



FLIGHTLINES

Newsletter of the Texins Flying Club

September 2003

CALENDAR OF EVENTS

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

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

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

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

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Brandon Leung	1 st Solo	06/18/03	R. Graham
Kenny Collins	IFR	07/28/03	Rockwall

ANGEL FLIGHT, AIRLIFELINE JOIN FORCES

Two organizations, Angel Flight and AirLifeLine, use general aviation pilots who donate their time and aircraft to fly patients in need to vital medical care. Both share the same mission, and success—and some volunteer pilots. Now, in a move to leverage these common goals and reduce overhead, the two organizations are merging under the name Angel Flight. Angel Flight's regional structure will be used in the new organization, with AirLifeLine pilots added to the appropriate regional Angel Flight rosters. Pilots will be able to choose from a larger pool of available flights, and patients will have an increased number of pilots on whom to rely. For more info: <http://www.angelflightamerica.org>

RUNWAY INCURSIONS DOWN, FAA SAYS

Pilot education efforts appear to be paying off. A new FAA report shows the number of runway incursions dropped last year. The report claimed that general aviation pilots were responsible for slightly more than half of the incursions—a point noted by some news reports—but that only tells part of the story. GA also accounts for about the same proportion of operations at the airports surveyed, indicating that GA pilots are no more likely to cause an incursion than an airline pilot.

MICHIGAN LAW REPEALS BACKGROUND CHECKS

Effective immediately, no one seeking flight instruction in Michigan will have to be subjected to a criminal background check. Gov. Jennifer Granholm has signed

the bill that repeals the state's onerous background check law. The new Michigan law takes effect immediately. It repeals the criminal background check requirement and substitutes a number of commonsense security requirements for flight schools. Those requirements include procedures to identify a student pilot or renter, controlling aircraft keys, and displaying signs requesting pilots to report suspicious activities.

DEMOLITION CREWS FINISH OFF MEIGS

Tuesday, August 5th marked the final chapter for Chicago's Meigs Field. The Chicago Tribune reported that demolition crews rolled into the facility at about 6:30 a.m. to begin the final destruction of that city's lakefront airport. [Chicago Mayor Richard M.] Daley has gotten his way; Meigs is no more.

AOPA still has complaints pending with the FAA and the Illinois Department of Transportation over the way in which Daley closed the runway, in the middle of the night with no notice to any federal authority. But the FAA complaint is languishing in the agency's legal department. On Capitol Hill, however; the "Meigs Legacy" portion of the FAA re-authorization bill would slap stiff fines of \$10,000 per day on any airport sponsor who closes an airport with less than the required notice.

PILOT INPUT SOUGHT ABOUT AVIATION DIGITAL DATA SERVICE

As long as pilots are up in the sky, they'll be looking for ways to anticipate what to expect next from the weather. New tools are constantly in development, and one popular way to access text, digital and graphical forecasts, analyses, and observation of aviation-related weather is via the Aviation Digital Data Service (ADDS) and its experimental Flight Path Tool. The National Weather Service (NWS) is proposing to provide technical support to the project, and needs comments from pilots about the usefulness of ADDS. For more information, go to the project's Web site. Comments may be emailed before September 5, 2003, to: NWS.FPT.Comments@NOAA.gov?subject=ADDS_COMMENTS.

Comments regarding the Flight Path Tool service may be emailed before September 5, 2003, to NWS.FPT.Comments@NOAA.gov?subject=FPT_COMMENTS.

ADDS is a joint effort of NCAR Research Applications Program, NOAA Forecast Systems Laboratory, and the National Centers for Environmental Prediction Aviation Weather Center.

Florida Cannot Prosecute Pilots for Allegedly Drinking Before Flight

Judge: Federal law supersedes state law on pilot qualifications

Wednesday, August 6, 2003

MIAMI, Florida (CNN) -- A federal judge ruled Tuesday that Florida cannot prosecute two former America West pilots for operating an aircraft while allegedly intoxicated because federal law, not Florida law, applies in the case.

A spokesman for the Miami-Dade County state's attorney's office said it would appeal the federal ruling.

