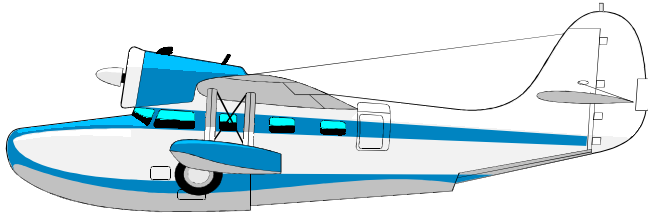




FLIGHTLINES

Newsletter of the Texins Flying Club

September, 1997



CALENDAR OF EVENTS

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

6 September (Saturday): Member/New Member meeting.

Congratulations on these pilot achievements!

Member	Milestone	Date	Instructor
Preston Phillips	1st Solo	23 June '97	Dick Stephens
Dan Sparks	PP-ASEL	25 July '97	Anthony Wang

KEY BOARD DECISIONS (August)

1. Approved Art's proposal to add Op Reg. 12i. Complete text: "Cessna 150 aircraft are designated as trainers and are primarily for those members pursuing a primary or add-on rating. TFC-owned trainers shall not be scheduled by non-training pilots on weekends for time blocks exceeding four hours. Exceptions may be considered by the Operations VP."
2. Approved change to Op Reg. 7: effective date changed from 1 September to 1 October (both 1997).
3. Approved up to \$200 for the "non-complex single search committee" to mail letters to potential aircraft lessors. See article this issue.
4. Micah reports that blanket insurance for club members at Centerline is a non-issue -- we can't get it, so the issue is dropped. And in any event, only 13 club members have responded saying they'd avail themselves of Centerline aircraft if insurance covered for them. Micah's still going to check on a TFC discount at Centerline. →

KEY MEMBERSHIP DECISIONS (August)

1. Ratification of the new constitution is complete! This is a watershed event for the club -- members present at the Saturday meeting voted overwhelmingly to adopt the new rag, which allows membership to both TI and Raytheon TI Systems employees. As always, the current constitution, bylaws, op-regs, and flying regs are available in softcopy -- see TFC COMMUNICATIONS & INFO section on the last page of this newsletter. If you can't get to the file, send mail to Ash Collins & he can get you a hard copy. →

X-C PLANES AND ARROW NOTES Current Status

The club is still looking for another 4 place fixed-pitch/fixed-gear airplane to lease. In August, the TFC BoD approved up to \$200 for the "non-complex single search committee" to mail letters to potential aircraft lessors. Committee consists of: Hank Eilts, Frank Ray, Mark Paley, Ed Beaver. Let's wish them luck in the search! Flyers were in July's newsletter -- please leave these on FBO bulletin boards wherever you fly. If you forget to bring one, just write one out on a blank sheet of paper and pin it up. TFC is looking for a Cherokee or a C-172.

On a related note, Micah reports that as of the end of June, the Project has used almost half of their 7508J flight time. They've used 126.71 tach hours (\$9503.25), and have 139.99 hours remaining. MOU was signed September 9, 1996, and expires September 30, 1998. →

FALL GROUND SCHOOL STARTING! Registration 11 September

Fresh students and new members are very important to the health of our flying club - advertise this widely! The **VFR Private Pilot ground school** is scheduled to start **September 16th**. Registration will be on the 11th. Cost for the class: \$40.00 for the tuition and \$55.00 for materials. *Those joining the club will have their tuition*

cost waived. As always, **class is open to non-Tiers**, so tell all your friends about us! Call Chuck Chase (575-2070) for details, or see flyers in area TI sites' kiosks. If you can't find a flyer, call Chuck or Ash Collins (462-2482). →

FINANCIAL AGREEMENT ENFORCEMENT Policy comes in line with signed form by Mark Burleson (TFC Controller)

The financial agreement that you agreed by signing has not changed. However, the manner in which we notify members of late payment is changing. Currently, TFC notifies the member several times in the form of a late notice letter accompanying their bill prior to payroll deductions. This could be up to 90-120 days after a charge is incurred.

Now, we are going to notify the member of an overdue balance in the first notification letter, and then if a member has still failed to pay his bill, a second letter will be issued. TFC will begin the process of payroll deduction and the member will be classified as *terminate* status. In other words, the club assumes you wish to terminate from the club after two billing statements are issued and no payment is received. Also, the member will stop accruing dues. Therefore, please remember to pay your bill in full by the 5th of each month and you will avoid any late penalties or payroll deductions. Thanks!
→

DESTINATION OF THE MONTH Blackberry Farm Bed & Breakfast by Pat Perry

Easy and relaxing.

