



FLIGHTLINES

Newsletter of the Texins Flying Club

June 2003

CALENDAR OF EVENTS

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

7 Jun (Saturday): Special Event @ Southwest's Simulation Facility, Love Field. Limited space; contact Burak Ilhan, if interested.

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Mark Massey	1 st Solo	05/02/03	Mark Seglem

FAA MAKES CHANGES TO HOUSTON CLASS B PROPOSAL

The FAA has proposed changes to the Houston Class B airspace in Texas to protect "tri-multaneous" approaches to three runways at George Bush Intercontinental Airport (IAH). AOPA, participating in an airspace users' working group, expressed concerns about the vertical compression of VFR traffic to the east and west of the airport, where the floor of the Class B airspace would be lowered by 1,000 feet. The Houston Tracon has developed VFR waypoints that will be added to future Houston VFR Terminal Area charts to help pilots transiting the area. Formal comments on the proposal are due to the FAA by June 2.

TSA SAYS STATES CAN'T CONDUCT PILOT BACKGROUND CHECKS

The Transportation Security Administration (TSA) says in no uncertain terms that individual states do not have the authority to require pilot background security checks; that power lies solely with the federal government. The April 10 letter was a response to AOPA's request for TSA's opinion on state-imposed aviation security regulations. Assistant Administrator for Transportation Security Policy Thomas Blank wrote, "State imposed measures to require criminal background checks on flight school applicants would create a patchwork of requirements in this area.... It is TSA's view that while

such efforts by states are motivated by legitimate concerns for the security of the nation, they are nevertheless not permissible." The FAA also has backed AOPA's position. "This letter is powerful ammunition in our fight to strike down Michigan's pilot background check law," said AOPA President Phil Boyer. "And it ought to make other state and local lawmakers stop and think twice about their own inappropriate efforts to regulate aviation security and pilot licensing."

TSA Cites GA Threat

Warns Airports To Be On The Lookout

From TSA Advisory 03-019 This advisory was produced by the Department of Homeland Security based on information and analysis from the Terrorist Threat Integration Center.



The Continuing Threat To Aviation

Al-Qaeda has long considered attacking US Homeland targets using light aircraft. Recent reliable reporting indicates that al-Qaeda was in the late stages of planning an aerial suicide attack against the US Consulate in Karachi. Operatives were planning to pack a small fixed-wing aircraft or helicopter with explosives and crash it into the consulate. This plot and a similar plot last year to fly a small explosive-laden aircraft into a US warship in the Persian Gulf demonstrate al-Qaeda's continued fixation with using explosive-laden small aircraft in attacks. General aviation aircraft that were loaded with explosives to enhance their destructive potential would make them the equivalent of a medium-sized truck bomb.

Al-Qaeda may attempt to use charter or general aviation aircraft to conduct future attacks because of their availability, less stringent protective measures, and destructive potential. The group has a fair sized pilot cadre and the use of small aircraft requires far less skill and training than some larger aircraft.



Charter aircraft also may be attractive because terrorists may only need an established line of credit to gain access to an aircraft and because some agencies allow the use of customer pilots. Security procedures typically are not as rigorous as those for commercial airlines and terrorists would not have to control a large number of passengers.



Reliable information obtained last year indicated al-Qaeda might use experienced non-Arab pilots to rent three or four light aircraft under the guise of flying lessons.

In consideration of the above information, the Department of Homeland Security asks members of the General Aviation community to report all unusual and suspicious activities. If you observe persons, aircraft, and operations that do not fit the customary pattern at your airport, you should immediately advise law enforcement authorities.

Your immediate action is requested for these items:

- Secure unattended aircraft to prevent unauthorized use.
- Verify the identification of crew and passengers prior to departure.
- Verify that baggage and cargo are known to the persons on board.
- Where identification systems are in place, ensure employees wear proper identification and challenge persons not doing so.

Increased vigilance should be directed toward the following:

- Unknown pilots and/or clients for aircraft or helicopter rentals or charters.
- Unknown service/delivery personnel.
- Aircraft with unusual or unauthorized modifications.
- Persons loitering in the vicinity of aircraft or air operations areas.
- Persons who appear to be under stress or the control of other persons.
- Persons whose identification appears altered or inconsistent.
- Persons loading unusual or unauthorized payload onto aircraft.

NOTE: All charter operators subjected to the 12-5 rule, Standard Security Program and the Private Charter Security Program, are reminded to ensure compliance with these security requirements.

Persons should immediately report such activity to local law enforcement and the TSA General Aviation Hotline at 866-GASECUR (866-427-3287).

