



FLIGHTLINES

Newsletter of the Texins Flying Club

November, 1999

CALENDAR OF EVENTS

27 October (Wednesday): Pilot Safety Meeting at TKI at 7PM. Topic "Towered Airports" covering NORDO operations and getting into and out of Love Field.

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Patty Patterson	1 st Solo	9/18/99	Dick Stephens
Patricia Sherlin	PPSEL	8/30/99	Calvin Coffey
Keith Guillory	1 st Solo	9/12/99	Sherman Ratliff
Naveen Chava	1 st Solo	9/16/99	Bob Niedwiecki
Patty Patterson	1 st Solo	9/18/99	Dick Stephens

Highlights from October Board Meeting

Board Members in attendance: Micah Koons, Bob Moran, Don Essenpreis, Jim Burrows, Art Jones, Dick Sandlin, Steve Aughinbaugh, Dan Grelinger and Harold Morgan.

Club Members: Jeff Oberski, Leif Olsen

The first order of business was the resignation of Scott Mitchell from the Membership VP office. Dan Grelinger was appointed to fill the remaining Membership VP term. He was present and accepted the appointment. At the October general membership meeting we will request nominations for this position and vote on someone to complete the Membership VP term.

On a related matter it was noted that it is time for officer elections as stated in our constitution in SECTION 2 - OFFICER ELECTIONS:

Officers of the club, except the chief flight instructor and the flight safety officer, shall be elected by a majority vote of those active members casting a ballot. The chief flight instructor shall be elected by the club flight instructors at a meeting called for that

purpose. The flight safety officer shall be appointed by the Board. His term shall begin July 1st and will be designed to overlap the term of the chief flight instructor by one year. The president, membership vice-president, controller, cross-country maintenance officer and communications officer shall be nominated in October for an election in November and shall take office on the following January 1st. The operations vice-president, trainer maintenance officer and treasurer shall be nominated in May for an election in June and shall take office on the following July 1st. The chief flight instructor shall serve a two-year term. The flight safety officer shall serve a two-year term. All other officers shall serve one-year terms.

So, at this point nominations are open for the following TFC offices:

- President
- Membership Vice-president
- Controller
- X-C Maintenance
- Communications.

Please submit your nominations to tflyboard@list.ti.com or make the nomination at the membership meetings. Nominations will remain open up to the time of voting at the November General Membership meeting.

Next the resignation of Jim Burrows was dealt with. Jim has left Raytheon and therefor is no longer eligible for TFC Board membership. Jim will remain a club member and we thanked him for his service to the club as Safety Officer. The board appointed Robert Jolly as the new Safety Officer.

Insurance review committee update: The committee stated that they have requested quotes from a few insurance companies for Board of Directors insurance, Club Aircraft insurance, General Liability insurance, Aircraft Renters insurance, and CFI Insurance. The Board is not considering paying for any Renters or CFI insurance. The committee decided to see if we might be able to get a good rate because of asking from a large group like the Flying Club. The feeling was that the current General Liability and Aircraft insurance was adequate and reasonable, but that it is good to review these and ask for quotes every few years. The quotes and any decisions will be made at a later Board meeting.

N5682T is not longer in the club and is off-line permanently. Anyone that knows of a reasonable C-172 that we might lease should contact the board.

A motion was made and approved that we request Garry Ackerman to remove his aircraft from our TKI hanger by the end of the year. Micah will call Garry and inform him of the board's request.

Joe Corder, the TKI Chief Tower Controller, submitted a request to join the club as an Associate Member. The board discussed the benefit and goodwill this might bring to the club. Bob Moran stated that we are well under the 5% maximum for association members with only 3 such members. Accepting Joe's request would bring the number to 3 at about 1%. A motion was made and approved to accept Joe Corder as an associate member.
→

More Construction at TKI!