Christopher Hughes and Thomas Cloyd have been fired from their jobs with America West Airlines. The pilots were at the controls of their America West jetliner on July 1, 2002, with 124 passengers on board a Miami-to-Phoenix flight when Miami-Dade police recalled the plane and arrested both Cloyd and Hughes.

A security guard had called police after the pilots had gone through a checkpoint.

Federal Judge Patricia Seitz issued a written order upholding the pilots' motion to dismiss the state charges against them. The order said federal law pre-empts state law in the area of pilot qualifications where there is no actual loss of life or injury or damage to property.

"The state lacks jurisdiction to prosecute them for matters that are solely within the jurisdiction of the federal government," she wrote.

The pilots took their case to federal court because they believed FAA regulations superseded Florida law in the area of pilot qualifications and capacity, and because in their employment as pilots, they were governed by federal law.

Federal DUI standards also are higher: A .10 percent blood alcohol level, compared with the state standard of .08.

Both Cloyd, who had a blood alcohol level of .091 percent at the time of the flight, and Hughes, who had .084, state officials said, were legally drunk under Florida standards but not under the federal standard.

FAA rules prohibit a pilot to fly with a blood alcohol level greater than .04. Federal law allows criminal prosecution at .10.

"Obviously, this is not the decision we had wished and we will be appealing the decision," said Ed Griffith, spokesman for Miami-Dade State's Attorney Katherine Rundle, who was out of town.

Defense attorneys for Cloyd and Hughes issued a joint statement saying, "Mr. Cloyd and Mr. Hughes are very grateful and very pleased with the court's ruling today."

Guess they should have let the pilots go ahead and fly and, if anyone survived, then have the FAA pull their tickets !?!?!?!?!?!?!?!?!?!?!? Bad Idea!!!!!!!!!!!!!!!

places to fly ! try ...

Kodak Albuquerque International Balloon Fiesta October 4-12, 2003

What is almost certainly the world's most breathtakingly beautiful aviation event is held in early October at Albuquerque, New Mexico, and it's an absolute joy to watch.



The designs and colors are breathtaking in their variety and beauty, and if you want to see balloons, the place to do it is Albuquerque, New Mexico, and the time to do it is the first or second week of October. It is then and there that the largest balloon convention in the world is held annually. This event is to ballooning what Airventure at Oshkosh is to airplanes. Started in 1971, this annual event has grown every year since the inception. It started out at the Fairgrounds with less than a score of balloons (thirteen total) until today there is a 355-acre park area set aside for the launches and over 850 colorful balloons in all kinds of shapes. This much space is needed for the mobs of people who attend the event, for parking, booths, food service, etc., as well as for the actual launching of balloons. Attendance has grown from fewer than ten thousand the first year to well over a million today. For more information: <http://www.aibf.org>



Flying a No-Hitter Game

Part 7 of AOPA's Ounce of Prevention Series

Keep your head on a swivel

BY Alton K. Marsh (From AOPA Pilot, July 2001.)

When you scan for other traffic, do you find yourself most often looking straight ahead with occasional glances to the left and right? If so, you're guarding against only 5 percent of the most common midair collision scenarios. Eighty-two percent occur from the rear, according to information provided by the AOPA Air Safety Foundation (ASF).

Collisions continue at a steady rate

Midair collisions have continued at a steady rate in the past 18 years, statistics show. Most years such accidents number in the teens, but occasionally the number reaches the lower to mid-20s. There were 19 midair collisions in 2000, and 11 of those involved fatalities.

The definition of the collision problem has expanded recently to include runway incursions, and has led to new safety efforts. ASF has placed a runway-incursion training program on AOPA Online (www.aopa.org/asf/runway_safety/). Published this year is a new ASF publication called Collision Avoidance: Strategies and Tactics Safety Advisor that can be viewed or ordered on AOPA Online. To view all Safety Advisors and to order, visit the Web site (www.aopa.org/asf/publications/). Many of the tips in this article are taken from that ASF collision avoidance pamphlet.

In addition to the collision avoidance publication, ASF is offering a free collision avoidance safety seminar at various locations throughout the country. For schedule information see the Web site (www.aopa.org/asf/schedules/).