Lighter Than Air Moments

From John Ivey

Not approved for IFR navigation

Tower: "American 351, you have traffic at 10 o'clock, 6 miles!"

American 351: "Give us another hint! We have digital watches!"

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, " the dreaded seven-engine approach".

Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "... and it took us a while to find a new pilot."

Overheard on Tallahassee Approach during heavy turbulence conditions.

TLH Approach: "Cessna 12345, state intentions."
Pilot: "Cessna 12345 intends to land without hurling ... somehow."

Overheard following a Lear's very steep climb out of Teterboro:

Controller: "Lear 12345, after retrieving your passengers from the tail section, contact departure..."

At a recent software engineering management course in the US, the participants were given an awkward question to answer. "If you had just boarded an airliner and discovered that your team of programmers had been responsible for the flight control software how many of you would disembark immediately?"

Among the ensuing forest of raised hands, only one man sat motionless. When asked what he would do, he replied that he would be quite content to stay on board.

With his team's software, he said, the plane was unlikely to even taxi as far as the runway, let alone take off.

Pilot: "Approach, Cessna 1234, student pilot ... I am at 3500 feet and am otherwise a bit lost."

Approach: "We will try to help you. Do you see a city, highway, or water tower nearby?"

Pilot: "There is a city nearby with a water tower."

Approach: "Fly over the water tower and tell us what you see written on it."

(pause.....)

Pilot: "Class of '98"

CONGRESSMAN QUESTIONS DISNEY TFRs

An important member of Congress is calling into question the "Mickey Mouse TFRs" (temporary flight restrictions over Disney World in Florida and Disneyland in California). In a letter to Transportation Secretary Norman Mineta, Rep. Ernest Istook (R-Okla.), the new chairman of the House transportation subcommittee, questioned the legitimacy of the TFRs. These TFRs were put in place after some vaguely worded language restricting banner towing operations over certain sporting events was included in the 2003 FAA Appropriations Act. Some lawmakers made it clear to the Department of Transportation and FAA that the "intent of Congress" was to provide for flight restrictions over the Disney theme parks as well. Istook is questioning whether that represented the intent of all members of the conference committee that wrote the language. Much as Mayor Daley did to justify destroying Meigs Field in Chicago, others are also using 'national security' as a ruse to place limits on general aviation for reasons that have little to do with terrorist threats. Stay tuned.

And, at least something is getting done! ✍

FAA ELIMINATES ONE OF 16 'PERMANENT' TFRs

The FAA rescinded one of the 16 "permanent" security-related temporary flight restrictions (TFRs) that AOPA had been pushing to eliminate. The TFR around Whiteman Air Force Base in Knob Noster, Missouri, is canceled.

From Chapter 11 to Chapter 7: National's 'Done'



On Monday April 14th, a federal judge approved conversion of National Airlines' bankruptcy status from Chapter 11 protection, to Chapter 7 -- liquidation.

Once the fifth-busiest airline flying out of Las Vegas, and later, until last November 6, National had flown its last two leased 757s between Philadelphia and Las Vegas. On that date, it was forever grounded.

National operated outside of bankruptcy just over one year, in its three and a half-year existence; until Monday, it was a Debtor in Possession, trying to figure a way out.

Intensive collection efforts on behalf of National will continue; the airline's accounts receivable, reportedly worth millions on paper, will be all the airline's creditors will get, except for a small amount (perhaps over \$300,000) that the sale of the office furnishings and increasingly-obsolete computers will bring.

Tom Grimmatt, trustee, said of the imminent Chapter 7 proceedings: "We're done. We're over."

FMI: www.nationalairlines.com

OMF Aircraft adds four-place aircraft to its line

OMF Aircraft will add a four-place aircraft, the Symphony 4, to its line of personal aircraft.

"OMF is thrilled to be introducing the second in what we anticipate will be a long line of aircraft," said Derek Stinnes, managing partner. "It was only two years ago that our first aircraft, the Symphony 160, received its FAA Type Certificate."

The Symphony 4 will have a useful load of 1,190 pounds. It will carry full fuel, four adults, and their baggage. A 50-gallon fuel tank gives the aircraft a range of nearly 500 miles.

The 46-inch-wide cabin means everyone will have plenty of room — even if they stand 6 feet, 5 inches tall, as Stinnes does. "I'm the test case for the cabin on the Symphony 4," he said. "I have to be comfortable sitting in each of the four seats."

Stinnes anticipates that first flight of the Symphony 4 will take place before the end of 2003. For more information, or to reserve a production position, call 866-OMF-1600.

