



# FLIGHTLINES

## Newsletter of the Texins Flying Club

June, 2000

### CALENDAR OF EVENTS

**3 June (Saturday):** TFC/ExecAir Picnic and Member/New Member meeting, donuts at 8:30am, meeting at 9:30am. Note that officer elections will be conducted at this meeting.

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

**10 June (Saturday):** NO MEMBERSHIP Meeting, see 3 June.

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

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

### Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Jim Zell	1 <sup>st</sup> Solo	1/16/00	Bryan O'Neill
Nick De Jesu	PPSEL	3/2000	Betsy Parrott
Seth Fuller	1 <sup>st</sup> Solo	3/09/00	Art Jones
Thomas Steingruber	1 <sup>st</sup> Solo	3/12/00	Betsy Parrott
Davinia Chism	PPSEL	4/21/00	Mike Hance

### Highlights from May and April Board Meetings

#### May Meeting

Board Members in attendance: Dick Sandlin, Bob Moran, Robert Jolly, Micah Koons, Don Essenpries, Art Jones, Steve Aughinbaugh, Dan Grelinger

The first order of business was a discussion of the Mooney gear-up incident. The board's responsibility is to determine if there was ordinary or gross negligence of the PIC and to determine if extenuating circumstances existed to determine the percentage of the uninsured expense that the PIC would pay. It was noted that the deductible for our damage liability insurance is \$1,000. The safety officer reviewed his report. All of the board members had previously read the report. The Safety Officer's conclusions were that there was no evidence of gross negligence or mechanical problems. The PIC had recent experience in the Mooney and was current with all club and FAA experience requirements. The PIC became confused on landing and failed to confirm gear down by checking the gear down indicator light. A

popping noise and a low pass to check gear down were distractions which contributed to the momentary confusion.

The PIC also reviewed his own report with the board. All of the board had previously read this report as well. The discussion was more detailed than what I will include in the minutes. The Safety Officer will keep all documentation and file the appropriate forms with our insurance carrier. All agreed that the PIC had a momentary mental lapse and there was no gross negligence. The PIC was very concerned and expressed responsibility for the incident. He also suggested that he would like to write an article on the experience for the newsletter. At this point the PIC left the room and the board discussed the incident. In the past with similar incidents the actions of the board have been to reduce the PIC liability from \$1,000 to \$500. A motion was made "to determine there were extenuating circumstances and reduced the liability assessment from 1,000 to 500". The motion passed.

The PIC was then informed that he would be billed \$500 as his part of the uninsured expense.

The next order of business was the up-coming TFC/ExecAir picnic. For the past few years we have partnered with ExecAir for our summer picnic. We agreed that we would again this year. The TFC/ExecAir picnic will be June 3. We will also hold the TFC general membership meeting on the 3rd as well instead of having it on the second Saturday of the month. We are almost certain there will be an airshow at the picnic this year. We had been told that the low-level waiver has the support of both the TKI Airport Manager (thanks Dave :) and the McKinney Airport Board. Dick Sandlin will chair the picnic committee. Micah will handle getting chairs (150) and tables (17). Dan will manage the Spot Landing contest. Bob will purchase the toy airplanes and kid's prizes. Mitch DeFliche (sp?) was volunteered to handle the kids landing contest. Mike Hance will conduct a Safety Seminar during the picnic. A motion was made to authorize a budget of \$700 for the picnic with Dick having the authority to distribute this. This amount is similar to what we have spent for past picnics. The motion passed.

It was noted that it is time to open nominations for Ops VP, Trainer Maintenance and Treasurer. Steve will e-mail the membership that nominations are open and Dan will manage and conduct the election at the June 3rd general membership meeting. Nominations are officially

open. Please e-mail any nominations to [tflyboard@list.ti.com](mailto:tflyboard@list.ti.com)

We also discussed changing the compensation for OPs VP. The Operations VP handles almost all maintenance on club airplanes with the exception of oil changes and a few other things. The other two maintenance officers help, particularly with the movement of airplanes when they need to be taken to other locations. All agreed that the Operations VP duties do require a large amount of time. The position is currently compensated at \$250/month. But at this time the board agreed to leave the compensation as is at \$250/month.

It was noted that new schedule sheets are needed in the scheduling book. Steve will print some soon and bring them to TKI.

The board also agreed to keep having our board meetings at TKI even though most of us live near Dallas Texins. There are enough board members that live near TKI or need to do things at TKI before or after the meeting to warrant keeping the meeting at TKI.