Approach and landing a dangerous time

ASF data indicates that 45 percent of collisions occur in the traffic pattern, and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of aircraft and their landing order often begins earlier in the pattern. As you might expect, operations at nontowered airports offer the greatest risk. You can view the ASF's Operations at Nontowered Airports Safety Advisor online (www.aopa.org/asf/publications/sa08.pdf).

These procedures can help you avoid problems at non-towered airports:

- Tune and verify radio frequencies before you enter the airport traffic area.
- If you are working with approach control prior to reaching the airport, monitor the common traffic advisory frequency on your second radio.

- Report your position 10 miles out and listen for reports from other inbound traffic. Report entering downwind, turning downwind to base, and base to final.
- Identify the airport at the beginning and end of the transmission.
- If you are unsure about the location of another aircraft on the frequency, ask.
- Remember that there may be aircraft in the pattern without radios.
- Slow down. Slower speeds allow more reaction time.
- Check behind and below you at least once on final.
- Report your position outbound, and be aware that most pilots omit position reports after departure.
- If conducting an instrument approach, report distance in miles rather than navigation fixes.

Runway incursions a growing problem

Some of the more serious ground collisions have occurred at non-towered airports, but mistakes occur as well at towered airports that have a confusing array of taxiways. ASF has placed taxiway diagrams on AOPA Online to help pilots avoid entering an active runway by mistake. Here are some tips from ASF to help pilots avoid runway incursions:

- Review the taxi route prior to arriving or departing.
- Listen carefully to instructions for any changes in the expected route.
- Read back all taxi instructions.
- Acquire airport diagrams for unfamiliar airports.
- If in doubt, ask for progressive taxi instructions.
- Look for traffic before taking the runway, and ensure that there is no conflicting ground traffic before beginning the takeoff.
- At non-towered airports with intersecting runways, check for traffic on the crossing runway when landing or taking off.
- At airports with parallel runways, be aware of the potential confusion created by "left" and "right" runways.
- Be familiar with all relevant taxiway and runway signage. You'll find illustrations in Chapter 2 of the Aeronautical Information Manual (AIM).

AIM a good source of information

Do you know how to tell if an aircraft is at your altitude? The AIM suggests using the horizon as a reference point. If the other aircraft is on the horizon, then it is probably at your altitude. If it is higher, then it is above you, while aircraft seen below the horizon are below you.

Any aircraft that appears to have no relative motion and stays in one spot on your windscreen is likely to be on a collision course. If a target shows no lateral or vertical motion and increases in size, take evasive action.

Recognize hazardous areas

Aircraft tend to cluster on airways, at VORs, and in Class B, Class C, Class D, and Class E airspace. Most collisions occur in good visibility, the AIM warns. Don't relax just because the skies are crystal clear.

Pilots need to move their heads to see around blind spots caused by fixed aircraft structures, such as doorposts and wings. Banking from time to time can uncover blind spots. The AIM also advises the use of exterior lights to improve your chances of being seen in hazardous areas.

Air traffic control facilities provide radar traffic advisories on a workload-permitting basis. Use this support whenever possible. Even if a controller is too busy to provide advisories, listening to the appropriate frequency can provide a mental picture of traffic in the area.

Reporting a near miss

If you have a close call, reporting your experience might lead to improvements in the system. When in communication with a controller, report the incident immediately. A report will be entered in the FAA's Near Midair Collision (NMAC) reporting program. A near midair collision is defined as either an incident in which aircraft are less than 500 feet apart, or any incident during which a pilot or a flight-crewmember feels that a hazard existed. Be specific in your transmission to controllers, as ATC will not interpret a casual remark as an official report. The pilot should state, "I wish to report a near midair collision." You may also make a report by telephone to the nearest flight service station. Or you can wait until after the flight and write to the nearest flight standards district office.

Another reporting program

You can also use the FAA's voluntary Aviation Safety Reporting System — operated by NASA — to report a near miss. The program is designed to correct unsafe conditions before they lead to accidents. Official forms are available on AOPA Online (www.aopa.org/members/files/safety/asrsinfo.html).

