



FLIGHTLINES

Newsletter of the Texins Flying Club

March 2003

CALENDAR OF EVENTS

5 Mar (Tuesday): TFC Board Meeting, 6:30 PM, TKI Conference Room. All members welcome.

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Bret Stewart	IFR Rating	02/05/03	Calvin Coffey

Spring Private Pilot Ground School Starts

Hank Eilts has announced that TFC's Private Pilot Ground School starts with registration on Thursday, March 6th and the first class on Tuesday, March 11th. This 18-session course introduces you to the basics of flying as well as prepares you to pass the FAA's Private Pilot Written Exam. Membership in the club is not required for the course; however, if you do decide to join, an exceptional group of instructors and a fleet of training aircraft become available at greatly reduced cost should you also wish to pursue flight training. For more information on the Private Pilot Ground School or any other aspect of the Texins Flying Club, see flyer on our website or telephone Hank Eilts at (214) 480-3581.

No GA User Fees in FY04 Budget for FAA

Feb. 4 — President Bush on Monday sent to Congress the Administration's proposed budget for the next fiscal year. And for the first time in six years, the budget plan does not include any attempts to impose user fees on general aviation or privatize air traffic control.

The President proposed funding FAA at \$14 billion, a three-percent increase over what he had proposed for this fiscal year.

Key items that saw increased funding requests include WAAS and OASIS, with requests for \$120.3 million and \$19.7 million, respectively. OASIS is designed to replace the current antiquated computer system in flight service stations and will make it easier for FSS specialists to call up the information they need to brief pilots.

WAAS (wide area augmentation system) improves the accuracy, integrity and reliability of the GPS signal and will provide ILS-like instrument approaches to almost all general aviation airports.

The President emphasized a special focus on safety, requesting \$7.1 billion for operation and maintenance of the current air traffic control system, new air traffic control equipment, and development of a replacement air traffic data and telecommunications system.

The Transportation Security Administration (TSA), which has moved over to the new Department of Homeland Security, would receive \$4.8 billion.

FAA PROPOSES TO ADD RNAV ROUTES TO AIRWAY SYSTEM

The FAA is proposing to add new area navigation (RNAV) routes to the existing airway system. In general, we believe this could provide many benefits for general aviation pilots. However, it should be noted that many GA aircraft are not yet equipped with IFR-certified GPS receivers and continue to rely on ground-based navigation systems. RNAV should augment these capabilities for the next few years, not supplant them!

The benefits of the routes include lower minimum en route altitudes along current airways that may be artificially high due to poor navaid performance, increased ability to transition through Class B airspace, and more access to special-use airspace. Stay tuned.

DON'T LAND ON FORT WORTH TAXIWAY

If you're planning to fly into Fort Worth Meacham International Airport (FTW), don't confuse Taxiway A for a runway. Several pilots have made this mistake. The taxiway may look like a runway because it was built to runway strength for short-term use when the parallel runway is reconstructed in the future.

NEEDED: CRAZY PEOPLE TO JUMP IN LAKE

No pilot certificate? No common sense? No problem! And it's not as crazy as you think—you could win a private pilot course worth \$7500. All you have to do is build some sort of contraption that, in your mind at least, is capable of gliding. Then jump off a 30-foot ramp into an Austin, Texas, lake on April 26 to find out. Red Bull is a German manufacturer of an energy drink and sponsors its crazy "flying day" contest at various locations. "Airplanes" must be human-powered, less than 30 feet wide, and weigh no more than 450 pounds. Awards are given for gliding distance. Second prize is \$3,000, while third place is \$1,000. *And I thought our EAA brethren were a little touched in the head!*

FAA Pilot Proficiency Awards (WINGS)

by Calvin Coffey

Regular proficiency training is essential to the safety of all pilots and their passengers. The objective of the WINGS program is to provide pilots with the opportunity to participate in a personal recurrency training program. All pilots holding a private pilot certificate or higher and a current medical may participate. The FAA has found over and over again, pilots who participate in recurrency training are much less likely to have an accident. Upon completion of each phase (20 available), pilots are awarded a distinctive pin (wings) and a certificate of completion. Completion of each phase also counts as a FAA Flight Review, a TFC Annual and is worth one (1) month of free TFC dues (\$35.00).

Here's what it takes:

12 months after completing the last WINGS phase, the following must be completed within 12 months of starting the next phase:

- 1) One (1) hour of flight training to include basic airplane control, stalls, turns and other maneuvers directed to the mastery of the airplane.
- 2) One (1) hour of flight training to include precision approaches, takeoffs and landings, including crosswind, soft field and short field techniques.
- 3) One (1) hour of instrument flight training in an airplane, instrument simulator, or training device.
- 4) Attend one (1) FAA sponsored or sanctioned aviation safety seminar, industry conducted recurrent training program or physiological training course.

