

# **WINGS OF EAGLES, LLC**

## ***SAFETY PRACTICES AND PROCEDURES FOR PILOT CERTIFICATION COURSES***



This manual must be in your possession at all times during flight of any Wings of Eagles, LLC aircraft.

All Wings of Eagles, LLC aircraft are to be operated in compliance with the information and limitations contained herein.

**Wings of Eagles, LLC**  
**615 355-0033 • 615 425-2067**

**Wings of Eagles, LLC**  
**Safety Practices and Procedures**  
**for Pilot Certification Courses**

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## INTRODUCTION

Wings of Eagles, LLC is dedicated to the safe and professional training of future pilots. This safety manual was created with SAFETY in mind. ALL Wings of Eagles, LLC instructors and students will strictly adhere to this manual; therefore, enhancing safety in our flight operations.

This manual will be a major part of your flight training with us. Use this manual to better your understanding of the responsibilities of being the PILOT IN COMMAND of an aircraft. Be it a DA-20 or 747-400 these responsibilities are very similar, being able to make good, well thought out judgments in a timely manner.

Wings of Eagles, LLC prioritizes flight operations as follows:

1. Safety
2. Compliance with FAA Regulations as well as WOE Rules
3. Training Effectiveness

Part of the responsibility of your training lies with you – being prepared, knowing what is expected of you by your instructor. How well you perform is affected directly by how well you are prepared. Flying is NOT a forgiving environment where the unprepared can slip through the cracks. You must prepare and study to succeed in this profession. Wings of Eagles, LLC will help you in every way to achieve your goal of becoming a professional aviator by teaching you good judgment, helping you develop good habits and guiding you throughout your development as a pilot.

All students must receive and comply with this safety manual at all times during flight training. A current copy must be in the student pilot's possession during ALL solo flight operations.

### 1. WEATHER MINIMUMS FOR DUAL AND SOLO VFR/IFR FLIGHTS

#### A. Ceiling and Visibility Minimums

<u>Flight Type</u>	<u>Training Requirement</u>	<u>Ceiling</u>	<u>Visibility</u>
<b>VFR Day Dual</b>			
	Pattern	1500	3
	Local	2000	3
	XC	3000	5
<b>VFR Day Solo</b>			
<i>Student Pilot</i>			
	Pattern	2000	5
	Local	2500	5
	XC	3000	>6
<i>Private or Greater</i>			
	Pattern	1500	3
	Local	2000	5
	XC	3000	5

### VFR Night Dual

Pattern	1500	3
Local	2500	5
XC	3000	>6

### VFR Night

*Private or Greater*

Pattern	2000	5
Local	3000	>6
XC	3000	>6

### IFR Day Dual

Weather must be reported and forecast to stay at or above the lowest minimum of the approaches to be used.

### Non-Dual IFR Day Training

1000 3

IFR non-dual training flights require an appropriately rated safety pilot in VFR day conditions only.

### IFR Dual Night

1000 3

## B. Wind Restrictions

All Wings of Eagles, LLC aircraft are restricted to the maximum demonstrated crosswind component per the POH of each aircraft.

	<u>Max Winds</u>	<u>Max Crosswind</u>	
Dual	DA20	30	20
	DA40	30	20
	C172	30	15
	PA28R	30	17
	C152	25	12
	SR20	35	21
	SR22	35	20

### Solo

*Pre-Private*

All pre-private student pilots must have appropriate wind restrictions entered in their logbook. The maximum entry for surface winds is 20 knots and the maximum crosswind component is 10 knots. Maximum gust allowed is 10 knots.

*Private or Greater*

All students with a private or greater are restricted to the wind limitations designated in the POH of each aircraft.

## C. Other Weather Restrictions

1. No flight shall be flown in areas of reported severe turbulence.
2. No flights shall be flown through any areas of known icing.
3. No flight shall be flown in the area of a convective SIGMET. All thunderstorms must be avoided by a large margin of safety.
4. Winter Restrictions: All snow, ice or frost must be removed prior to flight. In temperatures below 32F, all aircraft engines must be preheated prior to start.