Keep the scan going

There are two basic methods for scanning the skies. One is to turn your head to the left and scan to the right, stopping eight or nine times to allow your eyes to focus. Another is to start at the center of the windscreen and scan outward, first in one direction and then the other. It's called a block system and is designed to divide your viewing area into segments. Help your fellow pilots to see you — especially when flying in congested airspace — by turning on a landing or taxi light. You may lose 30 minutes from the life of the bulb, but gain 30 years of life for yourself.

There will be competition for your attention, especially in the era of the message-happy, button-festooned GPS receiver. Don't let distractions stop the scan. Cockpit duties, scenery, or confusion can invite complacency into the cockpit, whether in the air or on the ground. Your increased awareness of collision dangers can invite it to leave.

And don't forget the occasional backward glance. Limber up those necks, since statistics show that the greatest

threat is from behind. Hopefully, this article has you looking over your shoulder.

Common Accident Scenarios: Collision Avoidance

- Low-wing aircraft converging with a high-wing aircraft
- One aircraft overtaking another
- Collision on final approach at a non-towered airport resulting from loss of situational awareness
- Formation flying and air-to-air photography
- Complacency while enroute
- Mistakenly taxiing onto an active runway

A Fight to Survive

Pilot saves himself and his passenger following a midair collision

Surviving pilots of a midair last November over Houston have several tips that can help you survive a catastrophic emergency. Unfortunately, a Houston-area pilot died in the accident after his Cessna 152 and a Cessna 172 collided above Interstate 10 on Houston's west side.

Aboard the 172 were aircraft owner Ed Oppermann and pilot Diana Orendorff. Oppermann was asleep in the right front seat as Orendorff cruised at 1,900 feet above the ground.

Orendorff said she was able to avoid becoming a casualty thanks to her habit of constant scanning over a wide arc. That's how she saw a Cessna 152 approaching from behind her left shoulder and headed for her door, giving her just enough time to pull up and bank away, limiting the damage that resulted from the collision. Still, the impact tore off the right main landing gear of the 172 and severed a portion of the right wing, bending downward a large chunk of the wing tip and causing life-threatening drag.

Oppermann, awakened by a bump and a sudden change in aircraft attitude, remembers seeing trees that appeared to be spinning in the windscreen. Then he saw the collapsed wing tip: He grabbed the controls. The Houston-area dentist said that he felt anger at the thought of dying, and the anger kept him focused.

"I thought more about what not to do than what to do. I knew I shouldn't stall, and that if I reached an airport, I shouldn't land short," he said. "I felt like I wasn't going to live through it."

It took two clockwise spins and a half-turn counterclockwise spin before Oppermann could get the plane under control — at 400 feet. Two hunters below videotaped only a portion of the spin before putting away the camera and running toward what they suspected would be the crash scene.

At first Oppermann planned to land in a plowed field directly below. Then he saw that the right gear was missing, and knew the results would be fatal as the left gear snagged in the furrows.

There were several reasons that he was able to avoid panicking, aside from anger. After getting his certificate (he now has 600 hours' total flight time), he had insisted

on getting comfortable with flying from the right seat. He had also practiced stalls often and felt comfortable in unusual attitudes, thanks to his "air combat" fun flights at Texas Air Aces at David Wayne Hooks Memorial Airport, northwest of Houston. Also, a friend had shown him loops and spins in a Decathlon aerobatic aircraft.

He needed full throttle to maintain level flight at 90 knots but couldn't turn left. "It was like dancing on marbles," Oppermann recalled. He applied full left aileron and full left rudder and navigated along a right arc toward West Houston Airport. Approaching the runway, his prediction of the outcome changed from certain death to serious injury.

"This will be the best d — - landing I have ever made," Oppermann promised his friend. After the left gear touched down and the right wing contacted the runway, the airplane left the runway, slid through two shallow ditches, and returned to a taxiway where it came to a safe stop. Neither pilot was injured.

Both pilots have dedicated themselves since the accident to improving safety. Oppermann now is researching possible improvements to the present cruising-altitude rules — some of them proposed many years ago — that he feels would reduce the possibility of midair collisions.

Orendorff has begun speaking at safety meetings on how to avoid midair accidents. Among her concerns are yoke-mounted GPS receivers that draw a pilot's attention away from the windscreen. Both pilots have become soldiers in the war against accidents.