9-27-199 is the proposed start date the ramp rebuild in front of Exec Air and the aircraft parking areas that we now use for the TFC airplanes. All of the asphalt will be dug up and replaced with concrete. All GA aircraft will be located somewhere on the south end of the airport - probably around the South T-hangars. At the same time, I believe George will start replacing all asphalt between the North T-hangars. Please bear with this and understand that we will suffer some inconvenience for a while. →

AirVenture '99 Part 2

By Steve Aughinbaugh

The Convention and Airshows

Let me start off by telling you some of the facts and figures about AirVenture '99 or Oshkosh 1999:

- Total estimated attendance: **765,000**
- Total estimated aircraft flown to event: **10,000**
- Total showplanes: **2,239**
This includes: 654 Homebuilts, 410 Warbirds, 586 Antique or Classic and 117 Ultralights.
- Campers: More than **35,000** at Camp Scholler (Tent/RV area), with an additional **5,000** in Transient Aircraft and Showplane Camping areas.
- International Visitors: **2,302** from **77** nations
- Media attending: **1,080** from five continents.

We (Mike, Sallye, Cindy and I) arrived on Tuesday at 2:30 PM, the day before the official opening of the convention. At this point the General Aviation Camping area was almost full. This is the area where you can camp beside your airplane. The General Aviation Parking area where we parked N642RJ was about 90% full. You can camp here, but you have a long, long walk to the showers. After we tied the airplane down we waited for one of the shuttle busses to take us around from the north side to the south side of the east-west runway. We

needed to meet Mike's long-time friend, Dave, to get the car and the keys to the apartment that we would be staying at. Dave has worked on the Oshkosh EAA security force for several years and manages the main entrance to the grounds. We found Dave at his normal location after exiting the bus and then walking for about three-quarters of a mile. (At Oshkosh you do a lot of walking, a lot!) Dave is a car collector and this year he loaned us a big classic Ford Continental.

After getting the car and a parking pass for it, we drove into the large camping area. This is the Camp Scholler area that I noted above that had 35,000 people camped in it over the period of the convention. Mike has another friend who lives in Hawaii during the most of the year but spends the summer in a Boudner visiting friends and events all over the mainland. They had arrived at Camp Scholler about 2 weeks early to get a great camping spot and to relax. Bud had another great spot this year. It was about the third slot from the campground entrance to the exhibits and the flight line. This was our meeting location for the beginning and the end of each day. One of the fun things about Oshkosh is the people that you meet and the friendships that are created. There are people that have been meeting every year at Oshkosh for the past 30 years. For many of them this is the only time each year that they see each other. Bud, Mike and others in the group have a common thread that all of them have lived in or are living in Hawaii. They have been meeting here every year for about 25 years!

After visiting, it was time to head back to the north side and to N642RJ to get our luggage. We were able to park the car near the airplane and in a short time had all of our luggage loaded for the short trip to the apartment. Oshkosh is a modest sized college town. The apartment that Dave has is the third floor of a nice house that he rents just north of downtown. There are two bedrooms, a bathroom and a living room with a sofa hide-a-bed. A good TV, a small refrigerator and a microwave round it out. A great place to stay. But with this being Wisconsin, air-conditioning is not as great a need as it is in Texas. Only one of the bedrooms had a window air-conditioner. Most days during Oshkosh this is not an issue at all. Nighttime temperatures are normally in the 50's or at least 60's, but for this year that was not true for the first 3 days. I had forgotten what it was like sleeping, or at least trying to sleep with no air-conditioning and 70+ humid nights. Growing up in Indiana I had spent many a night in these same conditions. A good fan helps but it is still uncomfortable.