## **2. DISPATCH PROCEDURES**

- A.** Prior to dispatching an aircraft, dispatch personnel will verify the aircraft key, fuel sump, checklist and operating handbook are present in the aircraft flight bag. In addition, the airworthiness of the aircraft will be verified and the student/customer record checked to ensure current copies of licenses and certificates are on file, the student/customer is authorized to rent the requested aircraft and is current per Wings of Eagles, LLC 90-day insurance currency requirement and student/customer contact information is correct. Dispatch personnel will then issue an invoice and have the student/customer sign the invoice to verify agreement with the information. The invoice is then temporarily filed by aircraft 'N' number until the student/customer returns from the flight to allow for invoice completion. In the absence of dispatch personnel, any flight instructor will follow the same procedure. For after-hours non-dual flights, the Wings of Eagles staff member dispatching the aircraft must follow the same procedure in the absence of the student/customer prior to leaving the aircraft flight bag in the agreed upon pick-up location for the student/customer. If any information is absent or out of currency in the student/customer file, the individual must be contacted to obtain the needed information prior to aircraft dispatch.
- B.** A CFI must be present for all solo pre-private flights.
- C.** The breakdown of flying time on the invoice must be shown identical to the student's logbook and syllabus.
- D.** The Hobbs meter and tach time will be checked to the aircraft maintenance status sheet and the aircraft flight log in the aircraft flight books. Any difference must be reported to Wings of Eagles, LLC before the flight continues. All pilots must verify tach time for compliance with FAA-mandated and Wings of Eagles, LLC recommended inspections and check the aircraft discrepancy log in the aircraft flight book prior to flight to ensure no open discrepancies exist.
- E.** After the flight, return the aircraft flight bags to the front desk. The CFI must complete the student record to the student file. The student cannot add anything to his/her record.

## **3. STARTING AND TAXIING PROCEDURES**

- A.** All aircraft shall be started and operated in accordance with the appropriate checklist. All pilots are responsible for damage caused by their prop blast during start, taxi and run-up.

- B.** Please use a safe taxi speed. **DO NOT RIDE THE BRAKES.** When taxiing with a crosswind, use the technique in the POH.
- C.** Wings of Eagles, LLC aircraft will not be hand-propped. A GPU can be used as long as it is the one recommended in the POH.
- D.** Aircraft are not to be run-up in tie-down or ramp areas.
- E.** Prior to taxi, contact ground (121.4 – MQY; 122.7 – JWN) and verify the radios are working. If the tower is closed, call Corporate Flight Management on 122.95 (MQY) or 122.7 (JWN) to request a check.
- F.** The pilot in command is responsible for all obstacle clearance both on and off the ground. The taxiway centerlines do not guarantee clearance. In a congested area, shut down and have line staff ground handle the aircraft.
- G.** Taxiing will be confined to paved taxiways and ramp areas at all times.

#### **4. FIRE PRECAUTIONS AND PROCEDURES**

- A.** Smoking is not permitted within 50 feet of any aircraft or fueling facility and not permitted on Wings of Eagles, LLC ramp nor within aircraft hangars at anytime. Smoking is permissible on the street side of the aircraft hangars only.
- B.** During extremely cold or hot starts, all pilots should have a lineman standing by with a fire extinguisher. Be sure to use the cold/hot start procedures listed in the POH.
- C.** All flight personnel will familiarize themselves with the locations of the fire extinguisher in the aircraft, on the ramp and in the training and maintenance facilities.

#### **5. REDISPATCH PROCEDURES AFTER DELAYS**

If a student becomes delayed during a cross-country flight, the student must contact Wings of Eagles, LLC as soon as possible prior to leaving any airport. The phone list is provided at the back of this manual and is also provided in the aircraft bags, inside the aircraft flight books. Should you experience a delay, contact Wings of Eagles, LLC, your flight instructor, the Chief Flight Instructor or Assistant Chief Flight Instructor until contact is made. If this is not successful, continue down the list until someone is reached. Under no circumstances is a pre-private student allowed to leave that airport without approval of the student's flight instructor, Wings of Eagles, LLC Chief Flight Instructor, Assistant Chief Flight Instructor or designee.

#### **6. REDISPATCH PROCEDURES AFTER UNPROGRAMMED LANDINGS: ON- AND OFF-AIRPORT**

If a student lands at any airport other than one assigned, the student should comply with the same notification procedures as those for redispach procedures after delays (see above). In the event of an off-airport landing, attend first to your own safety and that of others on the ground, secure the airplane as necessary and contact Wings of Eagles, LLC immediately. Do not attempt to move the aircraft from an off-airport site until Wings of Eagles, LLC personnel are notified and have responded appropriately. Students and instructors are cautioned to not discuss the circumstances of an unprogrammed landing with any member of the media.

