



FLIGHTLINES

Newsletter of the Texins Flying Club

November 2003

CALENDAR OF EVENTS

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

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

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

13 Dec (Saturday): General Membership Meeting, Board Elections
Donuts 8:30 AM, Meeting 9:30 AM, TKI Conference Room.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
None Reported			

TRANSPORTATION OFFICIAL PRODS FAA ON GRAPHICAL TFRs

The inspector general's office at the U.S. Department of Transportation said that the FAA has moved forward on providing pilots with graphical depictions of temporary flight restrictions (TFRs), but has been stalled by technical glitches and staffing shortfalls. It also noted that the FAA has made "important progress" toward making a viable Internet-based TFR and notam system available, but has not yet fully implemented the fixes.

TSA CHIEF TELLS CONGRESS GA THREAT WAS OVERSTATED

Adm. James Loy, head of the Transportation Security Administration (TSA), last week told the House aviation subcommittee that "we're getting to the point" when the government will need to rethink many of the restrictions placed on aviation since the September 11, 2001, terrorist attacks. Responding to a question from Rep. Robin Hayes (R-N.C.), a strong voice for general aviation in Congress, Loy said that in the highly emotional period right after the attacks, it was suggested by some security officials that the threat posed by general aviation was much greater than it actually is. He said his agency is working closely with the GA industry.



FAA PROPOSAL WOULD SQUEEZE CHARITY FLIGHTS, SIGHTSEEING OPS

An FAA notice of proposed rulemaking (NPRM) published this week would likely shrink the pool of pilots able to help local charities with fundraising flights and, by the FAA's own admission, drive hundreds of small sightseeing operations out of business. The proposal would raise the minimum number of hours required for pilots conducting charity fundraising flights from 200 to 500, and remove an exemption that allows FAR Part 91 sightseeing flights within 25 nautical miles of an airport.

Operators currently conducting flights under this exception would then be subject to the operational requirements of Part 135. "This proposed rule is a real slap in the face to Part 91 pilots who contribute their time and services to worthy causes, and to small businesspeople just trying to earn an income," said Andy Cebula, an AOPA senior vice president. "The FAA claims the change is for safety reasons, but they provide no safety data or statistics to justify the jump in flight hours required to conduct charitable fundraising flights."

AOPA's ASF LAUNCHES SINGLE-PILOT IFR ONLINE COURSE

Flying alone or as the sole pilot in instrument meteorological conditions is one of the most challenging types of flying a pilot can do. It requires a tremendous amount of organization and forethought. For those pilots, the AOPA Air Safety Foundation has just introduced Single-Pilot IFR, a free online course designed to help pilots come to grips with the often rapid-fire decisions involved in flying in the soup. "Single-Pilot IFR focuses on decision-making, organization, and cockpit resource management," said ASF Executive Director Bruce Landsberg. "Staying 'ahead of the plane' is even more critical when you can't see." For more information, see: http://www.aopa.org/asf/single_pilot_ifr/

Shades of Gray

Part 10 of AOPA's Ounce of Prevention Series

VFR-into-IMC's Slippery Slope

By Julie K. Boatman (From AOPA Pilot, October 2001.)

We had a window. After staging a successful photo mission from the Manitowoc (Wisconsin) Airport over the weekend, we needed to reposition a Beech A36 Bonanza to another field about 40 nm away. A serious thunderstorm was grumbling toward central Wisconsin; the briefer estimated one and one-half hours before it would masticate the skies over our intended destination.

We had two instrument-rated pilots on board, a UPS Aviation Technologies Apollo MX20 moving map linked to an Apollo GX60 approach-capable GPS, weather radar, and a Goodrich Stormscope. Our preference was to fly VFR, maintaining visual separation from the nastiness ahead. En route, visibilities were called as five to six miles in haze, with ragged, broken to scattered clouds at 4,000 feet — the scud ahead of the storm.

We did not have six miles' visibility, that's for sure. With the sun at our backs, our view forward was still VFR, but not an inch more. I asked my copilot to act as safety pilot and look for traffic so I could stay on the gauges. With the MX20 lighting the way — and the strikes so powerful beyond our destination that they lit up along our course line — we made it to touchdown 15 minutes before the first bolt hit the field.