Quick and Legal Flight Planning

Part 5 of AOPA's Ounce of Prevention Series

Ways to avoid common pitfalls

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

How extensive is your flight planning? It needs to be good enough to meet FAA standards and yet practical enough to be completed on the same day that you want to fly. The FAA says the pilot shall "become familiar with all available information concerning the flight" (FAR 91.103). You must be all knowing.

The Regulations

That's a tall order, but the regulation adds a few guidelines. For example, those flying IFR — and VFR pilots flying away from the vicinity of an airport — must check weather reports and forecasts, fuel requirements, alternatives available if the planned flight can't be completed, and any known traffic delays. Obviously, a call to a flight service station or a visit to the AOPA Online Flight Planning Service (www.aopa.org/members/plan.html) can meet most of those requirements.

The AOPA flight planner allows you to enter fuel consumption and performance data for a specific aircraft.

The regulation also calls for pilots to check runway lengths at airports of intended use and compute takeoff and landing distances. The computations should include aircraft performance under expected values of airport elevation, runway slope, aircraft gross weight, wind, and temperature. You'll have to do many of those calculations manually using the pilot operating handbook (POH). Few flight-planning software programs now on the market offer takeoff or landing distance calculations. (However, AOPA Online Flight Planning is linked to AOPA's Airport Directory Online and will provide runway lengths.)

How much is enough?

You could spend a long time compiling all available information. Comair Aviation Academy in Sanford, Florida, trains its future airline pilots to assemble lots of information in a short time. Instructors there hand students a detailed takeoff data card that must be filled out before every flight. Since students generally have only 20 to 30 minutes to complete the flight planning, they get very good at it, very fast.

First, they listen to the ATIS squawk box located on one side of the flight planning room and write down the information. Then they calculate pressure altitude and determine exact takeoff and landing distances, cruise performance, fuel burn, and V-speeds. All calculations are adjusted for weight and weather conditions as necessary, such as calculating maneuvering speed based on the exact weight.

When computing takeoff and landing distances, Comair students interpolate among the pressure altitude and temperature columns in performance charts found in the POH.

Bruce Landsberg, executive director of the AOPA Air Safety Foundation, suggests that the average pilot can take a shortcut. Just use the next higher takeoff or landing distance for an extra margin of safety. Don't bother interpolating.

Finally, Comair students calculate weight and balance for zero fuel weight, ramp weight, and takeoff weight after fuel is burned for taxi. They then subtract the fuel expected to be burned during the lesson and calculate the center of gravity for landing. All this is done at lightning speed, since aircraft schedules are tight.

Fuel, weather most common problems

It is unlikely that a VFR or IFR Comair student will ever be guilty of poor planning. A common trick among Comair instrument instructors is to land with an instrument student at Orlando Executive Airport and tempt the student to take off toward the city. Unless the student reads the fine print on the bottom of the terminal approach procedure, his aircraft could slam into a downtown building.

For those of you who don't fly with a Comair Flight Standards Manual under your arm, flight planning evolves as a matter of personal preference. The chances are that if you mess up, it will most likely be an error involving fuel management, says AOPA Air Safety Foundation official John Carson, who manages ASF's accident database. "Reasons for running out of fuel include lack of familiarity with the aircraft and encountering headwinds," Carson said. Again, computerized flight-planning software and AOPA Online Flight Planning can get the weather briefing for you and calculate the effect of forecast winds on fuel consumption.

Fuel exhaustion is such a common cause of accidents that ASF has developed a free seminar series titled "Fuel Awareness" that will be presented to pilot audiences around the country. The free two-hour evening seminar will premier in New York and New Jersey in late June. To get exact locations, log on to AOPA Online and click on Air Safety Foundation (www.aopa.org/asf/schedules/sssite.cfm) or call 800/638-3101.

Weather accidents are as common as fuel exhaustion, but often result from no flight planning, as opposed to poor planning, ASF's Carson said. Some of the pilots involved in weather-related accidents look out the living room window, decide the weather is good, and forget that the destination might not have good weather, he explained. Most pilots, however, check the weather, Carson said. It's the pilots who do no flight planning at all who are caught unaware.

Give yourself a big margin

Why calculate fuel reserves to the minimum and then worry about it during flight? Land with an hour of reserve fuel instead. Some flight-planning software allows the pilot to specify fuel reserves, and will automatically plan fuel stops to assure that the reserve is not exceeded. The one-hour suggestion means those of you flying IFR may require up to two hours of reserve fuel, since you must arrive at your destination, cruise to the alternate airport should one be necessary, and be able to remain aloft yet another 45 minutes. Yes, that reduces the range of your aircraft, forcing most of you to fly two-hour legs on a long cross-country flight, but it beats plodding about in IMC weather and worrying about fuel.