## **7. AIRCRAFT DISCREPANCIES AND MALFUNCTIONS**

- A.** When a malfunction or defect is encountered that affects the airworthiness of the aircraft, the pilot must list the item on the Discrepancy Log. The Discrepancy Log must be presented to Wings of Eagles, LLC dispatch or authorized maintenance personnel for discrepancy evaluation. No Wings of Eagles, LLC aircraft may depart unless authorized maintenance personnel have evaluated the discrepancy and determined the airworthiness of the aircraft is not compromised. Any open aircraft discrepancy not signed off by Wings of Eagles, LLC authorized maintenance personnel will result in the immediate grounding of the aircraft until properly addressed. The pilot in command must make the final determination that any aircraft is safe to fly or reject the use of the aircraft (14 CFR 91.3(a), 14 CFR 91.7 (a,b), 14 CFR 91.213 (d)(4)).
- B.** A separate entry should be generated for each item on the Aircraft Discrepancy Log. This will allow immediate action to be taken on discrepancies that affect the airworthiness of the aircraft while allowing those items that do not need immediate attention to be deferred. Separation of each malfunction also allows maintenance personnel to respond separately to each item.
- C.** To determine if an aircraft discrepancy is eligible for deferral, Corporate Flight Management's Maintenance Department will be contacted for authorization. In the absence of maintenance personnel after hours and on holidays, contact the Chief Flight Instructor or Assistant Chief Flight Instructor. After the discrepancy has been evaluated and determined that no safety hazard exists, the repair may be deferred by Wings of Eagles, LLC authorized maintenance personnel. The date of repair shall not be later than the date of the next scheduled inspection. Appropriate notations, including any operations restrictions, must be entered on the Discrepancy Log. The pilot is responsible for ensuring that all provisions of 14 CFR Part 91.213 (including placards) have been followed.
- D.** After a repair is made, authorized maintenance personnel will enter the corrective action in the aircraft maintenance records and Discrepancy Log kept in the Wings of Eagles, LLC office, return the aircraft to service then return the aircraft flight bag to the dispatch area. Wings of Eagles aircraft having maintenance performed off-site must have the maintenance records reviewed and approved by Wings of Eagles, LLC authorized maintenance personnel for inspection and Airworthiness Directive compliance prior to return to service to the Wings of Eagles, LLC rental fleet.

## **8. SECURING AIRCRAFT WHEN NOT IN USE**

It is the responsibility of the pilot in command to secure the aircraft at the completion of each flight. This includes ensuring the aircraft is locked, tied down and/or chocked or hangared. All overnight stays require the use of tie downs or hangaring. All doors and windows must be closed and control locks or safety belts used to secure the flight controls. After each flight, all personal effects of any kind must be removed and the airplane left in a clean and neat manner.

## **9. FUEL RESERVES**

### **A. VFR Day Dual**

30 minutes of reserve at all times

### **B. VFR Night Dual**

45 minutes of reserve at all times

### **C. IFR Dual**

45 minutes of reserve at all times

### **D. Solo (VFR & IFR)**

One hour fuel reserve at all times

## **10. FUELING PROCEDURES**

It is the pilot in command's responsibility to determine the aircraft has the required fuel for the desired flight (see Section 9: Fuel Reserves). If the aircraft needs fuel, contact Line Service at MQY via phone at 615/220-2957 or at JWN at 615/350-5000 or coordinate with line service personnel on the ramp for fuel.

## **11. AVOIDANCE OF OTHER AIRCRAFT IN FLIGHT AND ON THE GROUND**

### **A. Use of Landing and Anti-Collision Lights**

Use of landing lights greatly increases the distance an aircraft can be seen. Therefore, a "LIGHTS ON FOR SAFETY" policy has been instituted as follows:

1. When taking the runway for takeoff, the landing light shall be turned ON and shall remain ON while in the pattern.
2. When leaving the traffic pattern, the landing light will be turned OFF as part of the Cruise Checklist.
3. When returning to land, the landing light shall be turned ON prior to entering the traffic pattern as part of the Approach Checklist.