See AC61-91 for more details. Watch the newsletter and bulletin board at the airport for dates and times of upcoming safety seminars.

Nominations for TX Aviation Hall Closing April 15th



The Texas Aviation Hall of Fame continues to accept nominations for the Texas Aviation Hall of Fame Class of 2003. Nomination deadline is April 15, 2003. Confirmed by the Texas Legislature in 1997, the Texas Aviation Hall of Fame honors the aviation heroes and pioneers of Texas who have made lasting achievements to the advancement of aviation.

Eligibility is open to any individual or business making significant contributions to the development, growth or preservation of aviation in Texas. A nominee should be a native Texan or a Texas-based business responsible for outstanding aviation achievement conducted within or outside the state. A nominee who is not a Texas resident or based in Texas is eligible for significant aviation achievements performed within the state.

The nominees selected for induction will be honored at the 5th Annual Texas Aviation Hall of Fame Induction Ceremony and Gala on November 8, 2003. Previous inductees include former President George H. Bush, astronauts Alan Bean and Gene Cernan, Bessie Coleman, Maybelle Fletcher, Howard Hughes, Southwest Airlines Founder Herb Kelleher, chief designer for NASA Max Faget, David Lee "Tex" Hill, General Claire Chennault, the thirteen Texans of Doolittle's Raiders, and Dr. Red Duke.

The Texas Aviation Hall of Fame contains a flying collection of over 30 historically significant aircraft. The 100,000 square foot facility is located at the Galveston International Airport next to Moody Gardens. Why not take a trip down and visit the museum!

FMI: <http://www.lsfm.org>

Very Naive or Really Dumb 'Tourist' Spooks Miami

Gonna Have a Bar-B-Que, Right There in the Airport

It seems there's someone in America who thinks that airport security is really, really dumb.

On Valentine's Day, Atsushi Ishiguro, 45, identified as a Japanese tourist, was arrested, then released on \$1000 bail, for breaking the security rules at the Florida airport.

An American Eagle customer, Ishiguro was traveling from Jamaica to the Bahamas, with his little bar-b-que rig, including the grill, two boxes of matches, and an 11-ounce can of what he said was gasoline.

When asked, we're told he wouldn't give up the gas.

The really dumb thing here is that they let him out on bail !!!!!!!!!!!!!!!



Chili Lunch

**Saturday, March 8th in TFC Hangar
Immediately Following the
March General Membership Meeting**

Into Golden Landing

Part 2 of AOPA's Ounce of Prevention Series

An impossible dream?

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

Greek mythology includes the tale of Jason and the Golden Fleece. Jason, a young man, at the suggestion of his uncle searched relentlessly for the Golden Fleece that was in a land far away and guarded by a dragon that never slept. His uncle was rooting for the dragon.

In 1999 I began a quest of my own, hunting for the secret to the perfect landing and hoping not to run into a fire-breathing dragon or a mean uncle. Others have found it, like the Wizard of the West, Sir Bob of Hoover, but alas, he lives in a land far away. I decided to find it on my own. This isn't the "good and safe" landing you strive for, but the perfect landing that leaves passengers asking, "Are we down yet?" Like Jason, I sought advice from throughout the land. Unlike Jason, who could use the ship Argo, I had only the phone.

First, I spotted an ad in AOPA Pilot from K2 Aviation in Talkeetna, Alaska, a flightseeing company that lands tourists on the glaciers of Mount McKinley. Pilots who do that must land perfectly every time, I reasoned, and so I called one of them.

"You mean the sort of landing that brings praise from the passengers even though the pilot has been off altitude and lost for 90 percent of the flight?" sardonically asked K2's Bill Post.

"Yes, exactly," I assured Post.

While he flies tailwheel aircraft for K2, and most of you fly tri-gear airplanes, he has extensive experience in Cessna 206 and Piper Cherokee aircraft. He offers these tips to pilots of both tailwheel and tri-gear planes. Establish a minimum descent rate, as seaplane pilots must do when making a glassy-water landing. Carry a bit of power as you would for a soft-field landing. Also, know your airplane and be aware of its behavior at different weights. For renters, that means try to rent the same aircraft or type of aircraft most of the time, if you really want to improve. "I grade myself on every landing," Post said.