Want to fly somewhere with your spouse and/or friends, and have a relaxing time? Try the Blackberry Farm Bed & Breakfast, home of Kenneth and Sarah Wiley, in Ardmore. Located two miles south of Ardmore and situated on 29 acres, Blackberry Farm is a great overnight or weekend get-away.

Built in 1996, Blackberry Farm is beautifully furnished and provides two rooms for guests. Each bedroom features a unique queen size rod iron bed, cable television, telephone, and private bath. They also have an adjoining family room, with TV and VCR for movies, and an exercise room. A full breakfast is served in the formal dining room, or on the covered verandah if weather permits.

Perfectly located, Blackberry Farm offers quick access to some of Oklahoma's best antique shops, restaurants, and Lake Murray. Ardmore has a walking or driving tour

of over 30 points of interest and over 8 antique dealers and the Antique Mall located in the downtown area. If you prefer to just relax, spend the time feeding the fish in the pond, playing with the dogs, and sipping lemonade on the porch.

The Farm is open daily with a 4:00 p.m. check-in. Reservations are required (405)223-8958. Sarah or Kenneth will arrange to meet you, if you need transportation from the Ardmore Downtown Executive Airport (1F0). When we went to Blackberry Farm B&B, we were meeting friends half-way and just happened to come across this B&B and wanted to share it with you.

It was quite relaxing and Sarah and Kenneth go out of their way to make your stay enjoyable. →

MY DAY AS A DRUG RUNNER Angel Flights by Mike Carver



*"Easterfield Tower, Lifeguard 7 3 3
November Bravo, ready for take-off
runway 28, north departure, mission
time-critical, not life threatening."*

*"Lifeguard 3 November Bravo, cleared for take-off,
immediate right turn out approved, contact Houston
Center 1 3 4 point 2 5, expect no delays"*

And it begins. I was told when I volunteered for this flight that since I wouldn't be transporting patients, the FAA and the FDA considered the blood cargo to be "drugs" and hence Angel Flight's pilots today would all be "drug runners." This, of course, conjures up visions of flying just above the trees and sneaking into the airport. Nothing could be further from the truth. When you volunteer to fly for Angel Flight, everyone goes above and beyond to help you.

Like most people, I learned to fly for essentially selfish reasons and I see no fault in that. On the other hand, when given an opportunity to have an enjoyable flight, help someone in need and write the whole thing off on my taxes; how could I refuse. I took a much needed vacation day and flew blood from College Station back to Dallas for Angel Flight and BloodCare.

About 14 million units of blood are donated each year by approximately eight million volunteer blood donors. Each of these units must be processed within eight hours of being drawn and that processing takes about two hours. This is where Angel Flight comes in. By reducing the travel time from College Station to Dallas from over 4 hours to about an hour and a quarter, the collection personnel at BloodCare are able to start their drive earlier, end later, and still preserve a safe processing margin. Angel Flight made three flights each day from 7/15 to 7/17 and transported over 2300 units of blood

back to Dallas (See, Aggies do have big hearts!). Of course Angel Flight does more than just transport blood. Angel Flight offers transportation to people whose medical problems make it necessary for them to travel for diagnosis or treatment, and who cannot access normal, commercial transportation or whose condition makes commercial transportation difficult.

“Angel Flight of Texas is a Godsend” says patient Cindy C. of Weslaco, TX, who has to travel weekly for treatment in Temple. Her treatment takes about an hour, but to get to Temple, she has to rise at 4:30 AM to and drive to Harlingen, take a Southwest flight to Houston and on to Austin, and finally rent a car for the last hour drive. This expensive and time-consuming procedure is reversed for the return which usually isn’t completed until long after dark. “With Angel Flight, it’s just a comfortable, short 2-3 hour flight each way.”

A lot of you are concerned about liability. You are exposed to no more liability when flying an Angel Flight mission than when flying a friend or neighbor. Angel Flight only accepts patients who are stable and able to climb into and out of your airplane on their own. Because Angel Flight and its pilots receive no financial compensation, the flights are non-commercial and covered under normal liability policies. All passengers flown by Angel Flight sign a waiver of liability naming both the pilots and the Angel Flight organization and you are you are always free to refuse to fly any mission for any reason. Finally, Texas' Good Samaritan laws provide indemnity anyone engaged in humanitarian activities.