4. After landing, the landing light shall be turned OFF as part of the After Landing Checklist unless the landing occurred at night.
5. When taxiing, the landing light shall be OFF, except at night.
6. Aircraft beacon/anti-collision lights are to be used anytime the engine(s) are running – day or night – except when they present a hazard to others when on the ground or a distraction to the pilot in flight. At night, during engine starts on an unoccupied ramp, use of strobe lights is discouraged due to its effect on the night vision of other pilots. Use of a beacon or just the navigation lights is recommended in these circumstances.
7. Anytime the aircraft is operated in the vicinity of an airport, use of the landing light is recommended.
8. The landing light should be turned on during periods of reduced visibility when the light does not provide a distraction due to reflection.

## **B. Right-of-Way Rules**

When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under or ahead of it unless well clear.

The following procedures shall be used to determine right-of-way (Ref 14 CFR 91.113(d-g)):

1. **Converging:** When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way.
2. **Approaching Head-On:** When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.
3. **Overtaking:** Each aircraft that is being overtaken has the right-of-way, and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.
4. **Landing:** Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way.

All pilots should exercise common sense and caution and never assume the other pilot will recognize the right-of-way rule. If necessary for safety, always give way to the other aircraft even if you have the right-of-way.

## **12. MINIMUM ALTITUDE LIMITATIONS**

### **A. Minimum Altitudes for VFR Flight Operations**

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes (Ref 14 CFR 91.119 (a-c)):

1. **Anywhere:** An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
2. **Over Congested Areas:** Over any congested area of a city, town or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle with a horizontal radius of 2,000 feet of the aircraft.
3. **Over Other Than Congested Areas:** An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

#### **B. Minimum Altitudes for IFR Operations**

Except when necessary for takeoff or landing, no person may operate an aircraft under IFR below:

1. The applicable minimum altitudes prescribed in 14 CFR Parts 95 and 97; or
2. If no applicable minimum altitude is prescribed in those parts,
  - (a) In the case of operations over an area designated as a mountainous area by 14 CFT Part 95, an altitude of 2000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; or
  - (b) In any other case, an altitude of 1000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown.

#### **C. Simulated Emergency Landing Practice**

Simulated emergency landings shall be conducted ON DUAL FLIGHTS ONLY and shall be terminated at or above 500 feet AGL, unless making a landing at an authorized airport.

### **13. POSITIVE EXCHANGE OF FLIGHT CONTROLS**

**A.** During flight training there must always be a clear understanding between students and Flight Instructors of who has control of the aircraft. A positive three-step process in the exchange of flight controls between pilots is a proven procedure and one that is strongly recommended.

1. When the Flight Instructor wants the student to take control of the aircraft, he/she will say to the student, "You have the flight controls."
2. The student acknowledges immediately by saying, "I have the flight controls."

3. The Flight Instructor again says, “You have the flight controls” and visually checks and feels to see the other person actually has the flight controls.
- B. The student should stay on the controls and continue flying the aircraft until the Flight Instructor says, “I have the flight controls.”
  - C. The student should return the control of the aircraft to the Flight Instructor using the same three-step process.

#### 14. DESCRIPTION AND USE OF ASSIGNED PRACTICE AREAS

- A. Students should only use the appropriate practice areas.
- B. During times of peak flight activity, the dispatcher, Assistant Chief Flight Instructor or Chief Flight Instructor may assign a specific practice area for students to use.
- C. For requests to Dispatch including extending the scheduled flight time contact Wings of Eagles, LLC Dispatch.

See attachment A for descriptions of designated practice areas.

#### 15. PREFLIGHT INSPECTION

A thorough preflight inspection by reference to the appropriate checklist must be accomplished prior to each flight. If any discrepancies are noted, refer to Section 7: Aircraft Discrepancies and Malfunctions. **The Flight Instructor must personally verify the fuel level in each tank prior to departure.**

#### 16. COLD WEATHER OPERATING PROCEDURES

##### A. Engine Preheating

**Note: Below OAT of 20°F.**

**Note: See staff for pre-heating.**

1. Attach fuel supply hose to LP gas cylinder (Remember this connection has a left hand thread).
2. Attach power cord to proper electrical source.
3. Open cylinder valve slowly (15 psi max). If excess flow valve activates, shut off fuel and reopen slowly.
4. Turn on fan motor. **FAN MUST BE RUNNING BEFORE IGNITING.**
5. Depress pilot light button and hold while pushing igniter button until unit is lit.
6. After 15-20 seconds release red button.
7. **DO NOT ALLOW UNIT TO OPERATE UNATTENDED.** Periodically move the preheater hose to alternate positions under the cowling to prevent heat damage.
8. When shutting down preheater, turn propane tank off. Allow fan to run until cool.