Safety Strategies

- **Plan your flight so that you don't have to look up enroute and destination information or program a GPS while airborne.**
- **Clean your windshield, make S-turns during a climb to improve forward visibility, and use a cruise climb airspeed for a better view over the nose.**
- **Enlist passengers' help in scanning for traffic.**
- **Use aircraft lights to improve visibility to other pilots and use the landing light on approach, departure, and climbout.**
- **Use sunglasses that block ultraviolet rays and improve visibility through haze, but be aware that polarized sunglasses may block the glint of sunlight off other aircraft.**
- **Communicate with radar approach controllers when possible, and announce your position starting 10 miles out at non-towered airports.**
- **Become a target by installing a transponder if your aircraft doesn't have one and squawk altitude (Mode C) when in flight.**
- **Scan for traffic, remembering that most accidents involve one aircraft overtaking another.**

From the AOPA Air Safety Foundation's Collision Avoidance: Strategies and Tactics Safety Advisor.

Other News

THE LITTLE PLANE THAT COULD...

A group of aerospace engineers who just happen to be friends has achieved its goal of flying a tiny model airplane across the Atlantic Ocean from Newfoundland to Ireland. Other unmanned aircraft have made the crossing, but this one is small enough to qualify as a real "model" airplane and is eligible to claim world records in its category. Maynard Hill of Silver Spring, Maryland, said, "We did it! Gloria! Euphoria! Gloria! In excessive amounts!" The group tried and failed last year, and was resigned to flinging five more of the 11-pound aircraft into the sea this year in another attempt. But Trans Atlantic Model 5 (TAM5) made it. The little craft carried only 5.5 pounds of fuel and teased its handlers by stalling its engine and plummeting, then restarting and continuing on its GPS course, while cruising a few feet over the Atlantic. Near the end it stopped sending data, triggering a call to the Ireland crew to come home. But before the call could be made the data resumed and the aircraft landed safely within 35 feet of its target. Hill heads the Society for Technical Aeromodel Research and has made record-setting a lifelong goal.

AOPA DEMANDS BETTER RESPONSE TIME ON PRESIDENTIAL TFRs

AOPA on Wednesday told FAA Administrator Marion Blakey that she needs to fix the problem of late notice for presidential movement temporary flight restrictions (TFRs). In a letter to Blakey, AOPA President Phil Boyer expressed the frustration of general aviation pilots, saying, "Less than 12 hours advance notice has become the norm, and the problem is growing increasingly worse with each passing week."

Boyer said AOPA understands the nightmare of coordinating with all the various security organizations, but then stressed, "The FAA has a responsibility as the regulator of aviation to press for a more timely release of this TFR information, and then to execute its rapid release once all the agencies have agreed."

BLAKEY UNVEILS NEW PILOT CERTIFICATES

Starting immediately, the FAA will begin issuing new pilot certificates made of plastic instead of cardboard that will feature nostalgic graphics. FAA Administrator Marion Blakey made the announcement at EAA AirVenture on Thursday. The credit card-sized certificates incorporate new security features, such as a hologram of the FAA seal. "The new certificate's durability and features will further protect pilot identities and add one more element of security to our aviation system," Blakey said. The certificates will be issued to all new and existing pilots as they achieve higher certificate levels or additional ratings. It will replace certificates that have been lost or damaged.

Upcoming Regional Events

Sept. 11 - 14

Reno, NV

National Championship Air Races and Air Show

Info: 775-972-6663 or www.airrace.org

Sept 13 — Sulphur Springs, TX. Sulphur Springs Municipal Airport (SLR). 8th Annual Fall Fly-In.

Largest regional Fly-In in Northeast Texas. Activities, vendors, and food. Camping available on site. Contact Roger Elliott, 903/885-7613 <http://www.eaa1094.org/>

Sunday, September 14th

Wichita,KS > Tulsa,OK > Fort Worth,TX

Aviation Foundation of America's National Air Tour

Historic 4,000-mile journey follows path of uncompleted 1932 tour with 25 vintage aircraft landing in more than two-dozen cities in celebration of Centennial of Flight.