Although when you fly for Angel Flight, you are pay all the costs, these costs are tax deductible. So in theory, you are paying a third less for the flight time than you would just pattering around your home field. Angel Flight has also arranged fuel discounts for Angel Flight pilots at the airfields most commonly used. All in all, this is not a bad deal for those of us who are looking for ways to justify some cross country flights. On top of all that, there is the piece of mind you attain by helping those in need.

Frequently Asked Questions About Angel Flight of Texas

What is Angel Flight?

Angel Flight is an organization of pilots and other volunteers dedicated to serving the community by providing free transportation on private aircraft to people who cannot access normal, commercial transportation.

Angel Flight also provides services to blood, organ and tissue banks.

Angel Flight is a member of Air Care Alliance, an umbrella organization dedicated to public benefit flying. Other members of ACA include the Environmental Air Force, Air Life Line, Pilots for Christ, and several other Angel Flight organizations, among them Angel Flight of Florida.

Angel Flight is a 501(c)(3), tax-exempt, nonprofit organization.

Who are the Angel Flight members?

Members of Angel Flight are private pilots (aircraft owners and renters) and non-pilot volunteers whose common interest is serving their community.

Although not a requirement, instrument ratings are encouraged as it permits missions under a wider range of conditions. Less experienced and student pilots are encouraged to participate by flying as copilots.

Interested non-pilot volunteers (including the non-pilot spouses of pilot members) are also very welcome. Non-pilot members are eligible to act as "copilots" on missions, in order to assist with the patient. There is also a substantial amount of pre-flight preparatory work for which everyone's help is appreciated.

Whom does Angel Flight Transport?

Angel Flight offers transportation to people whose medical problems make it necessary for them to travel for diagnosis or treatment, and who cannot access normal, commercial transportation. Angel Flight will also carry, without regard to financial need, people whose condition or location makes it difficult or impossible for them to use other means of transportation.

Typical examples of Angel Flight missions include carrying cancer patients for chemotherapy, surgery, or other treatment between their home and the treatment facility; carrying people with kidney problems to obtain dialysis or kidney transplants; and carrying patients with heart problems for specialized diagnosis, treatment, and follow-up.

The patients flown by Angel Flight must be ambulatory and medically stable. They must be able to get in and out of the aircraft on their own (or with limited assistance), sit up for the duration of the flight, and not require medical treatment during the flight.

Patients may have a friend or family member accompany them, and with prior Angel Flight approval, they may be accompanied by a nurse or carry oxygen cylinders or other medical equipment.

Angel Flight pilots also transport corneas, blood, and other tissue.

How are Angel Flight missions requested?

Most requests for Angel Flight missions come from the social service workers or discharge planners at hospitals and health care agencies. Calls also come from charitable organizations such as the American Cancer Society and the American Heart Association. We also get referrals from related aviation-oriented charities such as the Corporate Angel Network and Air Life Line. These are agencies that generally work with people who are financially needy (or have become so due to the cost of treating their illness).

By using the expertise of these agencies and their personnel, a determination is made that a person meets the medical and/or financial-need criteria and thus justifies the pilot's donation of time and flying expenses.

What kind of aircraft does Angel Flight use?

Most Angel Flight aircraft are single- or twin-engine, propeller-driven aircraft. They range from two-seat home-built models (used for non-passenger missions) to pressurized cabin class aircraft.

The majority of our missions are flown in single-engine, four-seat aircraft. Most mission requests we get are well within the capability of such aircraft. A pilot doesn't need either a large or a fast airplane to be of assistance to most people who seek Angel Flight's help.

How far will Angel Flight fly on a mission?

Most of Angel Flight of Texas' destinations tend to be either the M. D. Anderson Clinic in Houston, the Burn Center in Galveston, The Cancer Research Institute in San Antonio, and the Blood Care Center in Dallas. As such, the average Angel Flight of Texas mission is 400-600 nm, although some as short as 200 nm are periodically available.

Angel Flight of Texas serves Texas and adjacent states, with occasional longer missions. Missions are not accepted to destinations outside the United States. Affiliated organizations scattered across the country can in some cases relay patients or cargo. Occasionally, Angel Flight will coordinate with corporate or commercial flights for longer distances. In such cases our role is often to bring a patient from a remote location not served by public transportation to a major airport.