When are alternates needed?

Comair Aviation Academy has an interesting answer to that, one that amends what the regulations provide. The regulations say that IFR pilots must designate an alternate airport on the flight plan anytime the weather is forecast to be less than 2,000 feet and three miles' visibility from one hour before to one hour after the intended arrival. However, the correct answer for Comair students is, "Always."

Alternates are always needed, Comair students are taught, unless weather minimums are met. It is a slight adjustment to the pilot's thinking that improves safety. It works for VFR pilots as well.

Just because you are a VFR pilot does not mean you can't list an alternate on the flight plan. Most VFR pilots assume that no alternate is needed. But what if the winds are unfavorable at the original destination? Are you just going to hope that your skills and your aircraft can handle a 20-knot direct crosswind? It is better to land at an airport where runway alignment is more favorable. However, in-flight planning usually means a paper tornado in the cockpit. If winds are iffy at the destination, and you know checking runway alignment it before you depart, why not designate a VFR alternate on your VFR flight plan?

A flight service station briefer offers these additional VFR flight-planning tips, especially for student pilots. Don't file round-robin flight plans that list the home airport as both the departure point and the destination. File two separate plans. If something happens in the early phase of the flight, rescue workers will not be notified until the total time for the round-robin flight plan has elapsed. Additionally, call flight service if you see that you are going to be late and extend the flight plan. Many en route VORs are capable of relaying voice communication signals to flight service. Make sure that you know how to identify them on the chart and use them. Always include the name of the VOR in your call to flight service.

Products available to help

ASF markets two items through Sporty's Pilot Shop that can aid in flight planning. One is the Flight Planner Form, available in pads of 50 for \$3.50. Another is The Pilot's Companion, a flight bag-sized guide to the practical test standards available for \$11.95. The practical test standards describe the flight planning standards for both VFR and IFR pilots. The items may be ordered online (www.sportys.com) or by calling 800/543-8633 (513/735-9200). Other products can speed calculations of density altitudes, headwind components, and crosswind components. Some of the Comair instructors carry Jeppesen TechStar calculators available for \$77.95 from pilot supply shops. For information, visit the Web site (www.jeppesen.com) or call 303/799-9090.



FIRST FLIGHT CELEBRATION TICKETS NOW AVAILABLE

Heading to the First Flight Centennial Celebration this December in Kill Devil Hills, North Carolina? Tickets are now available for purchase online at:

<http://www.wrightbrothers.reserveworld.com>

or by calling 800/973-7327.

GLIDERS RETURN TO THE BIG BEND OF WEST TEXAS

Glider rides will be available to the public beginning June 1, when master glider instructor Burt Compton hosts the third annual "Glider Rally" at Marfa Airport in west Texas. Compton will offer twenty minute introductory rides in his FAA certified two-seat glider. He will also share his thirty-five years of flying experience with visiting pilots from around the United States. Privately owned racing gliders will participate in cross country flying tasks over the Big Bend area of Texas, coached by National Soaring Champion John Byrd. Six Texas State soaring records have been established at Marfa in the past two years. To plan your soaring adventure, or to obtain a glider ride gift certificate, call Kathie or Burt Compton at 800-667-WING (9464) or visit

<http://www.FLYGLIDERS.com>

Upcoming Regional Events

June 6 - 7

Bartlesville, OK

Bartlesville National Biplane Association Fly-In
Info: 918-622-8400

Jun 7

Midlothian/Waxahachie, TX.

Mid-Way Regional (4T6). Pancake Breakfast Fly-in.
Transportation available to Gingerbread Trail historic
home tours and events. Contact Tammy or Juan,
972/923-0080.

Jun 7

San Angelo, TX.

San Angelo Regional (SJT). AYA South Central
Grumman Fly-In. Join Grumman pilots/owners as we
tour the famous Fort Concho, the most
preserved/restored fort in the southwest and the home of
some of the Buffalo Soldiers. Lunch will be at Mathis
Field Cafe, featured in Pilot Getaways magazine. Park at
Skyline Aviatio. Contact Arb Rylant , (915)
949-2709.

Jun 7

Waco, TX.

