



Bookkeeper's Notes

A few procedural changes are going into effect this month that may affect some of our members, including CFIs:

(1) The Club is changing the way CFIs can eliminate their monthly dues. Our bylaws state that CFIs must teach a minimum of 25 hours annually to avoid monthly dues. This requirement is very hard to track and easy to abuse, so we're applying it as follows: CFIs must teach **ONE HOUR PER MONTH** to avoid a dues payment for that month. For most members who teach, this is not a problem. Occasionally we may have a CFI member who has contributed over 25 hours already for the year and "takes a few months off." This is fine (i.e. dues will be waived), and will be dealt with on a case-by-case basis.

Conforming to this policy will require as little as a single AFR or BFR per month. We hope this is not a great inconvenience to our instructor members!

(2) Members who fall more than 60 days past due on their bills will be restricted from scheduling aircraft until they are paid to within 60 days. Your "Past Due" balances are at the bottom of each statement. Please keep up with your billing!

(3) Members who are over 60 days past due and do not have a current credit card on file will be required to post a current credit card with the bookkeeper before scheduling privileges are restored.

(4) Your FMS number should appear in the Mailing Address section of your statement. Use it when you complete the pink sheet!

Upcoming Events and PR

Coulter Field in Bryan will host an air show next month featuring performances by an acrobatic pilot and formation flights from modern and World War II aircraft.

The event will be held Oct. 17 from 10 a.m. to 4 p.m. Admission is free, but parking is \$5. There will be food vendors and activities for children.

For more information, call Carl Preston at 412-1611.

Welcome New Members

Lindsay Costello	Lara Price
John Beazer	Todd Loggins
Robert Smith	Brian Perlman
Andy Hampton	Erin Mastenbrook
Daniel Pena	John Kimbrough
Brittany Duncan	Mitchell Moxon
Frank Vargo	John Brak
Christopher Miclot	Chase Allen
Giovanni Handal	Cody Hammond

Maintenance Corner

Plane Update

N49785: Flying Great! Right Tire Changed

N631TK: Flying Great! Annual Later This Month

N93124: Flying Great! Next up for engine overhaul; about 7 months

N5400J: Stall Horn INOP, otherwise Flying Great!

N5452D: Flying Great!

Oil Guide for the Aircraft

- All 152's 5 Qts is Best for All Flight, 4 Qts MIN and 6 Qts MAX, Aeroshell 100

- 5400J 5 Qts is Best for All Flight, 4 Qts MIN and 6 Qts MAX, Aeroshell 100 Plus

- 5452D 7 Qts is Best for All Flight, 6 Qts MIN and 8 Qts MAX, Aeroshell 100

-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

-You may leave the oil funnels with top and bottom caps in the aircraft, Thanks to Steven Maple!

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

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

-If there is an update that you would like to see for the aircraft, Let us know!

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FLIGHT PLAN by Steven Mapel, CFI

Believe it or not, there are many pilots out there who haven't ever filed and opened a VFR flight plan. There are certainly many who haven't done it since their primary flight instructor made them do it. There are plenty of advantages to flying with a flight plan; having someone come look for you in the event of an emergency is the primary advantage. However, one advantage you might not have considered is if you are on an opened flight plan, then people can track your flight using internet programs such as flight aware. Which is nice because then they know exactly when to pick you up at the airport. I encourage you to try it out the next time you take a trip and this is how it's done.

First of all you want to file your flight plan and you can do that with a weather briefer at 1-800-wx-brief, using DUATS, or with AOPA online flight planning and filing software (lots of programs are available online and even for cell phones). Once your flight plan is filed, you then have to open it for it to become active. To do so contact the Flight Service Station (FSS) on a frequency appropriate for your area. The frequency can be found on top of the nearest VOR frequency box on the sectional or in your Airport Facility Directory under the nearest airport. For example: you leave Easterwood field and after you are through with tower, you go to a frequency for Montgomery county Flight Service Station (Montgomery county is the FSS for this area) on 122.65 or 122.2 and:

"Montgomery County, Cessna 5400J."

"Cessna 5400J, this is Montgomery County

"Cessna 5400J just departed Easterwood, enroute to Tahiti International. We would like to open our VFR flight plan."

"Cessna 5400J, your flight plan is open"

"Thanks and GIG'EM, 5400J"

Now when you get to where you are going, YOU MUST REMEMBER TO CLOSE YOUR FLIGHT PLAN. You can do so by calling FSS back on the radio, tell a weather briefer, use DUATS, ect, ect. That's pretty much it. If your flight plan is not closed, they will begin to look for you 30 minutes after you were supposed to arrive. The first thing they do if you haven't closed is call the contact number you left on your flight plan and then they will try the tower or airport FBO at your destination. The search gets more intense from there. Don't let this scare you, a flight plan is a useful tool, try it out. For you IFR pilots out there, remember the tower will automatically close your IFR flight plan, but they won't do the same for VFR flight plans

P.S. DON'T FORGET TO CLOSE YOUR FLIGHT PLAN.



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.