The next morning we made our daily stop at the donut shop in downtown Oshkosh. We brought donuts with us every morning for Bud and his visitors. The exhibits open at 9:00 AM every day and close at 5:00 PM but other activities are going on almost all of the time. Daily forums start at 8:30 AM in 10 to 12 tents or buildings. In the past the all the forums were conducted in large tents, but this year there about 4 new permanent forum buildings that had been built and sponsored by various companies. The topics for the forums range from Flying

to the Bahamas to techniques for making propellers and more. We spent the first morning shopping in the Fly Market. The Fly Market is a small tent city with vendors of all types. Most are aviation related but some are not, such as the veggie-matic and Ginsu knives vendors. We decided that having some aviation pictures would be nice and toward the middle of the Fly Market we found a vendor with some great pictures. Cindy purchased a beautiful picture of a Bearcat for her brother's birthday present and another picture of FIFI the only remaining flying B-29. We came back the next day and I purchased two 8 x 10's, a Corsair and an AT-6 Texan. I also ordered a tribute to the Blue Angels. This is a great picture of one the current F/A-18 Hornets that they now perform in plus in the same frame pins of each of the 8 different airplanes that they have performed in over the years. All of the pictures from this vendor are framed in great looking wood frames and priced better than any of the others that we looked at.

While we were in the Fly Market we bought Cindy an airshow chair. I had mine from 2 years ago and she needed one. The chair is a 4-legged aluminum chair that folds into a cane. It is easy to carry around with you and fairly comfortable when sitting on it. We used the chairs several times during the week. The first time was for that afternoon's airshow. We found a spot near show center and about 15 feet back from the flight line. For those that have never been to Oshkosh, it might be hard for you to tell when the airshow really starts. The reason is that there is always something flying by all day long. In the morning, kit vendors or others do fly-bys as the announcers or marketing types describe the features of the airplanes. Also any EAA member can get permission with a fly-by briefing to take his airplane up in the fly-by pattern and show off his pride and joy. Some of these are pretty interesting and I have had fun in the past finding the wing of a nice airplane to nap under while I waited for an interesting airplane to fly by.

At about 1:00 PM the warbird airshow begins. During this time groups of various warbirds will take-off in formation and then either do fly-bys or fly over in various formations. They are always lots of AT-6's and T-34s, 50 or more each plus Corsairs, Bearcats, B-17s, B-25, MIGs, lots of P-51s and more. The sounds are wonderful to hear. The large radial engines come to life on the runway and scream toward the blue sky. At about 3, the official airshow begins with the Liberty Parachute team. The last skydiver drops an American flag tethered to him and usually he is circled by a smoke-trailing bi-plane on the way down. They begin the singing of the National Anthem so as to hit the last note as the flag touches down at show center. That is the start of the airshow. Everything up to that point was just a warm-up!

The airshow is about 3 hours long and includes almost anything that you would want to see. Helicopters in formation and near vertical attitudes; a gyro-copter, a paraplegic pilot in a hang-glider, and aerobatic sail-plane, wing-walker routines and a jet powered Waco bi-plane in addition to some of the best airshow aerobatic pilots in

the world. Shawn Tucker is still my favorite. It is hard to do him and any of the other performers at Oshkosh justice with mere words. Shawn flies a black and yellow Pitts bi-plane and can make it do almost anything that he wants to. He can actually hang the airplane almost motionless in the air in front of the flight line. He can do all manner of loops and rolls and tumbles but with such skill that you never doubt that he is in complete control of what looks like chaos at times. Another great performer is Patty Wagstaff who flies an Extra 300 monoplane. She and Shawn are neck and neck in their abilities and skill level.

One of the more interesting acts this year was Jimmy Franklin in his jet-assisted Waco bi-plane. I noticed it taxiing out the first day and wondered aloud to Cindy what that tube on the bottom of his airplane was. Well, I found out! He had mounted the jet engine from a Citation jet to the underside of an otherwise normal Waco bi-plane. He could use either the normal big radial engine out front or when he wanted a bit more power, fire up the jet strapped to the belly! It is a really interesting sight and an even funnier sound to see and hear the jet kick in and watch that old bi-plane streak skyward faster than it should. It just sounded so funny to hear that jet engine sound coming from a 1940's bi-plane. But it was coming from it and boy did it make it go! The last day that we watched the airshow, he even had his 20-something son climb out on the wing and do a little wing-walking while he did his routine. I don't believe that he used quite as much power during the wing-walking but I am sure that it added a bit more excitement for his son whenever he powered the jet up.