**NOTE:** DA-20s & 40s - Place end of hose under the engine and away from fiberglass surfaces.

**B. Surface Deicing**

Surface ice should be removed anytime ice is present.

The wing surfaces should be cleared of loose snow with a snow brush prior to using any deicing fluid. Deicing fluid should not be used to remove excess snow.

**DO NOT USE DEICING FLUID ON CANOPY, IT WILL CAUSE THE CANOPY TO CLOUD.**

Lightly spray entire wing surface, tail and control surfaces.

**17. PROHIBITIONS ON FORMATION AND AEROBATIC FLIGHT**

- A. No aerobatic maneuvers are authorized at any time.
- B. No formation flights are authorized at any time.
- C. No maneuvers are to be conducted lower than 500 feet AGL.

**18. RESTRICTIONS ON RETRACTABLE GEAR AIRCRAFT**

- A. To help prevent inadvertent retraction of the landing gear, all landings during the first five hours of dual instruction and the first five hours of solo flight in a retractable gear aircraft must be made to a full stop.
- B. Prior to solo flight in any retractable gear aircraft, the Flight Instructor will ensure the student has been properly endorsed.
- C. All students and instructors must be fully briefed on emergency gear extensions – including a “hands-on” demonstration of that system – prior to acting as pilot in command of a retractable gear aircraft.

**19. PHYSICAL CONDITION & DRUG AND ALCOHOL PROHIBITION**

Students must be in good physical condition and have the proper mental attitude in order to absorb the most from their flight training. The proper amount of rest, a balanced diet and a positive attitude will help students get the most out of each lesson.

When ill, students should be aware most prescription and over-the-counter medications have been found to interfere with the safe operation of aircraft, so it is important students not take any prescription or over-the-counter medications prior to flight without the approval of an Aviation Medical Examiner.

Pilots shall not drink alcoholic beverages less than 12 hours before a scheduled lesson. Students under the age of 21 may not consume alcoholic beverages at any time. Use of any kind of illegal drug or violation of the alcohol rule will be cause for dismissal from flight training.

**20. PERSONAL HABITS/DRESS CODE**

- A. Food and beverages, except water, are not permitted in the airplanes or hangar.

- B. Students are expected to be dressed appropriately for flight lessons.
- C. The cockpits of airplanes are small and confined, making anything less than good hygiene unacceptable. Underarm deodorants and mouthwashes are particularly recommended in order to prevent embarrassing situations.

## **21. PREFLIGHT PREPARATION**

You should arrive at the airport well prepared and ready to learn. Study the reference material assigned by your instructor prior to each lesson. During the preflight discussion, ask questions on any items that are not clear. The lesson may be cancelled and a “no-show” issued if the instructor does not feel the student has adequately prepared for the lesson. A fee may be charged the student for “no-show” issuance.

## **22. CROSS-COUNTRY FLIGHTS**

Cross-country flights are designed to give the student practical experience at large busy airports as well as small uncontrolled airports. This will enable the student to acquire the knowledge and experience needed to handle the aircraft safely and efficiently in all situations.

- A. **ALL SOLO CROSS-COUNTRY ROUTES FOR BOTH PRIVATE AND COMMERCIAL TRAINING MUST BE APPROVED BY THE INSTRUCTOR.** Students are restricted to the route assigned by the instructor, unless a deviation becomes necessary for safety reasons (see Section 5: Redispach Procedures After Delays). The instructor must approve the cross-country route in writing by making a notation in the student’s syllabus. For pre-private students, by making a logbook endorsement.
- B. All cross-country flights must be on a flight plan, which has been filed and activated with the appropriate FAA Flight Service Station.
- C. A navigation log will be utilized on all cross-country training flights. This log will be turned in and placed in the syllabus for review.
- D. Pre-Private VFR Solo Flights without continuous reference to the ground are not allowed except in an emergency.
- E. Enroute stops which are not pertinent to flight training are not permitted.
- F. All pre-private student pilots on solo cross-country flights must make only full stop landings.