Pilots may want to put a mark or smudge on the windscreen to better notice relative movement of the intended touchdown point. (Actually, of course, you will land beyond the point you aim at.) The mark won't be in focus, but it can still provide information, just as an out-of-focus gunsight aids a hunter. Another valuable suggestion is to ask a pilot friend or an instructor to coach you. "It's hard to make mental calculations needed for the landing and critique yourself at the same time," Post said. After all of his successful landings in

the bush or on glaciers, Post still thinks he has much to learn.

"I'm not perfect," Post said. "That's got to be Bob Hoover. Consistency like his is the mark of the top pilots."

Hmmm. Bob Hoover, who in ancient Greek times would have been made the god of flying. I set out, telephonically, to find him. Along the way I met Ron Fowler, author of *Making Perfect Landings*, published by Iowa State University Press. After giving 12,600 hours of flight instruction, Fowler now devotes himself mostly to writing. Fowler said that a good landing begins with flying a perfect pattern.

First, it is important to visualize your traffic pattern using ground reference points. Then, it is important when on final to know when you are one-half mile from the runway. Find a final-fix point — maybe it is a barn, fence, or tree — that is one-half mile from the touchdown point. At that point, for most normal landings, you want to be 400 feet above the ground.

Next, control your airspeed, Fowler said, to within plus or minus 3 knots of the speed suggested in the pilot's operating handbook.

Another tip he offered is to trim the airplane for hands-off flying with every configuration and power change. Most pilots trim only twice — once after the first power reduction when abeam the point of intended touchdown and once on final.

Speaking of a touchdown point, aim for the second centerline stripe. You don't really want to be on the numbers unless the runway is critically short, because the numbers are dangerously close to the end of the runway. Your goal is to touch down on or within 200 feet beyond that second stripe. There won't be time to get out the tape measure, so try to touch down no farther down the runway than the middle of the third stripe. Such precision is the key to the landing.

Fowler, like Post, believes it is critical that you be aware of any apparent motion of your intended point of touchdown as it appears in the windscreen while on final. "Without that you are not going to make a good landing," he said. If the point on the runway moves up, you are getting low, and if it moves down, you are getting too high.

Finally, learn from your own mistakes. Analyze what went wrong. Fowler suggested that, for further advice on perfect landings, I contact one of the larger flight schools training airline candidates. Just such an opportunity arose a few months later.

During a trip to Florida I took time to visit the Comair Aviation Academy in Sanford, north of Orlando. Comair, a Delta Air Lines connection, owns the flight school, and many of its graduates take jobs with Comair. The school

has six instructor leaders, four assistant chiefs, and two chief flight instructors. Danny Brown is one of the chiefs. He suggested some drills you can do at the local airport to train yourself for the perfect landing.

His first tip is to practice touch and goes without letting the nosewheel touch the runway. Retract flaps while keeping the nosewheel up, and take off again. "It really cleans up the soft- and short-field technique," Brown said. FAA examiners who test Comair students "love seeing students who have that sort of control," he added.

Years ago, I witnessed this training technique at an airline-owned flight school in The Netherlands using Piper Seneca aircraft.

Second, learn the amount of movement of the trim wheel that is required to attain a certain airspeed. In the Cessna 172, grasp the wheel at the top and rotate it completely to the bottom; one turn equals 10 knots. If you want to go back to cruise airspeed, take out one bottom-to-top rotation. Want to make perfect 45-degree-bank turns? With the Cessna 172, add two rolls of the trim wheel. A 60-degree-bank turn requires three rolls of the trim tab. For those of you with electric trim, try counting as you hold the trim switch.

Finally, if you want to get the approach angle correct, place your hand atop the instrument panel, palm facing you, and place the runway numbers just above your hand. That will be the "spot" on the windscreen that you will watch to determine if the numbers appear to move up or down. "It works every time," Brown promised.

Brown added a couple of "don'ts" to his advice as well.

- ?? New pilots think they are supposed to plant the aircraft on the aim point on the runway. Don't.
- ?? Be ready and willing to add power and go around if the landing isn't going well; don't try to save it. Add power in order to arrest the sink rate if you flare too high; don't let the aircraft slam on with power at idle.
- ?? Finally, don't look immediately ahead of the airplane while landing, but farther down the runway. Pilots who don't look down the runway sometimes fail to flare at all, or flare too high.

Brown suggests that pilots try to be stabilized at 300 feet agl. That is, have the aircraft in the right configuration and at the right airspeed so that no changes are needed.

