



FLIGHTLINES

Newsletter of the Texins Flying Club

February, 2000

CALENDAR OF EVENTS

27 January (Thursday): FAA Pilot Safety Meeting: 7:00 PM, TKI's terminal. Weather and Tower Information plus more! All pilots are welcome.

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

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

24 February (Thursday): FAA Pilot Safety Meeting: 7:00 PM, TKI's terminal. All pilots are welcome.

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Alan Flewitt	PPSEL	11/30/99	Bryan O'Neill
Dan Ellison	1 st Solo	11/20/99	Mike Hance
Davinia Chism	1 st Solo	12/10/99	Mike Hance
Lloyd Norasane	PPSEL	12/29/99	Mike Hance

Highlights from January Board Meeting

Board Members in attendance: Board members in attendance: Robert Jolly, Dan Grelinger, Cory Stewart, Art Jones, Harold Morgan, Micah Koons, Bob Moran, Don Essenpries and Steve Aughinbaugh

We discussed the TKI Angel Tree benefiting Samaritan Inn of McKinney. It appears that TFC and ExecAir did not do a very good job of promoting the tree this year. The amount of the donations was only about a fourth of what we raised last year. But we still awarded the flight jacket and the fuel raffle prizes. The flight jacket was won by Joyce Moulton and Art Jones won 100 gallons. Next year we will need to do a better job of supporting this effort.

We then discussed adding a fixed gear Cessna 182 to the fleet. We have had difficulty locating a C-172, but a C-182 has been offered to the club as a lease-back. Art and some of the other board members have looked at the airplane and believe that it could be well used by the club members. The airplane is actually being offered by a partnership of 4 owners, three are club members and the fourth is not. Two of the club members are also TFC

board members, Dan Grelinger and Bob Moran. Bob and Dan refrained from the voting on this decision. The consensus of the board was that it has been more and more difficult to rent the Arrow, Mooney, Warrior or C-172 for weekend cross country trips. A review of the schedule log as well as the aircraft stats confirm this. The C-182 partnership stated that they wanted \$32/hour for leasing it to us. This is the same as 8142H. It was noted that this would give us another fixed gear, true 4-passenger airplane (someone cracked that it will even carry 4 real people like those of us weighing much more than the standard FAA 170 pounds!). Being a fixed gear model will also keep the pilot check-out requirements a bit lower than what we need on the retractable aircraft. The aircraft will also cruise in excess of 130 Knots but burn a bit more fuel than the other X/C airplanes. We expect that the rental rate will be near what the Mooney and Arrow because of the higher fuel usage rate. The lease-back agreement for this airplane would be the same as our exiting lease-back agreements with no special additions or deletions. The risk to the club is very low since our agreement allows us to terminate with just a 30-day notice.

A motion was made to enter into a lease-back agreement on the C-182. It was seconded and accepted by all with Bob and Dan not voting.

It is expected that the C-182 will be on-line by February and more details will be release then.

Harold Morgan noted that the desk that TFC purchased several years ago for the billing computer system has fallen apart and that a replacement was needed. A motion was made to authorize Harold to purchase a replacement if one could be found for less then \$200. This was seconded and accepted.

A former TFC member e-mailed the Membership VP about re-joining the club. Normally this is an automatic yes. But in this case the member had resigned from the club because of an incident. He had been observed by the TKI tower personnel when on approach to 35 descending below the tree line south of the airport. He then re-appeared and landed uneventfully. The tower controller noted the N-number of the airplane, the time and the fact that he and a passenger both got out the airplane. Upon further investigation by our Chief Flight Instructor, the Safety Officer and his flight instructor it was determined that the individual was a student pilot carrying a passenger in clear violation of FAA regulations

and TFC rules. The FAA investigated and suspended his student pilot's license for a period of one year.

The consensus of the board was that we would not accept this person's application to re-join the club. It is felt that our club is very open and we rely upon the sound judgement of our members to keep our club operating efficiently and safely. This person has demonstrated very poor judgement. He has not formally applied for membership, but the board felt that it was likely that if he does, his membership would not be accepted. The board directed the Membership VP to inform him of our opinion and if he still wants to apply he can, but that he will have to come before the board to present his request for our review. This is consistent with our constitution and by-laws.

The next order of business was a financial review. Based upon a review of income and expenses over the past 3 years it is clear that our income is not keeping up with our expenses. We are running a deficit of about \$15,000 per year. Also, it is not expected that we will continue to receive a capital input from Texins Association and even if we do, we really need to use it for capital purchases.