The number-one cause of weather-related accidents is continued VFR flight into instrument meteorological conditions (IMC). A full quarter of these pilots are instrument-rated. The rate and severity of accidents classified as VFR-into-IMC haven't changed much since the mid-1970s, nor have the causal factors, according to a study by the University of Illinois published earlier this year. The aviation community hasn't had much success discouraging pilots from flying into weather for which they are neither equipped nor prepared. The distinguishing hallmark of a VFR-into-IMC accident is its devastating hand. Roughly 75 percent of these accidents are fatal, because they typically involve a loss of control that starts relatively soon after the airplane enters the clouds.

During our flight, we were flying in classic marginal VFR conditions — the kind that can go sour at any point. We continued on with two thoughts in mind: We could turn around to good VFR at any time, and we could file IFR if it looked like the view ahead was IMC and we wanted to press on. Constantly we assessed the situation. Still, the lure of pressing on VFR grew stronger the closer that we got to our destination. Comforted by the glow of the MX20 — in stark contrast to the view outside — it was clear how enticing those last miles seemed.

There are times when VFR flight is legal but not necessarily safe. In most airspace, three miles and a 1,000-foot ceiling constitute VFR conditions. However, in area forecasts, visibilities of three to five miles are referred to as marginal VFR. Perhaps this is the better definition, because the implication is instant: marginal. On the edge. Not cut-and-dried VFR. But the gradual transition from VFR to IFR conditions often encountered when marginal VFR is forecast can make it difficult to determine when the line is crossed.

Failure to diagnose this change properly can lead pilots to continue flight into adverse weather. All things considered, if pilots know the weather is deteriorating to IFR, they will not fly into it, according to the University of Illinois study.

Pilots who become involved in these fatal weather encounters don't fit neatly into one profile, but they tend to be lower-time pilots than those involved in other types of general aviation accidents; and they are private pilots, as opposed to having more advanced certificates (71.6 percent of those pilots involved in 409 accidents surveyed by the study noted above had private pilot certificates or less).

We are taught that we can manage the risks associated with flying; otherwise few of us would get into an airplane. Those with low time and little experience flying in adverse weather may underestimate the risks associated with flying in marginal conditions. Since we are preached confidence in our abilities, the mix can be deadly.

A cross section of the weather

If we know what's out there, we can avoid stumbling into conditions beyond our ken. To this end, we need to learn as much about the weather before and during a flight as we reasonably can.

The preflight visit to a flight service station briefer who chats with you over coffee is all but history. Though we can wax nostalgic about a personal touch, that's no longer an option for most of us. In reality, we have far better tools and information available than ever before. The missing link is interpretation, which can be filled in with a call to flight service. After dedicated study, pilots can also learn the nuances of weather science. Some pilots are natural weather nuts, with Intellicast.com locked in as their home page and The Weather Channel constantly playing on the family room TV. Even if you're not one of these amateur meteorologists, it pays to be a bit of a weather nerd.

Your goal is to mentally draw a three-dimensional picture of the weather from the data and know when that picture needs to be updated during the flight.

If you wish to avoid encountering IMC, you need to be aware of several key indicators in the information presented to you during a preflight weather briefing. The

position of fronts and their movement give a rough idea of where and when lowering weather will occur. Specifically, look at the temperature/dew point spreads along your route. A close spread means that haze and fog are likely.

Fog can be tricky, as the visibility straight down through it tends to be far better than that along a diagonal. For example, you may easily make out the runway when overflying your destination airport. However, when you turn on final, the runway environment can disappear — just when you get low enough that you need to see the runway now.

Next, think of the terrain between the departure airport and the destination. If the area forecast describes an unstable air mass over the region and your route takes you over rising terrain, you can expect clouds to form in these areas before anywhere else. Rising terrain does not necessarily mean mountains: The difference in elevation between the Colorado-Kansas border and Denver (1,600 feet) is enough to form upslope clouds on the Colorado plains should the winds aloft be out of the east or southeast.