What are the liability concerns?

Flights made for Angel Flight have the same status as any flight made with passengers by a private pilot under Part 91 of the Federal Aviation Regulations. There is no greater liability when flying a passenger for an Angel Flight mission than when flying a friend or neighbor.

Further, Texas' Good Samaritan laws provide additional protection for Angel Flight members engaged in Good Samaritan activities.

What about insurance?

All Angel Flight pilots, whether aircraft owners or renters, are required to have liability insurance in order to fly as the pilot in command of a mission. Angel Flight does not carry additional aircraft liability insurance.

Because Angel Flight pilots receive no financial compensation for their services, the flights are non-commercial and covered under a pilot's normal liability policy. As an added precaution, all passengers flown by Angel Flight sign a waiver of liability naming both the pilots and the Angel Flight organization.

Who pays for the flights?

The pilot in command is responsible for all mission costs. These costs may be tax deductible as a charitable donation for many pilots.

Several FBOs offer fuel discounts for pilots who are on Angel Flight missions. Among the more notable are Millionair at ADS, United Beech at HOU and SAT, and Cutter Beechcraft at MAF.

How do I become a member?

Call Angel Flight for a copy of the application form. Simply fill out the form and send it in. You will be notified by phone or mail.

What happens if I volunteer and then can't fly a mission?

A pilot is free to decline any mission, whether for financial, scheduling, weather, or personal reasons. Pilots are encouraged to recognize their limits, and to fly only when they feel completely comfortable doing so.

When unable to fly as PIC, pilots can participate by flying as copilots.

Are there regular meetings?

Yes. General member meetings occur twice a year - the next one will be on September 21 in Lancaster. Speakers are being contacted, but we promise to make this an exciting affair. While not mandatory, these gatherings are an opportunity to meet other Angel Flight members and to learn more about aviation.

There's usually a post-meeting meal, where members have a chance to socialize, tell about recent mission experiences, and do a bit of hangar flying. There is also time set aside for socializing. Refreshments are served, and guests are always welcome. Occasionally, our meetings are conducted at places of particular interest to

pilots such as a flight service stations and/or approach control facilities.

Additionally, the Board of Directors meets the second Friday of each odd month to discuss Angel Flight business and set strategy for future growth.

For the exact time and location of our next member or board meeting, call the Angel Flight office. Everyone is welcome to attend any meeting as a guest.

Angel Flight of Texas also tries to participate at fly-ins and other aircraft exhibitions. Volunteers to man the booth are always appreciated.

Can Angel Flight use non-pilot members?

Yes! Enthusiastically, yes! Many non-pilots join because of their enthusiasm for the mission of Angel Flight. Non-pilot members often fly along on missions to give attention to the patients being flown. Non-pilots also assist Angel Flight in their own areas of expertise and interest such as writing, computers, mission coordination, telephoning, fundraising and planning special events.

For further information, contact:

Peggy Goll
Angel Flight of Texas
Lancaster Airport
730 Ferris Street, Suite 204
Lancaster, TX 75164-5504
972/227-WING (9464)
972/227-9465 - FAX →

THIRTY-TWO AVIATION LIES
Don't try these at home, kids

Found taped to the airport bar wall in Burlington Vermont (KBTV):

1. Me? I've never busted minimums.
2. We will be on time, maybe even early.
3. Pardon me, ma'am, I seem to have lost my jet keys.
4. I have no interest in flying for the airlines.
5. I fixed it right the first time; it must have failed for other reasons.
6. All that turbulence spoiled my landing.
7. I'm a member of the mile high club.
8. I only need glasses for reading.
9. I broke out right at minimums.
10. The weather is gonna be alright; it's clearing to VFR.
11. Don't worry about weight and balance-it'll fly.
12. If we get a little lower I think we'll see the lights.
13. I'm 22, got 6000 hours, a four year degree, and 3000 hours in a Lear.
14. We shipped the part yesterday.
15. I'd love to have a woman co-pilot.
16. All you have to do is follow the book.
17. This plane outperforms the book by 20 percent.
18. We in aviation are overpaid, underworked, and well respected.
19. Oh sure, no problem - I've got over 2000 hours in that aircraft.
20. I have 5000 hours total time, 3200 are actual instrument.
21. No need to look that up, I've got it all memorized.
22. Sure I can fly it-it has wings doesn't it?
23. We'll be home by lunchtime.
24. Your plane will be ready by 2 o'clock.
25. I'm always glad to see the FAA.
26. We fly everyday - we don't need recurrent training.
27. It just came out of annual - how could anything be wrong.
28. I thought YOU took care of that.
29. I've got the field in sight.
30. I've got the traffic in sight.
31. Of course I know where we are.
32. I KNOW the gear was down. →