A review of the expenses reveals that the revenue from membership dues is not covering our fixed cost. Meaning that if no one flew we would eventually run out of money. We have also experienced increases in the cost of AVFuel, oil and tie-downs. It was noted that we have incurred increases in our fixed cost a number of times in the past 10 years. It is also true that our ExecAir hanger and tie-down rent was increased by 10% effective 1/1/2000. Also, it has been 5 to 10 years since membership dues were changed and over 3 years (November 1996) since aircraft rental rates have been increased. We have not received any income from Texins Association for the Texins Master members and furthermore, Texins has eliminated the Master member classification.

We also reviewed the rental rates and dues of other area flight schools and clubs. Our rates and dues are well below these rates.

The consensus of the board is that we need to raise hourly rates about 8% and dues by 10%. The income from dues will still not cover all of the fixed cost, but it will bring it much closer without an overly large increase.

The following rate structure was proposed and voted on:

- monthly membership dues to \$21 for all members
(an increase of \$2 for most and \$3 for the old master members)
- C-150 rate to \$38,
- N773NB C-172 to \$53,
- N8142H PA-28-161 to \$56,
- N7508J PA-28R-180 to \$66
- N5636Q M20E to \$66

This is about a 10% increase in monthly dues and an 8-6.5% increase for hourly rental rates.

This motion was seconded and accepted to become effective on March 1st, 2000.

Officer reports:

Communications: The recent outage of the TFC website was caused by the provider upgrading the site hardware without taking backups and restoring the content. The content was restored from my local copy.

Safety: We have 6 members signed up for the January Operation Raincheck and 12 for February. →

IFR Ground School Starts 2/7/00

Bob Niedwiecki has organized another IFR ground school. It starts February 7th and will run for six weeks on Mondays and Wednesdays at the Forest Lane facility. Bob currently have eight people enrolled which comes out to \$110.00 per person total for class and books. We are using the ASA Instrument Flying manual, from Trevor Thom. We will also use the King question/answer book. Remember that the TFC ground schools are open to anyone and are not limited to TFC members. Please let anyone that you believe would be interested know about the details. If you have any questions about the IFR Ground School or would like to join this one, contact Bob Niedwiecki at bniedwiecki@home.com. →

A New Aircraft for the Club!

A Cessna 182 will be added to the fleet soon. Bob Moran tells us the following: It is IFR certified, 6 cylinder Continental IO-470 (230 HP) with variable pitch propeller, 140 MPH, 1049 pounds useful load, with fixed gear and holds 62 gals of useable fuel. Even at gross weight, when leaned correctly you can expect 13.5 GPH at cruise or 4.5 hours flight duration without reserve. So it hails 4 full size adults with luggage a long distance. This is an aircraft configuration the club does not have.

Panel details:

- 2 Narco NAV/COM with flip-flop standby frequency
- 1 Glideslope CDI , 1 VOR CDI
- 1 Narco ADF
- 1 Apollo Loran-C
- 1 Narco altitude encoded transponder
- 1 inoperative Narco RMI CDI

Since FAR 61.31 was changed, effective 8/4/97, an endorsement is now required for both complex airplanes and high performance airplanes, if you do not already have an endorsement. This airplane meets the high performance endorsement criteria.
--end of quote—

At the time this went to press, the rental rate and check-out requirements have not been set. We will publish those in the next newsletter and communicate the details via tfly@list.ti.com. →

A Getaway Trip to Lake Travis, TX

By Steve Aughinbaugh

In October of 1999 we flew to Lake Travis which is just west of Austin, TX and was created in 1941 after construction of the Mansfield dam from 1937-41 by the Lower Colorado River Authority and the U.S. Bureau of Reclamation. The dam is 266 feet high and 7,089 feet long and creates a lake 64 miles long covering 18,929 acres. All of this is nestled in what is called the Hill Country of Texas. Having lived in Texas for 15 years I have heard about the beauty of the Hill Country many times, but have rarely experienced it myself. Flying over the lake gives you an appreciation for the area as the lake snakes through the valleys and around the hills. It is a beautiful place. And on the shore of the lake is a great resort, Lakeway Inn, and near the resort is an airpark, Lakeway Airpark (3R9). This seemed like a great weekend destination. So off we went.

