of all Board members; discussed previous recommendation to add an "Education Officer" position on the board whose immediate responsibility would be to re-establish and coordinate the PP Ground School. Also discussed the need to review the salary structures of the paid positions. Suggestion was made that we address in January.

Adjourned 2000.

TFC Fleet Maintenance November '03

Fleet Maintenance - 11/01/03 through 11/30/03

6368K

11/20/03 new vacuum regulator installed.
11/26/03 new oil dip stick installed.
11/30/03 Left main tire re-inflated.

7929U

No Maintenance Items

733NB

11/05/03 Nose strut aired up.
11/11/03 Battery connection repaired in GPS unit.
11/11/03 Vacuum regulator installed.
11/13/03 new compass card installed.
11/21/03 100-Hour inspection completed. Cracked exhaust manifold repaired and new spark plugs installed.
11/23/03 New O rings in the bottom of the nose wheel strut.

737TY

11/07/03 Transmitter reseated.
11/12/03 new voltage regulator installed.
11/14/03 Alternator rebuilt.
11/22/03 new alternator installed.

7508J

No Maintenance Items

TFC Fleet Statistics (2H '03)

Tail No.	Hours							YTD
	1H03	Jul	Aug	Sep	Oct	Nov	Dec	
Total	827.8	153.1	156.6	156.0	129.7	106.3	0.0	1529.5
6368K	135.0	21.4	26.6	18.7	14.9	3.6		220.2
7929U	160.7	35.6	21.8	19.2	15.3	23.4		276.0
150TM	34.6	0.2	0.5	0.0	0.0	0.0	0.0	35.3
733NB	202.4	40.4	46.8	42.4	35.0	38.6		405.6
737TY	209.8	33.0	40.0	50.8	42.4	26.8		402.8
7508J	83.4	13.6	14.2	18.9	22.1	13.9		166.1
5636Q	1.9	8.9	6.7	6.0	0.0	0.0	0.0	23.5

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
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Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

TEXINS FLYING CLUB INSTRUCTORS

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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
6368K	Cessna	150M Commuter	\$51.50
7929U	Cessna	150M Commuter	\$51.50
733NB	Cessna	172N(180) Superhawk	\$76.00
737TY	Cessna	172N Skyhawk	\$72.00
7508J	Piper	PA-28R-180 Arrow	\$87.00

* 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
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TFC Board Email	tflyboard@list.ti.com
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