



FLIGHTLINES

Newsletter of the Texins Flying Club

May 2004

CALENDAR OF EVENTS

8 May (Saturday): General Membership Meeting, Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room, Chili Luncheon @ 11:00, Fleet Clean-Up 11:30 – 3:00

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

10 Jan (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 Conf. Room

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Dan Michaelis	Solo	03/2004	Niedwiecki
Steve Flunker	Solo	03/2004	Niedwiecki

FEDERAL OFFICE ASKS FAA TO WITHDRAW CHARITY FLIGHT RULE

The federal Small Business Administration's (SBA's) Office of Advocacy says the FAA's charity/sightseeing proposed rule is filled with incomplete or questionable data and needs to be withdrawn. In formal comments submitted to the FAA, the Office of Advocacy says the agency failed to accurately account for the economic impact of the proposed rule. The Office of Advocacy operates under the umbrella of, but independently from, the SBA. Under an executive order, federal agencies are required to give every appropriate consideration to any comments provided by the office.

BOYER IRONS OUT DIFFERENCES WITH NORTHWEST AIRLINES CHIEF

When Northwest Airlines CEO Richard Anderson recently published an anti-GA editorial in the company's in-flight magazine, it set off a firestorm among GA pilots. Northwest reportedly received more than 500 letters and e-mails in protest. The article made it seem like GA was getting a free ride. Yet it originated from a local dispute between Northwest and the airport authority that operates Minneapolis/St. Paul Chamberlain Airport about funding for some reliever airports. AOPA President Phil Boyer traveled to Minneapolis to sort things out with Anderson and the airline. Boyer explained the difference between big iron and small airplanes, and how GA pilots pay their fair share to use the air traffic control system and maintain airports. Boyer must have been persuasive. Several in the meeting said they wanted to join AOPA.

FAA TO REQUIRE SOFTWARE UPGRADE FOR SOME GPS RECEIVERS

The FAA is planning to issue an airworthiness directive mandating a software upgrade for certain GX-series GPS units made by UPS Aviation Technologies, now a division of Garmin known as Garmin AT. Software versions 3.0 through 3.4 for the units can give pilots momentarily inaccurate readings on their course deviation indicators. That could cause a slaved autopilot to begin an inappropriate turn. UPSAT issued a service bulletin more than two years ago, offering the necessary software upgrade for free. The AD would give GX-series owners six months to upgrade their software.

LANCAIR COLUMBIA 400 CERTIFIED AT SUN 'N FUN

The Lancair Columbia 400 is heading for a flight level near you. Just look for a composite airplane with fixed gear traveling at turboprop-like speeds. With dual turbochargers on its 310-horsepower Continental, the airplane can hum along at 250 knots at 24,000 feet. OK, so you don't fly that high—you can still admire the airplane on the ground. The FAA presented the long-awaited type certificate for the airplane on April 16 at the Sun 'n Fun EAA Fly-In in Lakeland, Florida.

NOISE GROUP ASKS FAA FOR LARGER N NUMBERS

AOPA on Monday urged the FAA to reject a petition from a group called Stop the Noise that is asking the agency to mandate the display of 2-foot-high N numbers under aircraft wings. AOPA told the FAA that the proposal is meaningless, a point backed up by the FAA's own studies. The FAA has shown that large registration numbers do not help people on the ground identify aircraft. "The Stop the Noise petition is an argument that's already been made and lost," said AOPA President Phil Boyer. "It's a transparent attempt by this group to have the FAA make it easier for Stop the Noise to sue pilots, something we strongly oppose."



TFC Luncheon

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

Out of the Pattern Setting the Standards Part 2

Fitness tips for safer flying

BY ALTON K. MARSH (From [AOPA Pilot](#), February 2002.)

Exercise is either the thing you don't do and feel guilty about, or it is part of your life and you still feel guilty because you don't do it enough. Rather than yell at you about breaking your New Year's resolution (so soon?), airshow performers Patty Wagstaff and Sean D. Tucker have some exercise tips that even couch potatoes will like — tips to help you to improve your health and become a better, safer pilot. They also offer fascinating insight into the physical training required to fly under high-G loads.