TFC COMMUNICATIONS & INFO

- **TFC World-Wide Web page:**
<http://www1.itg.ti.com/FlyingClub/>
- **TFC newsgroup:** *ti.rec.aviation*
- **Sending MSGs:** *TFLY covers all TFC officers.
- **TFC Constitution, Bylaws, Operating Regs, and Flying Regs:** available on-line at this location:

USADA10 \\cna0840436a\afc\op-regs\TFC-REGS.DOC

ABOUT THIS NEWSLETTER: *Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Ash Collins. PC Drop PLE5, MSGid ABC1, email abc3@ti.com. →*

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Micah Koons	952-5306	727-2810	82AG@msg.ti.com
Ops VP	Ed Beaver	None	8-972-924-2784	ebeaver@worldnet.att.com
Train Main	Don Essenpreis	575-4905	530-8648	esse@ti.com
X-C Maint	Jim Lewis	952-2817	727-1422	JEL1@msg.ti.com
MbrshpVP	Harvey Davis	972-995-7265	903-989-2924	HEDA@msg.ti.com
Comm	Ash Collins	462-2482	418-5133	abc3@ti.com
Treasurer	Harold Morgan	575-6875	495-0220	HMOR@msg.ti.com
Controller	Mark Burlison	480-4135	727-8989	BURL@msg.ti.com
Chief Instr	Art Jones	346-2646	346-2646	ADJ@msg.ti.com
Safety	Anthony Wang	995-1676	867-5223	ANTW@msg.ti.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	TI	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	Y	✓	✓	✓	✓			972-575-2742	843-2208	mbfi@msg.ti.com
Chuck Chase	Y			✓				972-575-2070	867-0624	cwc@msg.ti.com
Calvin Coffey	Y	✓		✓	✓			972-462-3926	972-315-2216	cfly@msg.ti.com
Gerhard Deffner	Y			✓	✓	✓		972-995-1639	644-9351	gphd@msg.ti.com
Jim Evans	Y	✓		✓	✓			--N/A--	972-390-9950	--N/A--
Art Jones	R	✓	✓	✓				--N/A--	972-346-2646	adj@msg.ti.com
Richard Klein	Y	✓	✓	✓				972-995-1252	424-2307	rsk@msg.ti.com
Bruce Miller	N	✓	✓	✓	✓	✓		972-284-3015	346-2831 517-5926	brucemiller@lucent.com
Bob Niedwiecki	N	✓	✓				✓	390-3147 390-3266	681-2974	TBD
Sherman Ratliff	N	✓						214-965-6063	972-660-4480	TBD
Mark	N	✓	✓	✓			✓	972-575-	727-	mseglem@flash.net

Instructor	TI	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Seglem								6598	8511	
Paul A. Sellers (F)	N		✓	✓	✓			--N/A--	596-3360	TBD
Paul M. Sellers (S)	N		✓	✓				--N/A--	214-828-2261	TBD
Dick Stephens	R	✓		✓				972-778-9859	517-1647	stephens6@aol.com
Anthony Wang	Y	✓	✓	✓				972-995-1676	972-867-5223	spinee@hotmail.com
Joel Weber	N							680-6086	479-1017	TBD

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).

TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/hr
Simulator	ATC	610J	\$0.00
N89829	Cessna	120	'Taildragger' \$34.00
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 AWOS land line (972) 548-8525 or 8526
 TKI Control Tower (972) 562-6651 (Truitt Stout)
 Airport Manager (Patricia Doyle): Metro 238-0091 ext. 202
 Exec Air (TKI) (972) 562-5555
 Monarch Air (TKI) (972) 562-0717
 TI/Arrow: Laurie Skalenda; 972-575-7555 p598-4346

General

DUAT (800) 245-3828
 Dallas FAA/FSDO (214) 767-5850
 Ft. Worth Center (ZFW ARTCC) (817) 858-7300
 FlightCom, Inc. (800) 432-4342 (Josh Pruzek)
 Southwest Soaring (972) 251-5079 Metro
 Monarch Air (ADS) (972) 931-0345

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