While you're looking critically at the data, try to determine which are from standalone, automated systems (such as ASOS Level D) and those systems that are supplemented by a human weather observer (such as ASOS levels A, B, and C, or ATIS reports). These sites, along with the hours that the ASOS is augmented by weather observers, are listed in the airport/facility directory. Experienced weather observers say ASOS can issue unrepresentative reports when IFR and low-IFR conditions prevail, according to the Weather Strategies Safety Advisor published by the AOPA Air Safety Foundation.

On the flip side, ASOS stations give you an additional tool to use along the route. Periodically tune in nearby ASOS frequencies to stay up to date on local weather conditions. Be particularly alert for changes that take place ahead of or behind schedule when compared to the forecast. Low ceilings and visibilities that don't burn off by noon, as well as fronts that charge through before they were expected, signal that conditions could be more intense than originally thought. Landing or turning around before you get into the low stuff is a smart move in these instances, unless you can successfully file an IFR flight plan and complete the mission that way.

The human touch is as important in the air as it is in ground-based data. While the area forecast gives a big picture guesstimate of conditions along the route, your best info can come from other pilots. Solicit and provide pilot reports (PIREPs) whenever possible. And don't fall prey to superstitious thoughts that filing a PIREP for a smooth ride and good visibility will turn on the automatic bump machine.

As you gather information once the flight has launched, recognize that the go/no-go decision you initially made before takeoff becomes the continue question in flight.

Making a no-go decision is typically easier than discontinuing a flight — especially as you get closer to your destination. So how do you know when the conditions are sinking to the point where you need to turn around?

One skill that eludes many pilots is judging distance in flight. If you need validation of this, recall the last time you heard someone call a two-mile final and subsequently waited for him or her to touch down five minutes later. Learning to judge in-flight visibility is just as tricky.

There are several ways to determine in-flight visibility, the handiest being landmarks such as towns or features a given distance away. Local pilots refer to a tower adjacent to Tri-County Airport near Erie, Colorado, as the "VFR stick" because it's about three miles from the field and nearly 1,000 feet tall. Section lines and highway markers are useful for gauging distance as well. Roads laid along section lines are one-half mile apart and can be found extensively from the Great Plains westward to the Rocky Mountains.

Speaking of the territory, also factor in what you're accustomed to — 10 miles' visibility out West makes you feel like the walls are closing in, but on the East Coast, it seems like ceiling and visibility unlimited (CAVU).

Go up with an instructor to practice in marginal or IFR conditions. Maneuvers should include basic attitude instrument flight, 180-degree turns, and situational awareness using terrain, navigation aids, and charts — including diversions to nearby airports.

An IFR flight plan

It seems obvious, but the best way to avoid continuing VFR into IMC is to operate on an instrument flight plan. Well, of course. But the reasons why run deeper than a simple change in the flight's definition.

Scheduled commercial operations in Alaska lean more heavily toward single-engine, single-pilot, VFR flights than do those in the lower 48 states. And commuter accidents in Alaska are also more likely to be classified in the VFR-into-IMC category than those in the rest of the country. Not only is there some performance pressure to continue flight into deteriorating conditions, but also, depending on the business, operators may be following air taxi regulations rather than the more stringent regulations for commuter airlines. One recommendation made by former NTSB Chairman James Hall to stem the tide of VFR-into-IMC accidents was to move these operations onto IFR flight plans whenever possible — though icing forces pilots to stay VFR for much of the year.

For a private pilot, the training required to get an instrument rating helps to alleviate the primary causes of accidents in IMC. You gain attitude instrument skills, navigation and diversion skills, and overall comfort flying

in the weather. Even if you never plan to fly hard IFR, being able to file when the weather just might turn ugly lends a level of safety you wouldn't have on a VFR flight plan.

Instrument-rated pilots are lost in VFR-into-IMC accidents as well, because they don't file IFR when the conditions warrant, or they trust their attitude instrument skills to keep them not only upright but clear of terrain. One aspect of the problem lies in preparedness. Filing an IFR flight plan typically demands that the pilot at least look at the charts for the route in order to properly file and copy a clearance. Although it's possible to call for and receive a direct clearance, it happens infrequently enough that most pilots know better than to trust in getting the big D. In order to file legally, you need to be current as well, and that makes the operation another increment safer.