Patty Wagstaff

A three-time national aerobatic champion and gold-medal winner in international competition, Patty Wagstaff begins training in March each year for her airshow season. She knows from experience that she'll need to be in great shape to face the high-G loads encountered during her performance. Wagstaff works out three to four times a week in a gym or with a trainer, and varies her exercise between aerobic workouts and weight training. But she also rides a bike on weekends, takes her dogs to the beach, or just walks — things any of us can do.

"Enlist others to go with you for a walk. I go maybe a couple of miles," Wagstaff said. "I am not a long-distance runner at all, I just walk fast." She feels that running lowers her G tolerance because it makes the circulatory system too efficient — blood moves away from the brain too quickly at the onset of Gs.

Not surprisingly, she also noticed an improved reaction to high altitudes when she quit smoking. During her smoking days, she couldn't get much above 10,000 feet before feeling lightheaded.

Wagstaff admits that it is difficult to maintain diet and exercise discipline when on the road. "It is easy to fall off the wagon," she notes. "After three days you just say, 'Oh, well, I'll put it back together when I get home.' It is hard to work out in your room. I usually pick a hotel with a gym."

She is amazed at the number of aerobatic pilots who fly in competitions but who don't seem to realize that they must train like an athlete if they ever want to fly like one.

What about flying tired? All of us know that we will come home from an event or long trip somewhat fatigued. Is it safe?

"When you are flying, you are going to have the most fun you could ever have in your life, but it is serious fun," Wagstaff said. "Whatever gives you the most freedom also requires the most discipline. It applies to the pilot who goes to Oshkosh and is not getting eight hours of sleep a night. You have to have some discipline."

Fatigue leads to errors. Wagstaff admits that she has filed more NASA reports (for immunity from regulatory action) after long airshows than at any other time in her flying. "It's a Monday, I'm exhausted, I am

trying to get home, and I will fly into Class B or do something stupid. I have my GPS in front of me, but I am just about to fall asleep."

If everything goes well on the way home, you can get away with cheating on the eight hours of sleep. But if there is an engine failure, you'll need to be at peak performance. Wagstaff met a pilot recently who sets personal standards more stringent than those required by regulation: He waits 12 hours from bottle to throttle and files IFR on every trip to keep his performance edge.

She warns as well against getting addicted to sugar. "It can happen in two days. I eat oatmeal because it doesn't have sugar in it. If you eat Froot Loops with sugar, by 10:30 a.m. you are going to want more sugar. In a day or so you'll start craving it."

That's not to say sugar is bad. Aerobatics dramatically lowers Wagstaff's blood sugar, as she found out when she snacked on a Snickers bar. "It was like an IV drip of glucose," she recalled. So it is good to replace blood sugar when the flying is particularly stressful. "It can be orange juice; it doesn't have to be sugar," she said.

She said she is not advocating that all unhealthy foods, drink, and lifestyle be abandoned. "Eating sugar is OK, sitting around is OK, drinking is OK. But you've got to balance everything you do. It is OK to fall off the wagon and have a doughnut, just don't eat three of them."

Here are several examples of what she means: "You don't have to have a hamburger; you can have grilled chicken. You don't have to drink Coke; you can have apple juice. You can have a baked potato at night; you don't have to have a big filet. You can have sour cream on your potato; you don't have to have butter. If you are older, you will find the weight doesn't come off as fast if you fall off the wagon.

"Eliminate fast food and start walking, and you don't even have to go to a gym to do that," Wagstaff said.

Sean D. Tucker

Sean D. Tucker originally learned aerobatics because he was afraid of stalls and wanted to conquer his fears. Boy, did he ever. The former crop-dusting pilot has become one of the best-known airshow performers in the world. His Harrier maneuver brings his modified Pitts to a stop in flight if the wind is just right, and it once brought a normally conservative Japanese audience to its feet. But he is equally well known for airplane-bending, pilot-smushing multiple snap rolls (horizontal spins). He must withstand as many as 12 positive and eight negative Gs during a performance.