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

Friday - Sunday, Sep 19-21

Abilene, TX. Big Country Airfest. Abilene Regional.

Local EAA chapter will be hosting a fly-in airshow on September 20th 2003. Fly-bys Saturday morning by a T-6 team, PT-19, T-34's, B-25, B-1 bomber, C-130, T-38, and a demonstration of the amazing capabilities of the C-17. Static displays of the C-130 will also be available to tour. Saturday afternoon, an airshow with about 8 acts presently. Of course there will be food and about 50 aviation vendors all day long. Saturday night we will have a live band and cook steaks at the airport. Fuel discounts (40%), and hotel discounts, down to \$40, and free transportation to the hotel. Contact: Gray Bridwell 915-537-2496, gtbrid@nts-online.net

Sept. 26 - 28

Midland, TX. Midland International (MAF).

FINA-CAF Airsho 2003.

Featuring the Canadian Snowbirds, B-29 Superfortress, SB2C Helldiver, and many more. 915/563-1000 or 915/567-3009 <http://www.airsho.org/>

Oct 3 - 5 — Oklahoma City, OK. Will Rogers World airport (OKC). Aerospace America International Airshow.

3 day event. Friday night show, all day Sat, Sun. Aerobatic performers, warbirds, fire and fury (modern military. GA Fly-in's Welcome. Great show and fun. Contact Lois Lawson or Don Schmidt, 405-685-9546

Friday-Sunday, Oct 17-19

Gordonville, TX. Cedar Mills Airport (3T0).

Cedar Mills 7th Annual Safety Seminar and Splash-In. Seawings & Wings Participants earn credit towards their SPA-FAA Seawings and Wings awards. Forums presented by the FAA, SPA, aviation instructors and representatives of aviation equipment manufacturers and avionics industry. Flying Events-Sat & Sun. Contact Rich L. Worstell, 903/523-4899

Saturday-Sunday, Oct. 18 – 19

Houston's Ellington Field, TX

2003 Wings Over Houston Airshow Festival

Info: 713-266-4492 or www.wingsoverhouston.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



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

Quotable Quotes

More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination.

— Wilbur Wright

I fly because it releases my mind from the tyranny of petty things . . .

— Antoine de Saint-Exupéry

Welcome New Members

Rick Hightower

Highlights from August Board Mtg -- 08/06/2003

Members in attendance were Roger Nordmeyer, Fred Carvajal, Art Jones, Bob Moran, Keith Gutierrez, Bill Moore, Rick Still, Doug Darlington, and Gene Robinson.

Operations: One prospect looked at Mooney but had no real interest; another prospect has contacted us but not scheduled a meeting. Have a deposit on 150TM with prospect coming to test fly and (hopefully) take possession on Saturday, August 16th. Rebuilt 180hp engine being installed in (potential lease-back) Cardinal with availability Q4. 68K and 08J had 100-hr inspections last month. 29U and 3NB had annuals last month. Club flew 153.1 hours last month.

Treasurer: Discussed new insurance policies; Gene Robinson to review for resolution of non-member instructors using club aircraft to fulfill currency requirements. Successful in holding insurance rate increase to only 10 percent; suggestion made to formally research possibility of changing insurance companies before next year's renewal. Having problems getting reconciliation on avgas bills with Wingpoint. Placed another \$1800 in overhaul account. Dues / flight hours still not covering maintenance costs; recommendation was made to increase flight rates: +\$1.50 for 150s, +1.00 for 3NB, and +2.00 for 7TY, 08J, and 36Q. Motion approved by majority of board with new rates to take effect October 1.

Communications: August Newsletter out on website. Don Copley from Collin County Aviation Coalition (CCAC) invited to discuss planning for the November 1st Centennial of Flight Celebration at TKI and solicit volunteers.

Safety: Two new safety/operational bulletins being put together to discuss tire wear/braking techniques and mag clearing. Reported and discussed incident with (4-place) club aircraft where member had overloaded aircraft with 4 adults, 2 children, and 1 infant for local night flight (current) to "see the (Dallas) city lights." Evidently the children were between 2 and 4 years old; member believed that children less than 4 years old could sit on an adults lap but FARs state that children under 2 years old can sit on an adults lap. Member did not do a weight and balance before flight but post-flight W&B by Safety Officer (based on member's stated estimates) showed that CG was within range but weight was 75 lbs. over maximum. This is the third incident for this member and the board felt that the member represented a liability risk to the club and asked the president to discuss the situation with the member in hopes that the member would resign without further action of the board. [Update: August 18, member has resigned].