This was Cindy's first airshow and she was impressed and entertained. We had a great time watching the performances and exploring the exhibits. One morning we walked through the warbird parking area on our way to watch the morning arrivals. We were both impressed with the size of the WW II warbirds with their huge propellers and large engines. Some of these engines generate over 2,300 HP! At the far end of the warbird area we found and sat under the wing of a modest sized WW II military transport airplane. With the scanner on we could listen to the tower controller as he managed the traffic landing on runway 27. He (and sometimes she) is almost always talking. Directing some airplanes to land long, some short and some on the numbers, mixing J-3 Cubs with Citation jets. It is this variety that makes Oshkosh so interesting. You would not think that it would be that interesting to watch the arrivals, but it is. At one point we heard the controller talking to a twin-engine Commander which is a good-sized airplane. He ended up bringing the twin over the top of a Cessna 172! The 172 was directed to land on the numbers and the Twin Commander to land long. They had plenty of separation due to the different landing spots on the runway and the differences in their landing speeds. But, you would not see that at any place other than Oshkosh. It turned out that later in the week we met the pilot of the Twin Commander at Bud's campsite! They had a business in Plano where we live that they had just sold and were now

living just south of Dallas! It is a small world after all. (I hope that didn't start that tune spinning through your head!)

The exhibitors at Oshkosh are great and a good deal of fun to browse. There are avionics vendors, headset vendors, hanger and hanger door manufactures, lots of airplane and kit plane vendors, type clubs, aviation magazines and more. I normally spend most of my money with these people, partly because you can get some great deals here and partly because it is so fun walking away with it right now instead of ordering through the mail. But this year I had already got most of what I wanted for the airplane at Sun N' Fun (the second largest EAA convention). Cindy and I did get some other great stuff in the exhibits area. I got a Piper-logo'd polo shirt and an Oshkosh '99 Flying magazine polo shirt. Cindy got a very pretty blouse with a rhinestone picture or design of a bi-plane amongst the stars (you'll have to see it to appreciate it, but it is really pretty). I also got her some airplane earrings. Oh and I almost forgot, Cindy got me a cap that has my airplane and N-number embroidered on it. They had a computer controlled embroiderer that could do various designs include one that looks a lot like my Cherokee and we got to pick the colors so that they matched N642RJ paint scheme. Now other pilots can instantly recognize me as a fellow pilot and aircraft owner when I am wearing it. ☺

On Friday, we spent most of the day in the EAA Museum because of the heat and because the museum is a great place to visit. The heat and humidity on Friday was truly oppressive. This was the first time that I have had Cindy tell me that even she felt hot! I had told her that the weather at Oshkosh could vary greatly from day to day and year to year. We had watched the weather for Oshkosh the week before we left and had packed light, cool clothes. We were also prepared just in case there was a cool day. To save weight in the airplane we had mailed one day's worth of heavier cool-weather clothes to Dave before we left. In the three years that I have been at Oshkosh, it has mostly been dry with only one rainy day and there was one day that I returned to my campsite to get a jacket for the afternoon airshow. Back to the museum.

The museum has displays of many historic airplanes. The Molt Taylor's Aerocar is an interesting example of one of the exhibits. This was a design that was both an airplane and a car. The wings folded back and then the tail and wings could be detached from the car part and either left behind or towed behind the car. There is also an exhibit with a full-scale mock-up of the Voyager fuselage. This is the only airplane to fly around the world non-stop without refueling. We happened to be going through that part of the museum while Dick Rutan, one of the pilots of that flight, was speaking to the crowd about the experience of flying Voyager around the world. While Dick Rutan is not always speaking at the museum it is still a must see place if you are ever in Oshkosh, WI, especially on a hot and humid day!