Tucker believes that airshow pilots need both mental fitness and physical fitness. "If you don't have the discipline, you're going to die," he said bluntly. An anecdote about his learning to play golf shows the kind of edge Tucker must maintain. "I spent more time learning to play golf than I did taking care of business. It came to the point where it affected my flying, and I decided the avocation had to take a backseat. By going back to five days a week of disciplined workout and diet, I was back flying stronger than ever before," Tucker recalled.

"When you are fit, you feel strong the whole day, alert, with a good positive mental attitude for handling

life's challenges," he said. His discipline includes eating carbohydrates in the morning, such as bread, oatmeal, juices, and fruits, and switching to protein in the afternoon, such as fish or meat. He eats small meals six times a day, with the largest meal coming at 10:30 a.m. Even when on the road, he makes sure he has something healthy to snack on rather than the more readily available junk food.

He works out three or four days a week, often combining weight training and aerobic exercises. When he does aerobic exercise alone, such as walking or running, he works out for 45 minutes to an hour. But the average pilot need not work that hard.

"Give it 20 to 30 minutes a day — that's all you have to do," Tucker said. He works harder because of the way he flies. "I fly heavy sustained G loads when doing snap rolls while diving at the ground. The snap rolls have me plastered against the side of the airplane. I feel like the muscle on my forearm is leaving the bone. If I am fit, it doesn't bother me," Tucker said.

Tucker travels 125 nights a year, and says the key to getting a good night's rest is exercise. "I get to a show on a Wednesday and am up at 6 a.m. the next morning, jet-lagged out. I work out for 20 minutes when I am wiped out emotionally and physically. There's not a cappuccino in the world that will give you more energy than a workout."

There are ways to get exercise, however, without really appearing to. At the airport, he always carries his bags and, like Wagstaff, always uses the stairs rather than the escalator.

While Tucker suggests that pilots make a commitment to discipline, he admits it has to be fun, just as flight training must be fun to retain a student's interest. "When you're in shape, your mind handles stress so much better," he said. But what if your exercise program and your diet aren't enough, and you find yourself exhausted at the end of a long week enjoying an airshow or vacation?

"If I am exhausted, I will wait another day and not open the cockpit door," Tucker said. "You can't abuse the privilege of flying — it is not a right, it is a privilege."

Putting It Into Practice: What's Said and What's Done

Sometimes it's hard to be perfect.

I agree with everything that Al Marsh, Patty Wagstaff, and Sean D. Tucker have to say about living a healthy lifestyle. How could any responsible person *not* agree? Now that that's out of the way, let me say that I try to do all the things that these exemplars live by, but gosh, I'm only human. The fact is I don't exercise nearly as much as I did a couple of years ago, and I'm starting to pack on the poundage.

I don't think you necessarily need to obsess over things such as your lung capacity or body fat percentages to be a good pilot. Well, maybe if you're Patty Wagstaff or Sean D. Tucker you do — because of the gut-wrenching G forces they subject themselves to in their airshow routines. All *you* need to do is maintain a reasonable level of fitness. Seven days in a row at the gym, running six miles each time, with a marathon every month? Go

for it. It will certainly help your physical conditioning, but so much of flying is more mental than physical. I've flown with fitness freaks who had trouble flying instrument approaches — and they were instructors themselves!

One thing I do feel strongly about is fatigue. I know it well and know how it can impair you at the end of a long flight. To fight it off, I try to use oxygen as much as I can. Yes, fitness can help stave off fatigue, but there's absolutely no substitute for dosing up on O₂. And getting plenty of high-quality sleep.

Because I've done a fair amount of transatlantic flying in light singles, I've been asked for my personal fitness guidelines for safe passage on what can be a grueling flying marathon. Perhaps, I've been asked, there are some nuggets of wisdom that might apply to everyday flying?

The key to facing a 35-hours-in-three-days stint in the left seat is getting enough sleep. Diet is important too. So is staying hydrated. Then why don't I follow my own advice? Because the anticipation of a long overwater crossing isn't conducive one bit to deep, dreamlike sleep. I'll be up at 3 a.m. thinking about fuel reserves, blown winds aloft forecasts, or ice — things like that. Diet? What diet? I don't dare eat too much because — well, you figure it out. Ditto with drinking too much water, although in-flight urination is more easily dealt with than, uh, you know what I mean. And whatever you do, don't drink fruit juice or eat fruit.