Perhaps the darkening shades of gray are best avoided by setting hard rules for ourselves. Get all the information available before your flight, and update that information often along the way. Acquire the ability to fly on instruments, and keep those skills sharp. File when it looks marginal, and don't be afraid to ask for a flight plan when the weather heads south in a way that wasn't forecast. And above all, don't underestimate the risks associated with flying into adverse weather.

Safety strategies

- Obtain weather from all available sources prior to the flight.
- Know the tools you can use to update weather information in flight: VFR flight following; flight watch or flight service; pilot reports; nearby AWOS, ASOS, or ATIS frequencies; and on-board weather radar or lightning detection equipment (with datalinked weather soon to come).
- Learn to interpret in-flight weather cues and deteriorating visibility.
- Acquire instrument skills in addition to those required for a private pilot certificate.
- File an IFR flight plan, and don't cancel IFR until a VFR landing is assured.

Common accident scenarios: VFR into IMC

- Departing VFR when the weather is below VFR minimums.
- Scud running along a well-known route.
- Improper judgment of deteriorating weather.
- Underestimating risks associated with flight into adverse conditions.
- Overconfidence in the pilot's ability to cope with adverse weather.
- Allowing social pressure from passengers to color decision-making.
- Inadequate gathering of weather information prior to the flight.

ANOTHER USE FOR DUCT TAPE

Passengers, Marshals Bind Troublesome Traveler On Hawaii-LA Flight

Duct Tape. The universal adhesive that binds us. There are a million and one uses for the grey, sticky substance. Ah, make that a million and two.

Passengers and sky marshals aboard a flight from Hawaii to Los Angeles Sunday were driven to distraction by a traveler who was pacing the aisle, reading loudly from the Bible. So, they decided to wrap the offensive passenger with duct tape.

The FBI is investigating the incident. No one is yet sure just what set off the proselytizing passenger. He was still in federal custody on Sunday and could be charged with interfering with a flight crew.



'ENOLA GAY' RESTORATION IS FINISHED

The Smithsonian's National Air and Space Museum has completed restoration of the Enola Gay, the Boeing B-29 Superfortress used to drop the first atomic bomb in combat. The airplane will be on display at the Steven F. Udvar-Hazy Center, the museum's new companion facility in northern Virginia, which opens to the public on December 15. Restoration work on the Enola Gay began in 1984 and involved a total of some 300,000 staff hours. To bring the airplane back as closely as possible to its wartime condition, museum staff, volunteers, and interns removed decades of corrosion from metal surfaces. The airplane's entire outer aluminum skin was painstakingly polished to its original shine. Missing equipment, including radio gear and antenna components, was replaced. Even Boeing logo caps from the period were tracked down for the center of the pilot and copilot's control wheels for a complete restoration of the cockpit.

PIPER 6XT GETS FAA TYPE CERTIFICATE



The FAA has issued a type certificate for the Piper 6XT, the turbocharged fixed-gear version of the six-place Saratoga II. The normally aspirated 6X was certified earlier this year. The standard-equipped list price of the 6X is \$338,400, while the 6XT sells for \$358,400.

places to fly !

Annie Okie's Runway Café ... and Wedding Chapel?

Wiley Post Airport, Oklahoma City, OK

Story and photos by Bob Kemper for SW Aviator



Don't be surprised when you walk into the Annie Okie's Runway Cafe at Oklahoma City's Wiley Post airport to find a bridge game, a board meeting, or a birthday party in the ante room. If you stick around long enough, chances are you'll witness a truly special event—owner, Joan Ackley, often strolls around the tables playing guitar and singing folk songs and old standards. The family atmosphere necessitates careful navigation of the toy airplanes spread out in front of the large screen TV, which continually runs aviation videos.

Preparations for a wedding, or a wedding reception are not out of the ordinary. Just recently, Ashley Alonzo, a waitress, and Anthony Redding, a cook, were married at the cafe. Private parties, birthday parties, and wedding receptions are usual. A couple of years ago, a local pilot's memorial service was held in the cafe. "When we first opened it was all men in here...there wasn't a woman or child anywhere in sight," Joan said. "Early on, we realized that the cafe wasn't going to make it on airport traffic alone. We needed to bring in people who were not only pilots, but ordinary people who liked to watch the airplanes," Joan added.

