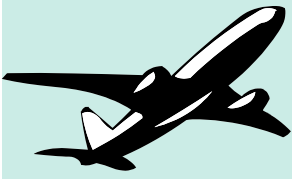


June 2009

# Texas A&M Flying Club



## Flightline

Texas A&M Flying Club  
PO Box 5610  
College Station, TX 77844

**NEWSLETTER**

Where do you want to fly today as an owner - not a renter?

## Summer Fun

Howdy y'all! Plane washes will continue throughout the summer for all you lucky ones still in College Station.

They will be on June 6th and July 11th(the first Saturday of July is the 4th).

We highly encourage participation in both these washes for many reasons:

- A) We all own the planes,
- B) It will make the plane washes in the fall much easier, and
- C) There will be donuts, as usual.

We also encourage any ideas for this summer. Right now some of our ideas include paintball, laser tag/ bowling, and skeet shooting. Let us know what you think! I know all of the board members and I would really like any opportunity to get to know all of our members better and would also like to maximize club involvement. The more participation we have, the easier it will be to make our Texas A&M Flying Club better!

Brandon Erwin  
Erica Gundry

## From the clubhouse valet

Garbage bags are located in the cabinet adjacent to the trashcan. If full, please take out the trash. The trash bin is located behind the fire station. If you have a bookshelf you can donate to the club, please let me know.

## clubhouse valet, cont

We are planning to renovate the clubhouse soon. A few things we would be looking to accomplish:

1. Remove carpet and sand the floor
2. Build a flight planning table where the computer currently is
3. Enclose heating/cooling unit
4. Paint

As there is not an interior decorator in the club, if you have any ideas, send them my way. We would love to hear from you.

Darren Gustafson

## Maintenance Section

Plane Update

N49785: 785 runs good, but is still grounded until we get new radios put in. Annual in July

N631TK: 1TK had its fuel tank fixed and now in good shape yet again

N93124: 124 is running good and strong. Make sure you always lean the mixture

N5400J: 00J has been flying a lot, fresh oil change.

Annual in August

N5452D: 52D is good, although old magnetos cause hot starting issues. Let it sit and cool down if it does not start easily

-Always Lean The Aircraft; Prevents Fowling Spark Plugs, Prolongs Engine Life

-Make sure you do not leave oil funnels, rags or bottles (full or empty) in the aircraft

-Please clean up the interiors after each flight for the next people to use it

-Make sure you cancel you flight, on schedule master, if you will not be using the planes

-Always fill out a squawk sheet (above computer) if there is any discrepancies with the aircraft and put in the right aircraft box.

Looking forward to getting all the planes back up and running and big plans for the future.

Michael Smith

Please continue reading on next page...



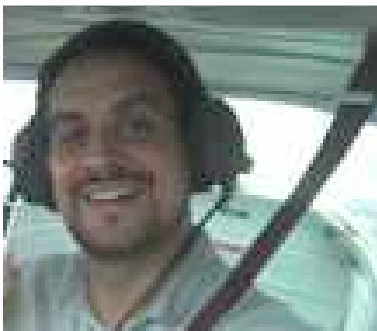
# The Skinny on Class E Airspace

Many students and pilots are often confused by one of the most common types of airspace that relates to GA flying. It is not hard to understand why pilots get so confused with class E. The black sheep of the airspace family, Class E is a delinquent that refuses to conform to airspace generalities. It's even rumored to have caused the mysterious disappearance of its brother, class F airspace.

So let's address the quirks of Class E. Keep in mind that for all intents and purposes, class E usually starts at 1200 ft agl and goes up to 18,000 ft. So everywhere that is not designated A, B, C, or D is class E above 1200 ft agl. Everywhere that is not designated A, B, C, or D and is below 1,200 ft is class G (uncontrolled airspace). There are several variations of class E airspace associated with airports, class E that starts at the surface (magenta dotted line), class E that starts at 1200ft agl (blue shaded), and class E that starts at 700ft agl (magenta shaded). Forget about the first two, class E, starting at 700ft agl is by far the most common. While most airspaces associated with airports start at the surface and go up, the magenta shaded airports (ie. Coulter, Hearne, Caldwell, Brenham) are class G from the surface up to 699 ft and then become Class E starting at 700 ft going up to class A (18,000 ft). So what really happens, is the class E airspace drops down from 1200 to 700 ft agl within the magenta shaded area! Why? Well these magenta shaded airports have instrument approaches, which is what differentiates them from an uncontrolled, class G airport. You see the clouds and visibility requirements for class G are: 1 mile visibility and remain clear of clouds. For class E (below 10,000ft): 3 miles visibility, 500 ft below, 1000 above, and 2000 horizontal clearance from clouds. Therefore, when the weather is marginal, VFR pilots are forced to stay down low. This keeps them vertically separated from IFR traffic shooting approaches to these airports. Example, the ceilings are 800 ft, you are VFR inbound to Coulter. At 750 ft you are in class E airspace and illegal, cause your not 500 ft below the clouds. However, at 699 ft you are in class G and therefore legal. Because of your low altitude you are below the recommended traffic pattern altitude and separated from IFR traffic until they are on the last part of their final approach. "Remember, cloud clearances take precedence over maintaining traffic pattern altitude." Note: The above example is for demonstrative purposes, and while said pilot would be "legal", he would not necessarily be safe.

Why do the class E visibility and cloud clearance minimums increase above 10,000 ft? Because above 10,000 there are no airspeed restrictions (max 250kts below 10,000) and the planes are generally faster up there. Because the traffic is faster you need to see them further out to be able to avoid them....See the FAA is not completely devoid of common sense. Please talk to your instructor if you have questions. Be safe, blue skies.

Steven Mapel, CFI



## Newsletter Editorial

Hey - I'm John Romero and I'm the new (again) Newsletter Editor for our wonderful Texas A&M Flying Club. If you have any news, announcements or banter that you would like to discuss - feel free to contact me and get your voice heard at [john.romero@greenoverblue.com](mailto:john.romero@greenoverblue.com)

Copyright 2009 - Texas A&M Flying Club (TAMUFC). TAMUFC is a club of airplane owners and not renters. As such, we ALWAYS treat the plane with respect, as if we own it - not rent it. We have pride in our airplanes and enjoy all of the benefits of ownership - without the maintenance hassels or unexpected ownership bills. We will participate in activities for our club including plane washes and meetings.