So I fly along hungry and thirsty, sipping a little bit of bottled water now and then. After five hours of flying like this (often without an autopilot, and often out of ATC contact) you can bet I'm fatigued. In a couple more hours it'll be time for the approach. Hopefully it won't be at night or in rotten weather.

To perk myself up for the approach — sorry, Patty — I scarf down a Milky Way or two, and take some of the water and wipe it over my face. By God, now I'm ready! That Milky Way is totem-like for me, not something to hate for its sugar content alone. It means the leg is almost over. Eating it is sacramental, in many ways. It makes me alert, too — if only for a half-hour or so. Snickers are good, too. But sometimes the nuts fall off the candy bar and get chocolate on the carpet or seats, and if there's anything you *don't* Rant to do on a delivery flight it's mess up the interior of a brand-new airplane.

At the end of an average transatlantic trip I will have lost about seven to 10 pounds. My pants fit looser, that's for sure. It may not be a Wagstaff-and-Tucker-endorsed method of physical conditioning, but it's what you have to do on trips like that. I try to do the exact opposite when flying more conventional trips. — *Thomas A. Horne*

FAA CLEARS RUTAN FOR SPACE FLIGHT

The first FAA license for suborbital manned rocket flight has been issued to Scaled Composites of Mojave, California, headed by Burt Rutan. The license approves a sequence of suborbital flights over the course of a year. Yesterday, a carrier aircraft lifted the SpaceShipOne aloft where its rocket engine was ignited for its boldest test flight yet. Officials said the rocket achieved a speed of Mach 2 and reached 105,000 feet. The license is needed by contenders for the X-Prize, a \$10 million award to the first team to launch a vehicle capable of carrying three people to a height of 62.5 miles twice in two weeks. Members of the X-Prize Foundation were on hand, apparently to practice filming for upcoming record attempts.

FUEL-CELL AIRPLANE MAY FLY IN LATE SUMMER

The 346-pound DynAero Lafayette III, an experimental airplane with a electric motor that will be powered by a fuel cell, may fly by late summer, according to Jim Dunn of Advanced Technology Products in Worcester, Massachusetts. The airplane is a learning project for students at Worcester Polytechnic Institute and development has been slowed by the need to make it an educational experience, Dunn said. A prototype fuel cell is now in testing, and another has recently been demonstrated aboard a land vehicle.



NEW KIT AIRCRAFT TAKES TO THE AIR

Four Winds Aircraft now has 50 hours on its newly engineered Four Winds four-door aircraft kit that is producing nearly 180 knots TAS in early testing. The aircraft was first flown on February 27 and has since been taken on demonstration tours around Florida. The kit will cost \$58,000 for a complete airframe, less avionics, interior, and engine. A 300-horsepower engine such as the Lycoming IO-540 or Continental IO-520/550 is recommended; the airframe can handle up to an 800-shp turbine engine. There are 34 orders for the aircraft. FMI: <http://www.fourwindsaircraft.com>

EXCEL-JET ENTERS CERTIFIED LIGHT JET RACE

Monument, Colorado -- In the race among companies offering one of the new fleet of microjets, a virtually unknown new entrant finally chose to go public with a project well on the way to completion.

Following on the success of the country's first kit built jet aircraft. Maverick designer/developer Bo Bornhofea made additional announcements about his latest project, the Sport-Jet.

"Unlike some other microjet entries, we are currently assembling a flying pre-production prototype said Bornhofea, president of Excel-Jet, Ltd. The company based near Colorado Springs has been organized to see the new aircraft through development and into production for the aviation marketplace. "We applied for certification six months ago and are certifying parts at this time. We expect our new entry to take to the air before the end of the year," Bornhofea said. "The international team we've assembled has the ability to gain rapid certification and production." He promised to reveal more details in the near future.