New Business: Treasurer suggested club become an agent for selling charts/approach plates/... as a potential income source and convenience to membership. Discussed whether this was selling reduced-price

subscriptions or whether we had to purchase/hold inventory. Recommendation was to get more info.

Fall Private Pilot Ground School: With the amount of work involved in coordinating and putting on a ground school, the fact that we only got 3 new members from last Spring's ground school, the increased cost of material due to major price increases from Jeppesen, and the fact that no instructor stepped forward to spearhead the effort, it was recommended that the Fall Private Pilot Ground School be cancelled in deference to other clubs' ground schools, CCCC, or independent study. Board needs to take action item to resolve instructor and material issues before next Spring.

Centennial of Flight Celebration at TKI on Saturday, November 1st: suggestion made to insure no conflict with Pioneer Days at Love Field and/or Airshow at Alliance Airport. Group needs volunteers at all levels – committee chairs, committee members, and volunteers on the day of the event. For more info: contact Corl Leach or Don Copley at TKI.

Adjourned 2100.

TFC Fleet Maintenance Aug '03

Fleet Maintenance - 08/01/03 through 08/31/03

6368K

08/17/03 New tachometer cable installed.

7929U

08/04/03 New mixture control installed.

733NB

08/05/03 50 hr oil change.

08/07/03 Nose strut rebuilt.

08/12/03 Flight instruments checked and altimeter calibrated.

08/13/03 Landing light replaced.

08/22/03 Instrument panel lights repaired.

08/25/03 New passenger side gear faring installed.

737TY

08/13/03 Annual inspection complete.

08/15/03 Bottom #1 plug cleaned.

08/20/03 Cowl and empennage missing screws replaced.

7508J

08/17/03 Left main tire and brake lining replaced.

5636Q – For Sale

TFC Fleet Statistics (2H '03)

Tail No.	Hours							
	1H03	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Total	827.8	153.1	156.6	0.0	0.0	0.0	0.0	1137.5
6368K	135.0	21.4	26.6					183.0
7929U	160.7	35.6	21.8					218.1
150TM	34.6	0.2	0.5					35.3
733NB	202.4	40.4	46.8					289.6
737TY	209.8	33.0	40.0					282.8
7508J	83.4	13.6	14.2					111.2
5636Q	1.9	8.9	6.7					17.5

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
Ops VP	Fred Carvajal	(214) 480-3280	(972) 562-2128	f-carvajal@ti.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	kkg@ti.com
Membership	Burak Ilhan	(214) 480-6766		burak@ti.com
Communications	Rick Still	(972) 344-8391	(972) 612-8443	r-still@raytheon.com
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
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	Bryan_O'Neill@raytheon.com
Sherman Ratliff (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 Still, email r-still@raytheon.com

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
Simulator	ATC	610J	\$ 0.00
150TM	Cessna	150M Commuter	\$50.00
6368K	Cessna	150M Commuter	\$50.00
7929U	Cessna	150M Commuter	\$50.00
733NB	Cessna	172N(180) Superhawk	\$75.00
737TY	Cessna	172N Skyhawk	\$70.00
7508J	Piper	PA-28R-180 Arrow	\$85.00
5636Q	Mooney	M20E	\$85.00

?? Detailed aircraft features are listed in Club Handbook

?? Monthly Dues: \$35.00 for regular members

?? Instruction: Primary: \$19.00 / Hr
Advanced: \$21.00 / Hr

?? TFC measures aircraft rental rate using tachometer hour.

?? Rate includes cost of fuel

?? All non-instructional flights require additional 8.25% tax.

KEY CONTACT INFORMATION

McKinney & TFC

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

General

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

TFC COMMUNICATIONS & INFO

www	http://www.texins.org/flyingclub
FlightCom Prices	http://www.texins.org/flyingclub/flightcom.html
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