There was one sad and unfortunate incident this year that we witnessed. There was a take-off accident during the warbird airshow. Cindy and I were near the front of the flight line about a half-mile from the where the accident occurred. We had just watched the last of the T-34's take-off in groups of 3 when two Corsairs started to take-off behind a couple of Bearcats. For reasons as yet unknown, the Bearcats were not moving. The Corsair on the right recognized this and was able to exit the runway and ground-looped his airplane missing the Bearcat on the right. But the Corsair on the left attempted to go between Howard Pardue's Bearcat on the left and the other Bearcat. Laird Doctor from Addison's Cavanaugh Flight Museum was flying the Corsair. His left wing and Howard's right wing made contact. It sheared off half of the Bearcat's wing and almost all of the Corsair's wing. The Corsair was just beginning to lift off and the lift on the right wing caused Laird's Corsair to cartwheel in front of Howard's Bearcat and off the left side of the runway. The fuel exploded as the two wings sheared each other off and then as it left the runway on the left, the Corsair's right wing exploded. It was a surreal sight and immediately brought the crowd to its feet with a silence falling over the airport.

The announcers immediately acknowledge that a major accident had occurred and suggested that everyone stay back and let the emergency crews do what they are trained to do. The crews did respond quickly, but it did not look like anyone could have survived such an accident. The announcers stated that the airshow would definitely be delayed and would likely be restarted after the accident investigation. They also suggested that there were many other things to do and that if you had small children that you should take them and do something else. All good advice.

We later learned that being an airplane designed for warfare the Corsair did its job and saved the life of its pilot when the cockpit separated from the main wreckage and fire. Laird Doctor was taken to a local hospital with head injuries. The last report that I have is that he was in stable but serious condition. I have this from the Cavanaugh Flight Museum website: "Lad has significant damage to his spinal cord at the C3 vertebrae. It is not severed. Miraculously, he has no brain damage, burns or other significant injuries. While Lad is experiencing paralysis in his arms and legs, doctors will not know the extent of the damage for several days or weeks." This was last updated on 9/3/1999. I am sure that we all hope and pray for his full recovery. You can visit the Cavanaugh website at: <http://www.cavanaughflightmuseum.com>.

I have not told you much about the other major activity at Oshkosh, eating. The situation has improved over the last few years on the grounds themselves. Up until about 3 years ago Zaugs was the only food vendor. They are still there and their prices were always reasonable, but not cheap. There are now various vendors including McDonalds. There are various "cafes" that have hamburgers or other sandwiches. One of

them serves some pretty good fried fish. But the best food can be had at one of the many restaurants in town. Vitales Italian Cuisine has great Italian food. The Granary has a great atmosphere and good food. And the Chalice has some of the best Gazpacho that I have ever had. They only serve sandwiches but these are some of the biggest that you will ever order and they are great!

I hope that you are enjoying my series about Oshkosh '99. Next month will be the final part with the story of the trip home to Texas. →

AOPA Frustrated With WAAS Deployment Delays

From AvWeb

Enough Already With The Analysis And Tests...

After another successful FAA test of the Wide Area Augmentation System (WAAS) recently, AOPA is wondering why the FAA is dragging its feet on implementing the enhanced GPS navigation system. "It's time now for FAA to eliminate the 'paralysis of analysis' and get on with the program," Dennis Roberts, AOPA vice president and executive director of government and technical affairs, told FAA's Joint Resource Council early last month. Saying he could understand the FAA's cautiousness given the cost and complexity of the program, Roberts added, "Constant analysis and rechecking just delays the time we start getting operational benefits from the system, and increases both FAA and user costs. It's time to set the course for satellite navigation, develop and implement a strategy for the transition from land-based navigation, and move on!"