Excel-Jet's new model is a 4+1 seat, single-engine, all-glass aircraft designed for single-person operation by a pilot trained in piston-powered airplanes. Due to its many advanced features that simplify pilot workload, Excel-Jet believes the new mod will be among the easiest of the microjets to fly. "This will contribute significantly to the insurability of the aircraft when operated by non-professionals," added Bornhofea.

The new model which will sell for less than \$1 million, can cruise at 340 knots at 25,000 feet (about 95% of all weather). It can carry four persons over 1,000 nautical miles and will be equipped with a supplemental emergency landing system comprised of a multi-stage parachute capable of supporting the aircraft with all seats filled.

Excel-Jet Ltd. is a Colorado corporation formed to bring a new generation of light jet to the market. FMI contact: Bob Bornhofea at (719) 495-7221

SPORTY'S WEATHER COMPUTER: CLIMATE FACTS TO GO

Ever spied a cloud system in flight and wondered what it might mean for your trip? Sporty's Weather Computer is a meteorological whiz wheel that can be used for quick reference in flight or a leisurely review on the ground. The Weather Computer includes information on frontal and seasonal air mass weather (descriptions, cloud systems, and the flight conditions associated with each). Thunderstorm types and icing conditions are described, along with causes, conditions, and recommended courses of action. The Weather Computer is \$8.95 and may be ordered from Sporty's via the Web site or by calling 800/SPORTYS (800/776-7897).

UNCLUTTER THE COCKPIT WITH NAV NOTEBOOK

If you've ever had a chart slide off your lap or a pencil go roaming around the cockpit, or spent time rummaging in your flight bag while trying to keep your eyes outside, it may be time for a little help. The Nav Notebook from Aviation World is an extra-big zippered case (think "portfolio") made of weather-resistant 1000 Denier Cordura. Big enough to hold an 11-by-14-inch legal pad, with pockets and slots for plotters, pens, flight-planning forms, and other gear, the Nav Notebook comes in black or navy blue. It sells for \$28.31. Order it online at: <http://www.aviationworld.net/product.asp?plD=1598&cID=83>

From the Flight Instructor's Desk

Calvin Coffey

Things are always changing. Did you notice last year NOS was changed to NACO (National Aeronautical Charting Office)? A wealth of information is out there on their new website at <http://naco.faa.gov>. Here are a few of the most recent changes:

HOT NEW PRODUCT!

digital – Terminal Procedures Publication

Beginning April 15, 2004

The **digital - Terminal Procedures Publication (d-TPP)** is an electronic version of the terminal procedures printed in the 25-volume U.S. Terminal Procedures Publication (TPP) and the Pacific Chart Supplement (PAC). The **d-TPP** is available in pdf format and includes searching, viewing, printing and downloading of all civilian and military (excluding military HIGH) U.S. terminal procedures. The **d-TPP** coverage area includes the United States (including Alaska and Hawaii), Puerto Rico, Virgin Islands and Pacific Territories and is updated every 28 days.

d-TPP includes:

- Instrument Approach Procedure charts (IAP)
- Departure Procedure charts (DP)
- Standard Terminal Arrival Route charts (STAR)
- Airport Diagrams
- Charted Visual Flight Procedure charts (CVFR)
- Take-Off, Radar, and Alternate Minima textual procedures
- Legend and General Information pages

The **d-TPP** is available on DVD (\$12.50 per issue, or \$162.50 for year subscription – 13 issues) and **FREE** through the “Online Products” link at: <http://naco.faa.gov>.

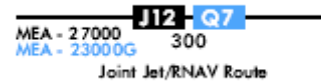
NEW GPS ROUTING!

RNAV “Q” ROUTE SYSTEM

Recently, the FAA adopted certain amendments to Title 14, Code of Federal Regulations which paved the way for the development of new area navigation (RNAV) routes in the U.S. National Airspace System (NAS). These amendments enable the FAA to take advantage of technological advancements in navigation systems such as the Global Positioning System (GPS). Initially, these RNAV routes are being established only in the high altitude en route structure for use by suitably equipped aircraft. RNAV routes and associated data will be charted in aeronautical blue. Magnetic reference bearings will be shown originating from a waypoint, fix/reporting point, or navaid.