Bob reported that our mailing service could no longer accept a cost center for billing us. The cost center that we have been using was in TI's Worldwide Planning and Logistics (WPL) group and they were just absorbing the cost for all Texins Clubs. The mailing service has agreed to bill Texins Association and they will allocation our cost to the club. This will amount to about \$100 a month in new expenses for us. (We were getting this for free.)

Robert Jolly reported that he spent about 2 hours cleaning 8142H. One of our club members left the Warrior in a very muddy and messy state. The owner of the airplane and members that flew it directly after it was messed up were not very pleased. But Robert came to the rescue and cleaned up somebody else's mess. Whoever you are (and you know who you are), you own Robert a big thank you!

Everyone, actually most of you already know this, but we need to understand that we are all part owners of these airplanes, both the club owned and the ones we lease. Please treat YOUR equipment with respect and clean up after yourselves. Enough said I hope.

Micah reported that 733NB will go to the paint and interior shop on 5/15/00 and be gone until mid June 2000. The Mooney will be moved to Ardizzone's at Aero Country after the prop is removed and repaired. The engine will need to be at least partially torn down and inspected and the belly will need to be repaired. The damage was not very severe for a gear-up. The PIC did a great full stall, center line landing with the engine at idle. This contributed the low amount of damage.

#### **April Meeting**

In attendance: Art Jones, Dick Sandlin, Robert Jolly, Micah Koons, Bob Moran, Steve Aughinbaugh, and Don Essenpreis

Micah reported that 733NB has been scheduled for painting this summer. It should be out about 1 month.

Art reported that the ExecAir picnic is set for Saturday, 3 June. TFC normally holds our picnic at the same time and we agreed to do the same this year. The subject of the airshow came up. Many of our members were disappointed that we did not have an airshow last year. The board believes that having a low-level airshow like we have in the past is a good draw for the airport and something that our members look forward to. It was suggested that Dick should call Dave Pearce, TKI Airport Manager (and TFC member :) and express our desire that we would appreciate his support for the low level waiver that will be needed to get the aerobatic pilots in the area to participate. It is unlikely that the area pilots will come if we do not have a low-level waiver. Art and Dick will work this.

There was discussion about the instructional rates for club CFI's. The current rates are \$17/hr for primary instruction and \$19 for advanced instruction. These rates have been in effect for over 5 years. It was moved, seconded and accepted to change the rates to \$19/hr and \$21/hr respectively. The club retains \$0.50/hr for any instruction that is billed through the club to cover the billing costs. CFI are free to do their own billing and collection. Referencing TFC primary training costs comparison shows that this \$2 increase will add about \$50 to the costs for attaining a PPSEL through the club. This rate is still very competitive with non-club instruction.

There was concern expressed about rising AVfuel costs. The recent increases in fuel were not foreseen or included into the recent rental rate increases. It appears that we may see prices moderate and drop in the near term. The board agreed to leave the rates as they are and monitor the situation. The board would like the membership to consider refueling at locations with less expensive fuel whenever feasible. Please note the article below. →

#### **Wow, AVFuel above \$2.50!**

*By Steve Aughinbaugh*

One of the major topics at last Saturday's membership meeting was the rapidly increasing costs of AvFuel. AvFuel is now above \$2.50/gallon at TKI and other FBOs. But there are other locations that are still below \$2.00/gallon. If you are able to, the board recommends that you stop at an alternate airport on your return to TKI and top off the tanks.

We have an account at Rockwall (F46) that you can use just by stating that you are flying a TFC aircraft. I just checked with them to confirm this. The fuel there is was \$1.85/gallon. ExecAir at TKI was at \$2.37 for based-on-field price (\$2.57 for transient). Gainesville (GLE) is also another good location. Someone was there at the end of March and it was \$1.74/gallon. I also checked with Sherman (SWI) in mid March. Their fuel is was

\$1.75/gallon. The manager there told me to also let you know that they will have a credit card pump there within the next 30 days. And to tell you that you can access the terminal if it is locked by using the keypad with the code being same as the VHF emergency communications frequency.

As always, use good judgement on managing your fuel and stop when and where you need to as dictated by your needs and situation. But if you have the flexibility stop at these locations on the way back to TKI or locations like these with less expensive AvFuel, please do. Doing this will help to keep the rental rates down. We may still have to increase the rates if the prices stay this high for very long, but we might be able to keep them lower if we all attempt to purchase fuel at less expensive locations.

