



Bookkeeper's Notes

We've had several members take advantage of the Summer Special to prepay their flying costs. See the last newsletter for details, but in a nutshell, the way it works is:

You deposit a lump sum amount (min. \$750) that I put into your special "prepaid" account. I then add an additional 10% to that account. Payment for all your flying time will come out of this new account until the balance goes down to \$0. Only flight time can be paid from this account; i.e. you still need to pay dues each month. And the balance lasts until its gone. It doesn't expire, and it's not transferable to another member or refundable. If you resign your active membership, you lose the balance in your prepaid account (so we encourage people not to be too ambitious when they open a prepaid account).

Also, through August 15, flights over 2 hours will automatically save 10%. So go visit your Uncle Bubba in Lubbock or Aunt Alice in Dallas, and save bucks!

Past Due Accounts

Remember to keep your account up-to-date! Over the summer we tend to experience a significant delay in member payments, which makes it very difficult to pay our insurance, repair and fuel bills. Your account means a lot! Take care of it today.

Check Your Address

While you're going over your statement, either by email or on paper, double-check your mailing address to be sure it's correct. Send any updates to bookkeeper@flyingaggies.org

New Members of the Month 6/15 to 7/15

104 active members and 12 inactive members

Welcome to our newest members:

Raymond Mitchell Kapalske

Michael Stewart

Andres Ortiz

Ian Jaeger

Sanden Stewart

Carson Buckles

Marcus Payne

Colton Sandman

Arthur Nelson

Neal Simpson

President's Corner

Howdy Fellow Flying Aggies.

Just want to take a few seconds and give everyone a heads up about what all is coming up. By now I am sure that some of you have noticed that clubhouse has had a face lift. I want to say thanks to all of you that came out to help. This is just phase one of what I want to do to the clubhouse. If anyone has any ideas or things they want to see in the clubhouse, now is the time to speak up.

We need as many people as possible to come out to the plane wash on Saturday August 1st. Keeping the planes clean is the first and crucial step of maintenance, and helps to give the club a professional look. Fall open house is quickly approaching. It will be held at the REC Center this year and will be From 1-6 on Sunday September 6th. We will need volunteers to help move the plane to and from campus, and to work our booth the day of.

The final thing that I need everyone to start preparing for is fund-raising. We do not have the details nailed down yet, but our goal is to set up a booth and sell something on football game days BEFORE the game. I know this is Aggieland, so no one wants to miss any action (or lack of action lately) of the game. Our goal was to do something where all you would have to do is sit at the booth before the game and then once the game starts just head into the game. So what does this mean for all of you? It means that I am going to need volunteers for every game. I would like to see everyone help out so that ultimately you would only have to work one or two games.

We have a busy semester ahead of us, and I know that all of you have many obligation outside of the club. I am not asking you to be at every event, but I need everyone to help out with some event. Remember, this club is only as strong and great as we make it. Member participation is crucial to this club. The only reason, I say again, the only reason that this club functions with rates as low as ours is because of our member participation. It is going to be great year for this club, but it cannot be done with just the help of a few. I need everyone's help to move this club forward. I hope you enjoy the rest of your summer, and I look forward to seeing all of you soon.

-James Cozby, President, c: (936) 446-9033,
cozby5@yahoo.com



Upcoming Events and PR

Howdy Flying Aggies,

As we all know, summer is flying by and the fall semester is getting close. That means that open house is coming up. The date has been set for September 6th, and due to the MSC renovation, the open house will be held in either the Reed Arena parking lot, or possibly across from Reed Arena in the parking lots behind the Rec. We are planning to bring an airplane as usual, however this time I would like to update some of the posters and information

that we have been using for the last few years. We would definitely like some new pictures and updated fuel prices, but I would like to hear some more ideas that would attract attention from students. I would also like to ask everyone to please remember to put August's plane wash in your calendars on the 1st. Enjoy the rest of your summer!

Brandon Erwin,
VP of Public Relations

CFI Notes and Help - FLIGHT FOLLOWING by Steven Mapel

Flight following is one of the most useful of the services that Air Traffic Control (ATC) provides to VFR pilots. This article is intended to give a brief overview on how to get flight following and what to expect while using this service. Flight following is a volunteer service where ATC control watches you on radar, giving you traffic advisories and other helpful services in order to make your flight safer. In order to provide this service they need to find you on their radar, know what type aircraft you are and where you are going. It is also important to understand what information ATC knows about you. When the controller looks at his radar screen, he sees a symbol that indicates your position, heading, altitude (if your transponder is turned ALT), and he also sees the four letter code dialed into your transponder.

To initiate flight following you must first contact ATC on a frequency appropriate for the area you are in. The best way to find this frequency is to look for the approach/departure control for the closest airport. For the college station area, that frequency is Houston Center on 120.4. First thing, announce your call sign to ATC and allow them to come back to you. "Houston Center, 5400J". Center: "5400J, this is Houston Center go ahead". You: "Houston Center, 5400J is a Cessna 172, 10 miles west of college station enroute to Austin bergstrum at 4,500 feet. Like to request flight following." Center: Cessna 5400J, squawk 1234. After you change your transponder code to 1234, ATC will be looking for one of his radar returns to change to the frequency assigned. Once he finds you he will come back to you: 5400J, radar contact 10 miles west of college station, maintain VFR, local altimeter setting is 29.92. You: "maintain VFR, 5400J". You are now under the watchful eye of ATC. It is important to realize that they are not obligated to provide this service and that IFR traffic is their number 1 priority. That being said, I have never met a controller that was too busy to provide this service. During your flight you can expect to get traffic advisories like: "5400J, traffic is a mooney at your 3 o'clock westbound same altitude." You: "roger looking for traffic." And "traffic in sight 5400J." If you don't report traffic in sight, he will update you depending on the risk of collision or let you know "5400J, traffic no factor." Other services he might provide are heading suggestions if it looks like you are not flying the right direction and potential weather hazards in your path. Additionally, he will automatically clear you into or through airspaces that require permission (Class B, Restricted airspace) or if he cannot, he will vector you around those airspaces.

Next is the handoff. Every controller has a specific area that he controls. As you fly out of his area, he will hand you off to the next controller. The good news is that he will brief that controller about you before handing you off. Example; Center: "5400J contact Austin approach on 121.9." You: "contact Austin approach on 121.9." The next controller knows everything about you, so just check in with him. You: "Austin approach, 5400J is with you at 4,500 feet." Austin: "5400J, Roger local altimeter setting is 30.92." ATC will continue to hand you off like this until you get where you are going. Remember, you can cancel this service anytime you are not in controlled airspace. Example, You: "Houston center, 5400J would like to cancel flight following." Center: "5400J squawk VFR (squawking 1200 means the same thing) good day. You: "Squawk 1200, good day, 5400J."

Try this service next time you fly somewhere. Most of the people you hear talking are professionals that do this on a daily basis. Do not be intimidated that they are better at it than you are. Practice makes proficient.



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

Newsletter Editorial

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.