Scott Field (31TX). Central Texas RV Fly-In. THE
premier event in Central Texas for enthusiasts of Van's
RV series of kitplanes. BBQ lunch, a grass runway, and
catching up with old friends.. Contact Mike Anderson,
254/836-4441.

June 13 - 15

Oklahoma City, OK

Aero Space America Air Show
Info: 405-685-9546

Jun 15 - 18

Fredericksburg, TX.

Gillespie County Airport (T82). Bird Dog Roundup.
National fly-in of L-19/O-1/OE-1 aircraft sponsored by
the International Bird Dog Association. Stay at the to be
famous Hangar Hotel. Contact Carol Mulvihill, 830-896-
7604.

July 15-24

Lubbock, TX

SSA 15-Meter Span National Soaring Contest at Reese
Center. Contact Bob and JoAnn Dittert 505/392-7449

July 29-August 4

Oshkosh, Wisconsin

[AirVenture 2003](#)

Sept. 11 - 14

Reno, NV

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

Sept. 26 - 28

Midland, TX

Fina-CAF Airsho 2003
Info: 915-567-3009

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

Welcome New Members

Younus Aftab

Highlights from May Board Mtg -- 05/07/2003

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

Operations: Fleet flew 142 hours last month. 737TY is back from paint shop and currently in hangar getting strobe system installed. 733NB's transponder (Mode C altitude reporting) has been fixed. Leaks in Mooney's fuel tanks have been fixed.

Membership: 150 members.

Treasurer: Cash balance is positive and continues to grow! Made our first monthly installment into new Overhaul account; looking at ways to similarly accrue others such as insurance, avionics upgrades, and new aircraft. This requires a much more forward-looking budget; now that we have an accounting system that gives us the visibility into costs, this should be easier to predict. Spent great amount of time discussing members' and former members' overdue payments and how to collect. Decision was made to suspend scheduling privileges to members with large/overdue bills; scheduling system to be changed to implement easily.

Communications: Delinquent on trying to get the second terminal @ TKI. Need to contact member who is going to provide the computer. Need to discuss with Webmaster how to do this. Need to answer question on whether we have to wait for T1 line to be installed?

Safety: No safety issues at this time; thanks to Keith and Bob for taking photographs for Safety Bulletin.

Special project: Review latest revisions to Constitution/By-Laws/Regulations. Revised documents to be distributed at next membership meeting and also placed on website for member review. Vote on these amended documents to be at the June Membership meeting.

Special aircraft projects: Mooney has been listed in Controller magazine as well as others. Keith to get info to Roger about placing ad on AOPA website. Decision made to sell spare 150 engine as is; was running fine when last removed from aircraft and don't want to spend anymore money on it that cannot be recouped. Status of 150TM remains unchanged – still sitting on ramp awaiting money/decision to replace TBO engine or sell aircraft. Owner of Cardinal (potential leaseback) now has replacement 180HP engine – awaiting STC. Rumor has it that another 172 (180HP) Skyhawk might be available for leaseback; Art to follow-up.

Adjourned 2045.

TFC Fleet Maintenance May '03

Fleet Maintenance - 05/01/03 through 05/31/03

6368K

05/24/03 50 Hr. oil change

7929U

05/06/03 100 Hr inspection.

150TM - Off line

733NB

05/23/03 Loaner transponder installed. VORs adjusted.
05/26/03 50 Hr oil change.

737TY

05/05/03 New clock installed.
05/07/03 New wing tip strobes and rear seat phone jacks.
05/18/03 Spark plug #4 bottom changed.

7508J

05/16/03 Electric flaps repaired.
05/18/03 50 Hr oil change.

5636Q - Off line, 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	0	667.4
6368K	20.2	11.3	25.3	17	32.4	0	106.2
7929U	19.4	7.3	45.8	25.3	29.7	0	127.5
150TM	21.1	7.9	5.6	0	0	0	34.6
733NB	42.5	22.3	43.2	11.1	50.4	0	169.5
737TY	32.5	28.3	17.2	63.9	29.2	0	171.1
7508J	8.9	5.5	0	23.6	18.6	0	56.6
5636Q	0.8	0	0	0.8	0.3	0	1.9

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673	(972) 422-7684	r-nordmeyer@raytheon.com
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XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kkg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
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Controller	Open			
Treasurer	Bob Moran	(972) 927-1012	(972) 612-1402	rmoran@ti.com
Chief Instructor	Art Jones	Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Safety	Bill Moore		(972) 270-1769	b.moore1@att.net

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
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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
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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
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Bryan O'Neill			*				(972) 344-5770	(972) 562-4241	Bryan_O'Neill@raytheon.com
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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

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