Also, if you have not signed up for an AOPA credit card you may want to. This does not save the club any money, but it will you. With an AOPA membership and an AOPA credit card you can purchase AvFuel or anything at most FBOs on the card. Then circle those purchases on your bill and FAX to a specific number and they will credit your account with 3% of the purchases. This will save you money giving you a rebate on the fuel you put in TFC aircraft. Let's see ... 35 gallons at \$1.75 times 3% is \$1.84. Not a lot on one fill-up, but at 350 gallons, the savings becomes \$18.38, enough for a hamburger or two. →

## **Aviation Manufacturers Web Sites**

*By Seth Fuller*

Hello! This is the first, of which I hope, turns out to be many articles that I get a chance to write for you. I plan on writing these first articles about what there is out there on the NET. If you find any sites that I have not included, please feel free to email your suggestions to: s-fuller1@ti.com. I thought that I would start this first article out with a few of the big name manufacturers. Each time I will try to include something about a plane or avionics as well as something for the student. Students should check into the plane sites. This will help you too familiarize with the terminology. After all, you are learning a totally new language. Pilot Speak!

First will be Cessna: <http://www.cessna.textron.com/>

It appears, and I didn't know this, but Cessna is partnered with Textron, who in turn is also partnered with Lycoming. Well, I have perused the Cessna site, mouth watering and all. Hey Dick, can we committee to get a Citation? What would be the rental rate be: \$10,000/hr.? I found the site to be very informative, entertaining but as with most of the Cessna equipment, it is way out of the range of the typical pilot. Anyone for Lottery tickets?

The Cessna 2000 site is neat as well. It gives a great glimpse into the future. Great site with a lot of beautiful planes. Very easy to maneuver, except for the fact that I had to dig a bit to get a good picture of the aircraft that I was looking for. Lot's of colors and can get confusing. It

makes you read every word on the page to make sure of what you are doing. Could this be the intent?

Second is Piper: <http://www.newpiper.com/>

Apparently we get to deal with, "The New Piper", now. I pulled up the Piper fleet and was greeted by the Arrow, the Archer, the Saratoga, Seneca, Malibu and the Seminole. All are beautiful aircraft. I have always liked the Piper designs. A new arrow, with standard equipment and a "Brand New Flight Bag", weighs in at a hefty \$228,700. Then there's options. Sorry, I won't go on. The pain is too much. I keep telling myself, buy TI, buy TI, buy TI. One day it will work out. Piper's website is nice except for the fact of light colored lettering on a dark background. The site works well after that. I had no trouble with bandwidth and it was very easily maneuverable.

Third is Mooney: <http://www.mooney.com/>

For those of you who don't know, Mooney is coming out with a new logo this year. It looks similar to an Eagle. I would assume it is patterned after the famed Mooney Eagle of which they are adding a 'free' storm scope as well as a free Garmen GNS GPS/NAV/COM for limited year 2000 buyers. The new Eagle's price comes in at only \$299,000. With the addition of options packages a new Eagle could set you back close to \$350K. But what a plane! The site looks great, although I did sense a hint of pictures being posted that were a bit grainy. Lot's of colors and things to keep you interested and looking. The links page could use some work with only five places to go from here. At least they have stayed away from a lot of flashy banners and .GIF animation, which can detract from what the site is really trying to get across. (Art, can we get one of these for our club!) The Ovation and Bravo sites are up as well. If you're a Mooney fan take a visit. The site is well worth your time, even if it is just to learn about some of the new Avionics packages being offered, of which Mooney seems to be well on top of.

One of my favorites: <http://www.studentpilot.com/>

If we have any students, wait let me re-phrase that, we're all Students and this site offers something for all of us. Yep as you would have guessed it the Kings have a large presence here. They offer an online store as well as some nifty articles for beginners. The site is not too large at this time but it is growing. Navigation is easy and you don't need your flight computer (E6B) to get around. Have a look!

Following is a direct link to an extensive list of aircraft manufacturers. I didn't know there were so many. I didn't notice any home built companies in this list so it appears to be only companies with STC'd aircraft.