As a bonus, Brown tossed in a tip on crosswind landings. Comair teaches its future airline pilots the wing-low method of crosswind landing. For straight-in approaches such as those used at controlled airports, Comair suggests pilots crab into the wind in coordinated flight until 1.5 miles from the runway. Then they should switch to lowering the upwind wing and maintaining the centerline with rudder pedals. That method avoids

switching from a crab to a slip in the final seconds of the landing.

Following that visit, I continued my search for Wizard of the West. While searching on the Internet, I also asked the computer gods this question:

"Who makes perfect landings?" The answers that came back: "Tara Lapinski makes perfect landings" and "To purchase a Tara Lapinski, click here." The Tara Lapinski page reported that the Olympic gold-medal skater had damaged her landing gear — a hip — and of course I didn't want any advice from her after learning that.

Months passed and my journeys were taking me no closer to the god of flying, or so I thought. Then I happened on the correct aisle in the exhibit hall of the National Business Aviation Association convention in New Orleans, where Hoover was signing autographs. At last I would learn the secret of perfect landings.

"Wet runways," Hoover said. Even if you make a perfect touchdown on a dry runway, the tires will skid for a brief moment before the wheels spin up, and that causes a jolt no matter how skilled the pilot. However, the tires slide less before spinning up on a wet runway, reducing the jolt. Another secret, he said, is to have short struts on the aircraft. Long ones transmit more of the landing jolt. That is the sort of detail you would expect from a perfectionist, details that had never occurred to me. Maybe I wasn't ready for perfect landings after all.

As a demonstration of skill, Hoover often held his Sabreliner airshow jet inches off the runway for the entire length of a 7,000-foot runway without ever touching, and without rising more than a height equal to two lengths of the landing-gear struts. In fact, until Hoover performed such a demonstration, the U.S. Air Force once balked at buying the North American F-100 Super Sabre. The top brass pronounced that the nose came up too high in the landing attitude, providing inadequate visibility over the nose. So Hoover flew the entire length of the runway at Edwards Air Force Base with the landing gear just a foot above the surface. When he taxied back, he discovered that the Air Force had bought the aircraft.

None of us is as skilled as Hoover, of course. So I asked for some advice for the average Cessna 172 pilot. The famous airshow performer and test pilot laughed and revealed the actual secret of perfect landings.

"Work real hard at it," he laughed. The answer at last. My quest can proceed. And if I don't achieve perfection in 2001, then maybe this perfection thing is overrated. Maybe "good" and "safe" landings aren't so bad after all.

Be Aware!

Fly Safe!

Upcoming Regional Events

March 8
American Yankee Association Fly-In Lunch
Granbury, TX
Info: 817-279-1567 or www.aya.org

March 22
New Berlin, TX
4th Annual Bi-Plane & Taildraggers Fly-In at Heritage Airfield (TE86) www.txdirect.net/users/mtcjets

Mar 29
Sherman, TX
Burrito Breakfast Fly-in Sherman Municipal. (SWI)
All the Burritos and fixins you can eat, \$5 donation for EAA Chapter 323. Contact: Danny Offill 469-223-4508
<http://www.eaa323.org>

April 12
Marfa, TX
Marfa Thermal and Wave Soaring Camp.
Info: jdsoar@wans.net

April 26-27
Galveston, TX
Lone Star Flight Museum 13th Annual Spirit of Flight Airshow and Walkabout. All Aircraft (Heritage Flight) at the Lone Star Flight Museum. 409/740-7722 or www.lsfm.org

April 28 - 30
Dallas, TX
Gaylord Opryland Resort & Convention Center. AEA's 49th Annual Trade Show. The meeting will feature timely business topics as well as an exhibit area offering the latest technology. Call for more information. Contact Tracy West, 816/373-6565 or Fax: 816/478-3100

April 2-8
Lakeland, Florida
[Sun 'N Fun 2003](#),

May 17
Denton, TX
Denton Air Fair

May 16-17
New Braunfels, TX
EAA Southwest Regional Fly-In at New Braunfels Municipal Airport (BAZ) www.swrfi.org

June 6 - 7
Bartlesville, OK
Bartlesville National Biplane Association Fly-In
Info: 918-622-8400

June 13 - 15
Oklahoma City, OK
Aero Space America Air Show
Info: 405-685-9546

June 14 - 15
Castroville, TX
San Antonio 99s 100th Anniversary of Powered Flight
Info: 830-510-4693

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

Highlights from February Board Mtg -- 02/05/2003

Members in attendance were Roger Nordmeyer, Robert Jennings, Keith Gutierrez, Bill Moore, Doug Darlington, Rick Still, Art Jones, Fred Carvajal, Bob Moran, Calvin Coffey, and Bob Fishell.