We left for our trip at 11:00 AM on Sunday. Actually the plan had been to leave at 10:00, but one of the wheel struts on N642RJ was low. So I got my portable 300-PSI air pump out to put some air in the strut. Unfortunately when I attached to air hose to the strut valve the hose blew off of at the pump releasing all of the air pressure in the strut and spraying my shorts with several ounces of red hydraulic fluid! Just one of the joys of owning your own airplane I guess. I got the pump fixed and the strut pumped back up to the proper length. I had packed an extra pair of shorts, so I changed and rinsed the red fluid from my old shorts and was ready to go.

We left Aero Country and headed south. I stayed at 2,000 feet and used Lancaster Airport as my first waypoint. This way I would stay under and to the east of the DFW class B airspace. After clearing the class B airspace south of Dallas we climbed to 3,000 feet. The air was a bit turbulent here just under a broken cloud layer. But the temperature was reasonable and with the forecast for a solid overcast in the Austin area, I elected to stay at 3,000. We stayed there and just watched the Texas countryside side by underneath us. We passed over Lancaster and Waco, then on down to Temple for our next waypoint. A direct route would have taken us through the Fort Hood restricted areas. I don't know what happens or can happen if you go into a restricted area. I guess you can be visited by an F-16 or perhaps shot at. Seeing an F-16 in-flight up-close might be fun, but getting accidentally shot at would not be good. I do know that the federal aviation regulations prohibit me from flying there without permission, so I stayed away.

About an hour and a half into the flight, we passed just west of Georgetown, TX (GTU). We could now see Austin and its northern suburbs stretching toward us from the southeast. Toward the southwest, straight ahead of us, we could see the flat plains of north central Texas giving way to the rolling hills of central Texas. We could now see Lake Travis peeking at us through the gaps in the hills as we approached our destination. We were destined for Lakeway Airpark. Lakeway is a

privately owned public-use airport with a 3865 x 70 foot 16-34 runway. The airport is only open from sunrise to sunset. There are also deer in the area. We did not see any at the airport but we did see some on the drive to the resort and from our room's balcony. We landed on one six with a left pattern that took us right over Lakeway Resort. We turned base over the lake. There is a displaced threshold 200 feet down the runway on each end. Even with a landing beyond the threshold we were able to slow down and exit the runway at the midway point into the parking area.

Overnight parking is \$5 with the first two nights waived if you top-off with fuel from the credit card operated 100LL pump. While I was re-fueling, Cindy called the resort to ask them to pick us up. The fuel was \$1.95/gal. You can contact the resort by calling (512) 261-6600 or 800-LAKEWAY. The web address for the resort is: <http://www.dolce.com/properties/lakeway/> if you want more information.

There was plenty of paved parking with tie-down ropes and anchors. There is also a rest room and soda machine. We used both while waiting for the van from Lakeway Resort to arrive. Lakeway is a residential airpark with runway access for about 20 homes and tie-downs for several more. They are also in the process of building 4 hangers. It looked like each hanger had room for 4 airplanes. The Lakeway Airpark association has its own web page at: <http://www.onr.com/user/3r9/> This is a pretty popular airpark with waiting list for both the grass and ramp tie-down spots as well as a waiting list for the hangers. I believe this has been the case here for a few years and the closure of the Austin-Mueller and Austin Executive airports have only made the tie-down/hanger shortage even worse in this area.

The drive to the resort is only about a mile and half. We had landed at 1:00 PM, two hours after we left and were in the lobby of the resort by 1:30. The staff at the resort is very good and friendly and it felt like they were waiting for us. The normal check-in time is 4:00 PM and our room was not quite ready. But we had already planned on this and checked our luggage. We proceeded directly to the Lake Travis Room restaurant for their Sunday brunch. The Sunday brunch is served until 2:00. The restaurant overlooks the lake with a great view. The view coupled with the great food helped us to relax and slow down. After a meal of eggs, bacon, potatoes and prime-rib we returned to the lobby to complete the check-in. We were taking advantage of the Lake Escape package which is offered Sunday through Wednesday and includes a room, breakfast for two and 30% discount at the marina.

We had selected a parlor suite that includes a fireplace (with fire logs), wet-bar, couch and two easy chairs and a long balcony overlooking the lake. The rooms are located right on the lake or on the marina cove. Our room was on the lake and while we were enjoying the view of the lake a deer stopped by to stare at us for a bit. We said good-bye to the deer and changed into our swimsuits for an afternoon on the lake. A call to the front

desk brought us a golf cart ride to the marina. It was not really that far but it was a help to have someone take us there the first time.