[http://dir.yahoo.com/Business\\_and\\_Economy/Companies/Transportation/Aviation/Aircraft/Manufacturers/](http://dir.yahoo.com/Business_and_Economy/Companies/Transportation/Aviation/Aircraft/Manufacturers/)

Well, I hope this has been helpful and a bit entertaining. Next month we'll cover Aircraft parts and vendors. This list could get Big! Don't forget to send me any suggestions that you may have. →

## ***Aircraft Grounding Procedure***

*By Robert Jolly*

ANYONE can ground an airplane and you should not hesitate to do so if it fails any of the required pre-flight inspections or for any reason you deem necessary. Safety is the prime consideration. NEVER fly a grounded aircraft! This is common sense as well as club rules.

ONLY A TFC CFI OR MAINTENANCE OFFICER CAN UNGROUND AN AIRPLANE. Always check the maintenance recorder to be sure of the status of your airplane.

Follow these steps to ground an airplane:

1. Place the aircraft key on the "Grounded" hook (not the plane's usual key hook). Put a "Grounded" tag (found in the bottom of the key box) where the airplane's key would normally hang.
2. Hang a "Grounded" tag on the airplane's throttle.
3. Write an entry in the airplane's tach log, indicating: "GROUNDED" and the reason for the action.
4. Call status recorder (972 562-7213) and report that you have grounded the airplane and state the reasons for it.
5. Using the phone numbers in the club schedule book entries, call and attempt to notify the other members who have scheduled the airplane for that day. →

## ***"HAVE NUMBERS"***

*By Mike Hance, FAA Safety Counselor*

The reference for this article is the *Pilot/Controller Glossary sections of the FAA AIM*. "Have Numbers" is used by pilots to inform ATC that they have received runway, wind, and altimeter information only.

AIM 4-1-13 # H

While it is a good operating practice for pilots to make use of the ATIS broadcast where it is available, some pilots use the phrase "Have Numbers" in communications with the control tower. Use of this phrase means that the pilot has received wind, runway, and altimeter information ONLY and the tower does not have to repeat this information. It does not indicate receipt of the ATIS broadcast and should never be used for this purpose.

AIM 4-1-17 # 4

Approach control will issue wind and runway, except when the pilot states "have numbers" or this information is contained in the ATIS broadcast and the pilot states that the current ATIS information has been received.

We do not have an ATIS at McKinney (TKI). But, to help with the radio congestion, pilots are encouraged to listen up for the runway in use, wind, and altimeter setting that have been given to pilots just ahead of you. Then use the phrase "Have Numbers" to let the controllers know that you already know the current runway in use, wind, and altimeter setting.

For example:

McKinney Ground, Cessna one five zero tango mike, new north ramp, Have Numbers, taxi for takeoff.

The use of the phrase "have the information" or "with information X" at McKinney means NOTHING to the Tower. TKI does not have an ATIS. The controller must still provide the runway, wind, and altimeter. For an airport with ATIS, the proper procedure is the listen to the ATIS before contacting the controller and then inform the controller that you have listened to the ATIS by stating "with information X" where "X" is the ATIS identifier from the broadcast.

Using the phrase "with the ASOS information" will not help the controller either since this phrase is not listed in the glossary. The controller is still required to issue CURRENT runway, wind, and altimeter. The only acceptable phrase to inform the controller that you already have the current runway in use, wind, and altimeter setting is "have numbers".

Of course if you don't have this information, proceed with your request to taxi and the controllers will give it to. But if you can listen up while to get ready to taxi and make note of the numbers given. Then you can save a bit of airtime by intelligently using the phrase "have numbers." →

## ***TFC Fleet Maintenance Report***

*By Don Essenpreis*

For 04/01/00 through 04/30/00

### **6368K**

- 04/26/00 Reseated seal and clamp on #3 cylinder push rod tube.
- 04/28/00 Drained oil and replaced with 5qts 15w50

### **7929U**

- 04/16/00 Replaced right main tire.
- 04/25/00 Replaced leaking right fuel drain.
- 04/28/00 Drained oil and replaced with 15w50 Aeroshell.

### **150TM**

- 04/05/00 Completed 100-hour inspection. New o-rings installed in front strut.

**733NB**

- 04/09/00 Repaired #2 KX-155 re-installed.
- 04/17/00 Replaced voltage regulator.
- 04/19/00 Alternator removed and bench checked. Returned to service.
- 04/26/00 Replaced alternator circuit breakers.
- 04/26/00 Repaired #1 KX-155 re-installed.
- 04/30/00 Serviced left brake master cylinder.

**7508J**

- None.