Meeting started with the re-visit of a potential lease-back arrangement for a '68 Cardinal, this time with an 180 HP upgrade. Previous discussions ended when our insurance company would not cover us because of the current 150HP engine (under-powered). Reaction of board was positive and committee was established to "run the numbers" and put together a proposal for the next board meeting.

Operations: In summary, fleet is on-line with 100-hr inspections on 29U, 7TY, and 08J as well as an annual on 08J. 150TM is now 26 hours before TBO and we had lots of discussion again about what to do when it reaches TBO; decided to continue to fly it right up to TBO and then ground it. Still fixing things on Mooney in preparation for selling; club member has indicated he might have some interest. Board needs to establish price and advertising plan. Club aircraft flew 145 hours in January.

Treasurer: For second month in a row, cash flow is positive. Still working to recover our engine overhaul accruals and pay off loans for same.

Membership: Believe we have finally reconciled our membership discrepancies among membership, accounting, and scheduler. Currently, we have 150 active members. Was suggested that we have another "membership event" aka chili or hamburgers after March meeting.

Communications: February newsletter has been published on the website. Website has been updated to help promote our Spring Ground School coming up in March. Need plan to further promote Ground School. Webmaster has added numerous features to on-line scheduler to improve operation and administration.

Safety: No safety issues at this time. FAA Safety Seminar to be held on Saturday, 8th.

Capital Equipment: \$18K approved under Texins capital plan. Board reviewed options for painting aircraft and replacing glass as part of that plan.

Collections: Finance committee, and Treasurer specifically, has been actively trying to collect large overdue bills -- with some success! Still have not been able to collect from former member we have court judgment against; Controller will be renewing efforts to find a lawyer who can help with collection.

Constitution/By-Law/Club Regulations Review: Due primarily to the changes in Texins' tax status and rules for membership, modifications to our club Constitution, By-Laws, and Club Regulation documents were initiated late last year. At this meeting, the board members reviewed the proposed changes. In general, the proposed amendments were accepted with only a few action items (primarily clarifications from our insurance company). Plan is to get reviewable copy of proposed amended documents to our membership at this month's General Membership meeting and vote on them at next month's General Membership meeting.

General: Discussed member retention ideas, instructor fee proposals, etc.. Numerous other agenda items were discussed without resolution and/or tabled until next month. Board adjourned at 2230.

TFC Fleet Maintenance February '03

Fleet Maintenance - 02/01/03 through 02/28/03

6368K

02/12/03 Oil changed and radio problem fixed.

7929U

02/28/03 Engine running rough. Lower plugs serviced.

150TM

02/28/03 Off-line because of Engine TBO

733NB

02/03/03 Repaired DG installed.

02/28/03 Off Line for Annual inspection.

737TY

02/13/03 Compass Light fixed. #1 Omni head swapped with #2.

02/17/03 Shimmy damper fixed. Art is looking for a clock.

02/18/03 Oil changed.

02/23/03 Reseat transponder.

7508J

02/17/03 Placed in paint shop.

5636Q - On line for Demos only

02/14/03 Armrest repaired.

TFC Fleet Statistics (1H '03)

Tail No.	Hours						
	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	145.4	82.6	0	0	0	0	228.0
6368K	20.2	11.3	0	0	0	0	31.5
7929U	19.4	7.3	0	0	0	0	26.7
150TM	21.1	7.9	0	0	0	0	29.0
733NB	42.5	22.3	0	0	0	0	64.8
737TY	32.5	28.3	0	0	0	0	60.8
7508J	8.9	5.5	0	0	0	0	14.4
5636Q	0.8	0	0	0	0	0	0.8

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
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	f-carvajal@ti.com
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XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
Communications	Rick Still	(972) 344-8391	(972) 612-8443	r-still@raytheon.com
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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
Mike Baulch (M)	*	*	*	*				(972) 843-2208	mbaulch@flash.net
Calvin Coffey (M)	*	*	*	*		*		(972) 423-1770	cfly@airmail.net
Keith Cole	*	*				*	(972) 952-4997	(972) 382-3932	a137j@texoma.net
Don Copley	*						(940) 391-1767	(940) 365-5722	dcopley@prodigy.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans (M)	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
Rich Graham		*				*	(972) 491-0011	(972) 491-0011	habu05@aol.com
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Jim Lewis (M)							(972) 952-2817	(972) 727-1422	jimlewis@raytheon.com
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@attbi.com
Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob Niedwiecki (M)	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill			*				(972) 344-5770	(972) 562-4241	Bryan_O'Neill@raytheon.com
Sherman Rattiff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick Stephens (M)	*		*				(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
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