GPS-WAAS can provide ILS-like precision instrument approach guidance to almost every airport in the U.S., but this also means the FAA must develop new instrument approach procedures at these airports. At least 3,000 runways are candidates for WAAS approaches. AOPA would like to see the FAA set a reasonable transition period for WAAS and commit to the system over the long term so that users will voluntarily add the next-generation navigation equipment to their aircraft. AOPA also feels that the FAA should deliver other SatNav-based benefits such as terrain-avoidance information and VFR and IFR transition routes through Class B and C airspace. "Most importantly for general aviation, FAA must develop an affordable, accessible GPS database," Roberts said. "Without these items, GA users will be hard pressed to find any advantages or operational benefits from WAAS -- and they won't buy it." →

Fleet Usage Statistics

Month	Hours Flown	Member Flights	Total Flights
September	209.6	120.0	172.0
October	191.1	110.0	175.0
November	140.1	91.0	132.0
December	142.6	71.0	112.0
January	161.5	93.0	150.0
February	224.2	109.0	201.0
March	155.1	96.0	155.0
April	175.8	98.0	167.0
May	272.3	125.0	237.0
June	285.7	124.0	251.0
July	278.5	120.0	205.0
August	363.1	127.0	275.0
Average	217.4	107.5	186.6

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight column is the number of different members that have flown at least once during the month. The Total Flights is the total number of flight log entries for the month. →



And remember, stay out of the way of these guys!

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Dick Sandlin	(800) 817-5572	(214) 350-6426	d_sandlin@email.com
Ops VP	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
Train Main	Cory Stewart	(972) 480-1841	(972) 398-8477	CoryStewart@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Dan Grelinger	(972) 995-1539	(972) 690-7074	dgrelinger@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Bob Moran	(972) 575-2210	(972) 612-1402	rmoran@ti.com
Controller	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Robert Jolly		(972) 234-0787	rjolly@postoffice.swbell.net

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	R	✓	✓	✓	✓			None	843-2208	mbfi@ti.com
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓		✓	✓			(972) 462-3926	(972) 315-2216	cfly@airmail.net
Gerhard Deffner	Y			✓	✓	✓		(972) 562-5533	(972) 562-5533	gdeffner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 839-8933	(972) 346-3346	mwhance@juno.com
Jim Evans	R	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817		jlewis@ti.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@raytheon.com
Bruce Miller	N	✓	✓	✓	✓	✓		(972) 284-3015	517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓			✓		(972) 390-5210	681-2974	bniedwiecki@home.com
Bryan O'Neill	Y			✓				(972) 205-8993	(972) 562-4241	Bryan_O'Neil@raytheon.com
Betsy Parrott	N	✓	✓					N/A	(972) 219-9361	pistola52@aol.com
Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓		✓				(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

Tier - Employed by TI; **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional gear (taildragger) instructor; **SES** - Single-Engine Sea; **CFI** - Certificated Flight Instructor, Glider; **ATP** - Airline Transport Pilot-rated. **Note:** All instructors are assigned by TFC's Chief Flight Instructor, (Art Jones).

ABOUT THIS NEWSLETTER: Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh. PC Drop **PVPD**, email saughinbaugh@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N8142H	Piper	PA-28-161	Warrior	\$52.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$0.50 of each goes to TFC for billing admin; rest to instructor).
- TFC measures aircraft rental rate using tachometer hour.
- Rate includes cost of fuel; does not include tax (8.25%); Instruction flights endorsed as training are tax exempt.

KEY PHONE NUMBERS

McKinney & TFC

Aircraft Status Recorder	(972) 995-8333
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 562-6080 ext 7512
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N5682T Owner	(214) 792-7980

General

DUAT	(800) 345-3828 or www.duats.com Or www.duat.com
Dallas FAA/FSDO	(214) 902-1800
Ft. Worth Center	(817) 858-7300 (ZFW ARTCC)
FlightCom, Inc.	(800) 432-4342 (Josh Pruzek)
Southwest Soaring	(972) 251-5079 Metro
Monarch Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911
DE: Kendall Haley	(940) 321-2849

TFC COMMUNICATIONS & INFO

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

HINT ABOUT THIS PAGE: This page is designed to be torn off and then kept in your flight bag. This will ensure that you away have all of the club contact information with you. →

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