Memories failed to recall when the first restaurant was opened at Wiley Post, but a safe bet is that it was concurrent with the opening of the control tower and terminal in 1959. Nor are the local airport historians sure of how many restaurant owners have come and gone since '59; six-months here, nine-months there, maybe an occasional year and a half or so, but be sure that there have been many. The restaurant business has one of the highest mortality rates of about any business venture—excepting FBO's. However, with the arrival of Joan and David Ackley in 1994, the beleaguered airport cafe received what it had always needed: a vision and good management.

Annie Okie's Runway Cafe is typical and yet, atypical of many airport cafes around the country. The menu, which

lists over eighty items, is a testament to good American café fair. Prices range from a \$1.99 for a cup of soup to \$7.99 for the butterfly shrimp. Every day there is a lunch special starting at an affordable \$3.99.

What is atypical is the freshness and homemade nature of the food. They bake their own hamburger buns and dinner rolls from scratch daily. The 1/3 pound hamburgers are marinated in a delicious special sauce, and the French fries and hashbrowns are made with real potatoes, never the frozen variety. Soups are also made from scratch. Additionally, their fantastic salsa, barbecue sauce, hickory sauce, and marinara are all made in-house. Their huge omelets are unique in that they are oven baked, which gives them a wonderful taste and texture...somewhat souffle-like. Pilots have flown hundreds of miles for the monster cinnamon rolls. I have often tried, but have never been able to finish, one of these fresh baked wonders alone. Bring your copilot.



Good food is a story and a reason in itself, but it is not the only reason behind the ten-year success of Runway Cafe. The real story of the cafe is its customers, and the bond of community that they share. Never was this more evident than during a Saturday morning breakfast fly-in when Jim and Carol Thomas of Yukon, OK, brought their five-day old son Jacob Alan Thomas, to meet the "tribe." Jimmy Thomas, Jim's 21-year old son, has been flying in most every Saturday morning with his dad for at least the past ten-years. He is now graduating with honors from the University of Oklahoma with a degree in electrical engineering. Not a bad community in which to be raised, I'd say.

Access to Wiley Post Airport (PWA) is about as easy as it gets. Whether you're arriving VFR or IFR, the approaches are clear and the runways are long. Annie Okie's Runway Cafe is in the terminal building just under the control tower. Plenty of aircraft parking is available in front of the tower. Two FBOs are on the field, The Service Center (405-789-5000) and Million Air (405-787-4040).

Annie Okie's Runway Cafe is located near the base of the control tower, in the same building. There is ample aircraft parking in front of the restaurant. The cafe is open seven days a week for breakfast and lunch. Hours are Mon through Thurs and Sat 7 am to 3 pm, Fri 6 am to 3 pm, and Sun 8 am-3 pm. Call 405-787-7732 for more information.

Upcoming Regional Events

Oct 30 – November 1

Terlingua, TX

International Chili Championship. The championship is Saturday with more than 400 cooks competing. Enjoy live music all three days, along with vendors and food/beverage booths. FMI: Call (210) 887-8827 or <http://www.chili.org>

October 31 – November 9

New Braunfels, TX Wurstfest

Sample tasty sausage, strudel, potato pancakes and other German/Texas treats. Come to polka and waltz to good ole' fashion oompah music. Wursthalle, 178 Landa Park Drive. FMI: Telephone (800) 221-4369 or <http://www.wurstfest.com>

Saturday, November 1

McKinney Municipal Airport (TKI)

First Annual Celebration of Flight. Static exhibits, WarBirds, food,... Contact Corl Leach at 214-733-8378 or <http://www.fly-tki.com>

November 15-16

Nellis AFB, Las Vegas, NV

Aviation Nation 2003 Nellis AFB Air Show
Celebrate the United States Air Force Thunderbirds' 50th Anniversary. FMI: Contact Bob Avery at bavery@worldofwings.com or <http://www.nellisairshow.com/>