Joint Jet/RNAV route identification boxes will be located adjacent to each other with the route charted in black. RNAV MEAs will be identified with a “G” suffix. Altitude values will be stacked highest to lowest.



NEW TERRAIN AWARENESS!

TERRAIN CONTOURS ON IFR AREA CHARTS

The National Transportation Safety Board (NTSB) recently recommended that terrain be added to Area Charts to increase pilots' situational awareness of terrain in the terminal area and to increase the safety of flight. When the terrain on an Area Chart rises at least 1000' above the airport elevation, terrain will be depicted in shades of brown. The initial contour value (lowest elevation) depicted will be at least 1000', but no more than 2000' above the airport elevation. The initial contour value may be less than 1000' only if needed to depict a rise in terrain close to the airport. Subsequent contour values will be depicted at a whole 1000' increment (2000'/4000', etc., NOT 2500'/4500', etc.). The following Area Charts are affected: Anchorage, Denver, Fairbanks, Juneau, Los Angeles, Prudhoe Bay, San Francisco and Vancouver.

DID YOU KNOW?

What is the significance of a runway 8069 feet in length and why are two different aerodrome symbols used to depict hard surface runways on Sectional charts?



Longest Runway >8069 ft



Up to 8069 ft

For purposes of airport depiction, when a runway is between 7970 and 8069 feet in length NACO cartographers round to 8000, which equates to a line 0.192 inches in length on the Sectional chart scale. In this case a circular aerodrome symbol is used. If the runway is between 8070 and 8169 feet in length, cartographers round to 8100, which equates to a line 0.1944 inches in length on the Sectional chart scale. This line is simply too long to fit into the largest circular aerodrome symbol NACO has available. Therefore, when an airport has a runway that is greater than 8069 feet in length cartographers place a box around the runway pattern forming an enclosed shape.

**A GOOD PILOT IS ALWAYS
LEARNING!**

Starting A Cub!! **From Hank Eilts**

Early piper cubs had no electric systems, and no starters. The plane had to be hand propped to start it (just like in the movies). But suppose your flying, run a tank dry, and the prop stops windmilling. What to do?



SENATOR QUESTIONS PRIVATIZATION EFFORTS

U.S. Sen. Patty Murray (D-Wash.) pushed federal officials to guarantee that no FAA services will be privatized in the upcoming fiscal year. Last Thursday FAA Administrator Marion Blakey responded to the senator's request by stating that no additional air traffic control towers will be converted to contract status and that no outsourcing studies will be started during the next year. The questioning took place at a Senate hearing on the FAA's budget.

NOW IT'S GETTING RIDICULOUS!

BUSH'S BUS TOUR TO AFFECT GA ACROSS SEVERAL STATES

President Bush is scheduled to go on a multi-state bus tour starting Monday. Of more concern to pilots, however, is a 10-nautical-mile-radius no-fly zone that, according to FAA officials, will follow the bus through Indiana, Michigan, and Ohio. Bush is slated to be at several locations where there will be even larger 30-nm-radius temporary flight restrictions (TFR) along with smaller no-fly zones.

"The air traffic system is not designed for this type of 'moving' TFR and the scenario could have disastrous consequences, including the ultimate enforcement action, the use of deadly force," said Andy Cebula, an AOPA senior vice president. "It will be difficult, if not impossible, for general aviation pilots to identify and avoid this moving restriction."

Calendar

May 1 20th Annual Texas RV Fly-In; Mid-Way (KJWY). Midlothian, TX. Breakfast and lunch will be served. Contact Doug Reeves at dougreeves@vansairforce.net

May 14-15 SWRFI. Annual Southwest EAA Regional Fly-In; New Braunfels Airport; New Braunfels, TX. FMI: 830/997-8802

May 15 Denton Air Fair; Denton Municipal Airport (KDTO). Denton, TX. Join us for some high flying adventure featuring Warbirds, Military Fly-Bys, Aerobatic Acts, & Great Food. FMI: Terence Jarog, 940/484-1603