The marina is full service including party boats for dinner cruises up to 300 people! We rented a 125 HP runabout. You could ski behind this boat or rent a boat with driver if you wanted to ski. We just wanted to tour the lake so we only rented the boat without the ski equipment or driver. The marina personnel gave us a thorough briefing on the operation of the boat and then we were off on our own. I had not piloted a boat in over 15 years, but it is not that difficult and what I had known came back quickly. It was a beautiful day with puffy clouds providing us shade over half the time. We headed east toward the dam. The marina was at mile marker 16. The boat would go about 45 MPH at full throttle. Most of the time I kept it at 30 MPH for the smoother ride and besides we really did not have any particular destination or time limit to rush us. At a couple of locations we stopped to gaze up at and take pictures of some of the large homes on the cliffs and hills above the water's edge.

At the 8-mile marker we turned around to go explore the western part of the lake. We found that the eastern part is more populated, probably due to it being closer to Austin. There were a couple of sandbar areas that we went by with boats anchored there with people swimming. At about the 20-mile marker was a course that jet-skier used to play in. There were a few darting in and around the buoys spraying water in the air as they buzzed around. After about the 22-mile point the shoreline gets pretty rural. We even saw a small herd of beef cattle grazing along the shore. We turned around at the 28-mile marker and headed back. It is a little hard for me to believe that we could have gone over 30 miles more and still had a bit of lake left!

Back at the marina, I found that my skill at docking a boat had stayed with me as I perfectly brought the boat into the dock, reversed the prop and stopped the boat at the proper spot! Now if I could just be as precise with my airplane landings. By the way, my last few landing have been very good. Mike Hance gave me another pointer when he was up with me recently. He suggested that just before or as I am flaring to gradually pull the power to idle. With my Cherokee, you need to carry some power on final to keep the sink rate low. I had been pulling most of the power on short final and steeply dropping in. I still practice power-off landings just in case I need to do one for real. But this technique really helps me to make great landings.

That evening we had dinner in the Travis Room as the sun set. We looked out to the northeast and the few remaining clouds picked up the reds and oranges of the sunset to the west. The meal was great. I had a mushroom-stuffed beef tenderloin and Cindy had a pasta sausage dish. We also had a chicken quesadilla appetizer. The beef was very tender and seasoned well. Cindy enjoyed the pasta along with a glass of wine. Actually we both had a glass of wine. After all I was not

going to be doing any flying in the next 8 hours. The next morning we had the included breakfast in the same restaurant. All of the meals at the Travis Room were excellent. This is definitely not the normal \$100-hamburger place that many pilots fly to. It is a cut above both in quality and price. You get what you pay for and the quality of the food and service is well worth it at Lakeway Resort.

After breakfast, we packed-up and called the front desk for a ride up the hill with our bags to check-out. While we were checking out we talked with the staff about the major addition that Lakeway Resort is adding. By December of 1999 they will have completed the building of a new 6-story hotel addition. The new hotel is on the lake side of the property and will have excellent views of the lake. You will still be able to stay in the existing guestrooms if you wish. They were updated and remodeled in 1997. But now it was time to head back to the airpark and leave for Dallas.

Back at the airpark I found an envelope in the door of my airplane. There was a note with it and instructions to either leave the money for the over-night tie-down or write my invoice number from the fuel pump. Having topped-off yesterday to help keep any rain out of the tanks, I simply wrote the invoice number on the envelope and left it in the box provided for them. The airplane started as expected and in a short time we were climbing to the north over the lake with a gentle turn to the east so that Cindy could take a parting picture of the cabin that we stayed in.

Today the sky was mostly clear of clouds, so we climbed to 5,500 for the trip home. About 45 minutes out I contacted Flight Watch for an update of the weather in the DFW area. They told us that there was an overcast at 3,000 feet starting at about Hillsboro that continued through the rest of my intended route. OK, no problem, I wanted to drop down under the DFW class B and would need to be at 2,500 to do that. As we got to Hillsboro, the sky was hazy but mostly clear of clouds. So we stayed at 5,500. In fact the suggested clouds never materialized all the way to Aero Country. The ride was smooth for all but one small bump over Garland, probably a late afternoon thermal. We had a headwind going down and with the passage of the front we had picked up a head wind on the return flight. In the end, both flights took 2 hours time going and coming back.