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

Apr 13-19

Lakeland, FL. Lakeland Linder Regional Airport (LAL). Sun 'n Fun Fly-In. One of the world's premier aviation events, Sun 'n Fun is a week-long celebration of flight with thousands of aircraft of every size and shape, plus hundreds of educational activities, daily air show and lots more! 863/644-2431

May 14-15 New Braunfels, Texas

EAA Southwest Regional Fly-In at New Braunfels Municipal Airport (BAZ). FMI: www.swrfi.org



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

Ronnie Mathis
Kelly Caldwell

Highlights from October Board Mtg -- 10/08

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

Operations: Mooney off-line due to potential sale; deposit received. Also, Mooney needs annual and has gas leak that could affect airworthiness. Board decided to cover these expenses and do this work now. Club flew 156.0 hours last month. [10/20/03 Update: Mooney has been sold!]

Treasurer: New rates went into effect starting October 1. Have approx. \$8K in checking, \$14K in Overhaul account, and \$12.5K in New Aircraft account.

Controller: Think we have billing worked out with WingsPoint! Capital: Working 2003 reconciliation with Texins; remaining monies to be used on Arrow interior. Board developed a prioritized list of capital for our '04 request. Controller to submit full '04 budget to Texins by 24 October with formal presentation first week of November.

Communications: October Newsletter is out on website. There has been a request to start mailing newsletters again but Board did not authorize due to costs. Suggestion was made to email notification to members and/or email newsletter itself. Prefer former since scheduling system's emailer does not support attachments.

Safety: Safety Officer explained new (driving) traffic patterns being implemented on the field to get aircraft from new hangars to runway, keep cars/trucks off the ramp area, etc.. To get to our aircraft, TFC members are to use Gates 1-3. I won't publish the access codes here; call Art Jones, if you need vehicle access.

Membership: Lost 3 and gained 4 members last month for current total of 135 members.

New Business: Need to vote on minor Constitutional change that will affect new Board elections. Nominations for President, Vice President – Membership, Cross Country Maintenance, Controller, and Communications positions will be solicited with election at the December General Membership meeting.

Adjourned 2100.

TFC Fleet Maintenance October '03

Fleet Maintenance - 10/01/03 through 10/31/03

6368K

10/03 Starter Solenoid unstuck.

7929U

10/20 New ELT battery

10/22 New nose tire installed

733NB

10/14 50 Hour oil change

10/20 New main battery

10/27 Landing light wire repaired. New left main tire.

737TY

10/13 New O rings installed in nose strut.

10/23 100 Hour inspection complete, new main tires, and tail position light repaired.

10/28 Alternator rebuilt in shop.

10/27 Apollo data base updated.

7508J

10/12 50 Hour oil change.

10/22 New gear pack installed.

10/23 Apollo data base updated.

10/28 Valve stem replaced in right main tire.

5636Q - Sold

TFC Fleet Statistics (2H '03)

Tail No.	Hours							YTD
	1H03	Jul	Aug	Sep	Oct	Nov	Dec	
Total	827.8	153.1	156.6	156.0	129.7	0.0	0.0	1423.2
6368K	135.0	21.4	26.6	18.7	14.9			216.6
7929U	160.7	35.6	21.8	19.2	15.3			252.6
150TM	34.6	0.2	0.5	0.0	0.0	0.0	0.0	35.3
733NB	202.4	40.4	46.8	42.4	35.0			367.0
737TY	209.8	33.0	40.0	50.8	42.4			376.0
7508J	83.4	13.6	14.2	18.9	22.1			152.2
5636Q	1.9	8.9	6.7	6.0	0.0	0.0	0.0	23.5

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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Controller	Micah Koons	(972) 952-6651		mkoons@Raytheon.com
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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Jim Evans	*		*	*			(214) 284-9467	(972) 390-9950	Jb4ev@aol.com
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Russell MacDonald	*							(972) 491-1380	russmacdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
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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
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
Email: WalkerCL@aol.com
FAA Medical: Gabriel Fried (972) 361-0155

TFC COMMUNICATIONS & INFO

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