May 15 — Annual Majors Field Fly-In; Majors Field (KGVF). Greenville, TX. Event times 10 AM to 3 PM. Features fly-bys, sky divers, static displays to include full size replica of the Wright Flyer and home built SkyBolt. FMI: Dennis Mathis, 903 454-7957 or email dennis_mathis@member.afa.org

May 22 Big Country Appreciation Day; Dyess AFB, TX. FMI: 325-969-7470

May 22-23 Navy Blue Angels; Naval Air Station; Kingsville, TX

May 29 — Cowtown Warbird Roundup, Fort Worth Meacham International Airport (FTW), Fort Worth, TX. Warbird Fly-in at the Vintage Flying Museum. FMI: Chuckie Hospers, 817-624-1935

Jun 4-5 National Biplane Exposition and Convention; Bartlesville, Oklahoma FMI: 918-622-8400

Jun 5-6 Little Rock AFB Air Show; Little Rock, Arkansas FMI: 501-987-3353 or www.littlerock.af.mil

Jun 18-20 Cherokee National Fly-In; Tan-Tar-A Resort, on the Lake of the Ozarks; Osage Beach, MO FMI: Ken Mason (650) 464-6520 or email kenmason@cherokeeflyin.com or see www.cherokeeflyin.com

Jun 19-20 Aerospace America Int'l Air Show; Oklahoma City, Oklahoma FMI: 405-685-9546 or www.aerospaceokc.com

BRANSON: THE CENTRAL U.S. MUSIC CAPITAL

M. Graham Clark Airport (PLK) is your entry into the Southern Missouri Ozarks, home of wholesome family entertainment. Branson, Missouri was discovered by tourists in the early 1900s because of its natural beauty, but in recent years Branson has become famous for its wide variety of entertainment options. Musical genres from pop and swing to rock and roll and country can be found here. Theme parks abound also, as well as great shopping. PLK is extremely busy in the summer, but it is staffed by College of the Ozarks students, so visiting pilots are greeted warmly.

Welcome New Members

Hal Ticknor

Highlights from April Board Mtg -- 04/14/04

Meeting called to order by Micah Koons at 1900 hrs. Attendees were board members: Art Jones, Micah Koons, Bob Moran, Rick Still, Keith Gutierrez, and Bill Moore. Two visitors attended.

Operations / Maintenance: Club flew only 85 hours last month. 3NB: Baggage Door lock replaced; having problems with loaner 94B GPS; right fuel gauge/transducer reading incorrectly; 100 hour completed. 08J: Door handle still doesn't fit correctly; down for hard landing (see Safety). 7TY: Will go in for 100-hr before end of month.

Treasurer: Up-to-date with WingsPoint on fuel bills. Price of fuel has gone up again; fuel costs still running about \$3K per month even though flying time is considerably reduced. We discussed how we might handle. Bob to investigate options within Accounting System

Membership: Holding steady at 129 members. Moved GPS presentation/membership lunch/aircraft wash to May because of conflict with Easter weekend. Mid-year elections coming up; need to start nomination process next month with election at June Membership meeting. Board still has action item to review positions/duties of board members, preferably before the elections. Board also discussed recommendations / options on whether we need to change aircraft scheduler so that, if our records show that a member does not have a current medical, club annual check-out, or FAA Checkride, then that member is blocked from scheduling aircraft until he/she gets completes that requirement and/or gets an instructor to update the information. There was a great deal of discussion – pros and cons – without consensus. Right now, policy remains the same – it is the pilot's responsibility and our system only reminds him/her of possible non-compliance. Because of potential liability concerns, we will no doubt revisit possible enforcement actions.

Communications: April newsletter has been published on website. Website has been updated; private pilot hour requirements updated on member page. Still looking for member to fill position.

XC Maint: Seat belts installed in 08J. Received flame retardant report on material for 08J interior; that interior work still tentatively scheduled for June. 68K painting scheduled to start in May.