**5636Q**

- 04/06/00 Completed annual inspection. Replaced bent front landing gear frame, replaced 3 intake tubes, new front shock disks, new shock link, replaced panel light rheostat, new baffle seals, spark plugs, vacuum filters, replaced broken baggage door hinge.
- 04/08/00 Loaner transponder removed and repaired original re-installed.
- 04/21/00 Short in transponder repaired.

Note: Grounded, gear-up landing.

**8142H**

- 04/03/00 Frozen fuel selector valve repaired.

**3187Y**

- 04/27/00 Completed 100-hour inspection.

Note: Flying, but #1 nav/com removed for service. →

**Aviation Accidents**

*Robert Jolly, TFC Safety Officer*

It seems like we are hearing more and more about aviation accidents, especially in General Aviation. The following summary of Accidents for the month of January was published in the Monthly Journal of Aviation Safety. I thought that you might like to see the numbers. These do indicate a large number of accidents are in General Aviation which indicates that we all need to keep our eyes open to "See and Avoid" other traffic and spend that little bit of extra time in planning our flight. We also need to make sure we get that all important weather briefing from our local Flight Service Station and be physically and mentally ready to fly when we get to the airport.

**Accident Totals, January**

Total Accidents / Incidents:	98
General Aviation:	89
Part 121:	4
Part 135:	5
Total Fatal Accidents:	23
General Aviation:	22
Fatalities:	37
Part 121:	1
Fatalities:	88
Part 135:	0

I have also included a couple of Preliminary Accident Reports here just to keep you thinking about safety. After reading these I imagine that you will have some ideas on how they could have been prevented.

**Jan. 21, Mexia, Texas Beech Baron**

At 17:30 CST, a Beech 95-B55 crashed while maneuvering in the traffic pattern at Limestone County Airport. The pilot was killed. Two witnesses said the pilot radioed that he was on downwind and then on base for runway 18. The pilot then said he "didn't have a green gear light" but that the mechanical indicator was showing the nose gear in extended position. The pilot asked the witness to examine the gear as he flew by. He passed over the runway at about 200 feet and a "very slow airspeed". The pilot then added power and began to climb but did not add much power. Another witness saw the Baron make a very steep turn to the left and spin to the ground 1.5 miles southeast of the airport.

**Jan 8, Harpswell, Maine Piper Turbo Saratoga**

At about 21:00 EST, a Piper PA-32R-301T was damaged as it departed Farr Field Airport. The two occupants were not injured. The pilot said the flight originated from Bedford, Mass., earlier in the day. He had kept his fuel load low and planned on a short flight to Portland to refuel prior to returning to BED. The pilot reported that when he arrived at the airport for departure it was a dark night with no moon. After takeoff, he was not aware the airplane had drifted right until he saw tree branches that were illuminated by the right wing landing light. He said he did not have sufficient time to avoid the branches and struck them. He then continued with the takeoff and landed without incident at PWM.

Safe Flying, Robert →

## TEXINS FLYING CLUB OFFICERS

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President	Dick Sandlin	(800) 817-5572	(214) 350-6426	d_sandlin@email.com
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Safety	Robert Jolly	(972) 234-0787	(972) 234-0787	rjolly_1@yahoo.com

## TEXINS FLYING CLUB INSTRUCTORS

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Dick Stephens	✓		✓				(972) 517-1647	(972) 517-1647	Stephens6@ont.com

**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:** Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh, email [saughinbaugh@ti.com](mailto: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
N7929U	Cessna	150M	Commuter	\$38.00
N733NB	Cessna	172N (180)	Superhawk	\$53.00
N8142H	Piper	PA-28-161	Warrior	\$56.00
N3187Y	Cessna	182	Skylane	\$66.00
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: \$19.00; Advanced: \$21.00 (\$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
Garry Ackerman, N8142H Owner	(972) 867-8713

#### General

DUAT	(800) 345-3828 or <a href="http://www.duats.com">www.duats.com</a> Or <a href="http://www.duat.com">www.duat.com</a>
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	<a href="http://www.texins.org/flyingclub">http://www.texins.org/flyingclub</a>
FlightCom Prices	<a href="http://www.texins.org/flyingclub/flightcom.html">http://www.texins.org/flyingclub/flightcom.html</a>
Mailing list	<a href="mailto:tfly@list.ti.com">tfly@list.ti.com</a>
TFC Board Email	<a href="mailto:tflyboard@list.ti.com">tflyboard@list.ti.com</a>
Mailing Address	Texins Flying Club C/O Harold Morgan P.O. Box 831311 Richardson, TX. 75083-1311

**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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