The landing at TX05 was another good, smooth one (thanks to my original instructor Mark and Mike's advice). All in all this was another great weekend get-a-way that N642RJ helped us with. If you ever get the chance to spend some time in the Texas Hill Country and Lakeway Resort in particular, do it. You will not be sorry. →

TFC Fleet Maintenance Report

By Don Essenpreis

For 12/01/99 through 12/31/99

6368K:

- 12/13/99 replaced missing tail tie down ring.
- 12/15/99 installed new battery.
- 12/15/99 resealed rear window.
- 12/24/99 completed 100 hour inspection - new ELT antenna and pilot rudder pedals (pace item) installed.

7929U:

- 12/20/99 welded broken exhaust flange.
- 12/22/99 installed new spark plugs (8).
- 12/24/99 re-timed magnetos.

150TM:

- 12/05/99 replaced landing light.

45023:

- 12/17/99 installed new mode-c encoder, repaired pilot window latch, repaired pilot PTT, resealed and serviced MAG compass.

733NB:

- 12/15/99 com radios repaired (Tomlinson Avionics).
- 12/22/99 overhauled shimmy dampener.
- 12/28/99 replaced front strut seals.

Other: Cessna service bulletin, cracks at bottom of door posts, to be repaired at next 100 hour, estimated cost to repair \$1000 - \$1500.

7508J:

- 12/03/99 completed 100 hour inspection - right main strut overhauled, prop governor adjusted.
- 12/30/99 adjusted alternator belt tension.

5636Q:

- 12/08/99 both com radios repaired and loaner terra nav head installed until TFC's is returned from factory.
- 12/08/99 front access panels resealed.

8142H:

- None. →

Fleet Usage Statistics

Month	Hours Flown	Member Flights	Total Flights
September	209.6	120.0	172.0
October	191.1	110.0	175.0
November	140.1	91.0	132.0
December	142.6	71.0	112.0
January	161.5	93.0	150.0
February	224.2	109.0	201.0
March	155.1	96.0	155.0
April	175.8	98.0	167.0
May	272.3	125.0	237.0
June	285.7	124.0	251.0
July	278.5	120.0	205.0
August	363.1	127.0	275.0
Average	217.4	107.5	186.6

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 column is the number of different members that have 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	Dick Sandlin	(800) 817-5572	(214) 350-6426	d_sandlin@email.com
Ops VP	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(972) 398-8477	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Dan Grelinger	(972) 995-1539	(972) 690-7074	dgrelinger@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Bob Moran	(972) 575-2210	(972) 612-1402	rmoran@ti.com
Controller	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	R	✓	✓	✓	✓			None	843-2208	<na>
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓	✓	✓	✓			(972) 315-2216	(972) 315-2216	cfly@airmail.net
Gerhard Deffner	Y			✓	✓	✓		(972) 562-5533	(972) 562-5533	gdeffner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 839-8933	(972) 346-3346	mwhance@juno.com
Jim Evans	R	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
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Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓			✓		(972) 390-5210	681-2974	bniedwiecki@home.com
Bryan O'Neill	Y			✓				(972) 205-8993	(972) 562-4241	Bryan_O'Neil@raytheon.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) 783-0284	(972) 727-3465	mseglem@datavon.com
Dick Stephens	R	✓	✓					(972) 517-1647	(972) 517-1647	Stephens6@ont.com

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	\$38.00
N6368K	Cessna	150M	Commuter	\$38.00
N45023	Cessna	150M	Commuter	\$38.00
N7929U	Cessna	150M	Commuter	\$38.00
N733NB	Cessna	172N (180)	Superhawk	\$53.00
N8142H	Piper	PA-28-161	Warrior	\$56.00
N?????	Cessna	182	Skylane	???.00
N7508J	Piper	PA-28R-180	Arrow	\$66.00
N5636Q	Mooney	M20E		\$66.00

- Monthly dues: \$21.00 for regular members
- 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) 562-7213
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 562-6080 ext 7512
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713

General

DUAT	(800) 345-3828 or www.duats.com Or www.duat.com
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

TFC COMMUNICATIONS & INFO

WWW	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
Mailing list	tfly@list.ti.com
TFC Board Email	tflyboard@list.ti.com

HINT ABOUT THIS PAGE: This page is designed to be torn off and then kept in your flight bag. This will ensure that you away have all of the club contact information with you. →

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