Safety: Hard landing incident in 08J caused damage to empennage, tie-down hook, and control pulleys. Still collecting data but spent a great deal time during meeting discussing the incident and possible actions. Pilot attended meeting and did a weight-and-balance calculation for us; still owes us a written narrative of what happened. Board members present developed a preliminary recommendation and will discuss with other board members via email as soon as all facts are in.

Meeting ended about 2045 hrs.

TFC Fleet Maintenance April '04

Fleet Maintenance - 4/01/04 through 4/30/04

6268K

4/23/04 Magnetic Compass fluid changed.

4/27/04 New rheostat is on order for the instrument light.

7929U

4/23/04 Nose wheel checked for shimmy.

4/29/04 Landing light wire repaired.

737TY Off Line for 100 hour inspection.

4/05/04 Rebuilt 2nd time DG installed. GPS reseated.

4/20/04 New instrument panel overlay installed.

733NB

4/05/04 New vertical stabilizer cap installed.

4/05/04 New visors installed.

4/09/04 GPS to Gainesville, loaner installed. Audio intercom fixed.

4/15/04 Baggage door latch replaced.

4/20/04 New fuel sender in right tank installed.

4/29/04 New alternator installed.

7508J

4/30/04 Repairs complete after hard landing.

TFC Fleet Statistics (1H '04)

	Jan	Feb	Mar	Apr	May	Jun	YTD
Total	80.6	94.4	84.9	72.3	0	0	332.2
6368K	12.8	14.1	5.7	13.6			46.2
7929U	14.9	18.1	22.5	17.4			72.9
733NB	11.8	16.5	13.6	20.7			62.6
737TY	31.9	28.5	30.5	15.2			106.1
7508J	9.2	17.2	12.6	5.4			44.4

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Roger Nordmeyer	(972) 344-0673		Roger.tfc@verizon.net
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	fhcarvajal@aol.com
Trainer Maint	Doug Darlington	(972) 344-8393	(972) 578-8410	d-darlington@raytheon.com
XC Maint	Keith Gutierrez	(214) 480-7940	(972) 422-1983	kgg@ti.com
Membership	Rick Still	(972) 344-8391	(972) 612-8443	r-still@Raytheon.com
Communications	OPEN			
Controller	Micah Koons	(972) 952-6651		mkoons@Raytheon.com
Treasurer	Bob Moran	(214) 567-5961	(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	*		*	*			(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 (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Bryan O'Neill	*		*				(972) 344-5770	(972) 562-4241	Bsofty@yahoo.com
Sherman Rattliff (M)	*						(214) 965-6063	(972) 660-4480	shermanr@airmail.net
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 Hightower, email r-hightower@ti.com*

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
6368K	Cessna	150M Commuter	\$51.50
7929U	Cessna	150M Commuter	\$51.50
733NB	Cessna	172N(180) Superhawk	\$76.00
737TY	Cessna	172N Skyhawk	\$72.00
7508J	Piper	PA-28R-180 Arrow	\$87.00

- * Detailed aircraft features are listed in Club Handbook
- * Monthly Dues: \$35.00 for regular members
- * Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr
- * TFC measures aircraft rental rate using tachometer hour.
- * Rate includes cost of fuel
- * All non-instructional flights require additional 8.25% tax.

KEY CONTACT INFORMATION

McKinney & TFC

Aircraft Scheduling www.texins.org/flyingclub
 TKI ASOS Land Line (972) 542-9659
 Airport Manager (972) 562-6080 ext 4053
 WingsPoint @ TKI (972) 562-5555
 Monarch Air @ TKI (972) 562-0717

General

DUAT (800) 345-3828
www.duat.com
www.duats.com
 Dallas FSS/FSDO (214) 902-1800
 Ft. Worth Center (817) 858-7300 (ZFW ARTCC)
 FlightCom, Inc. (800) 432-4342 (Josh Pruzek)
 Southwest Soaring (972) 251-5079 Metro
 Monarch @ ADS (972) 931-0345
 DE: TM Smith (972) 661-8086
 DE: Richard Caldwell (972) 885-4911
 DE: Kendall Haley (940) 321-2849
 DE: Carol Walker (214) 948-0440
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 FAA Medical: Gabriel Fried (972) 361-0155

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