## **23. SOLO FLIGHTS**

- A. The first supervised solo in the Private Pilot syllabus is to be conducted at the primary operation airport only.

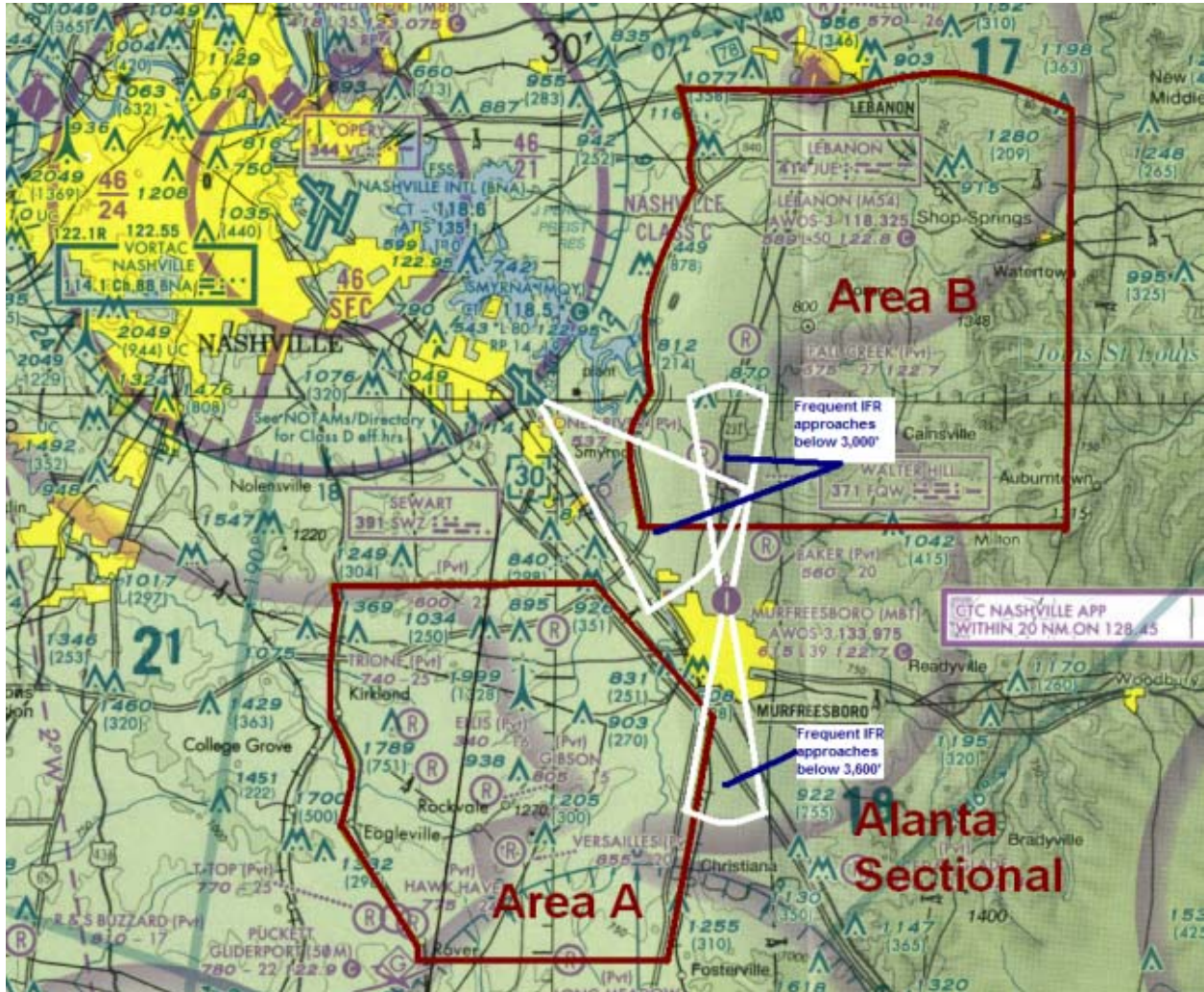
- B. Students on solo flights may practice only those maneuvers and procedures authorized by their instructor. Students should practice maneuvers only in authorized practice areas.

## **24. PASSENGERS**

Passengers are not permitted on any solo flights.

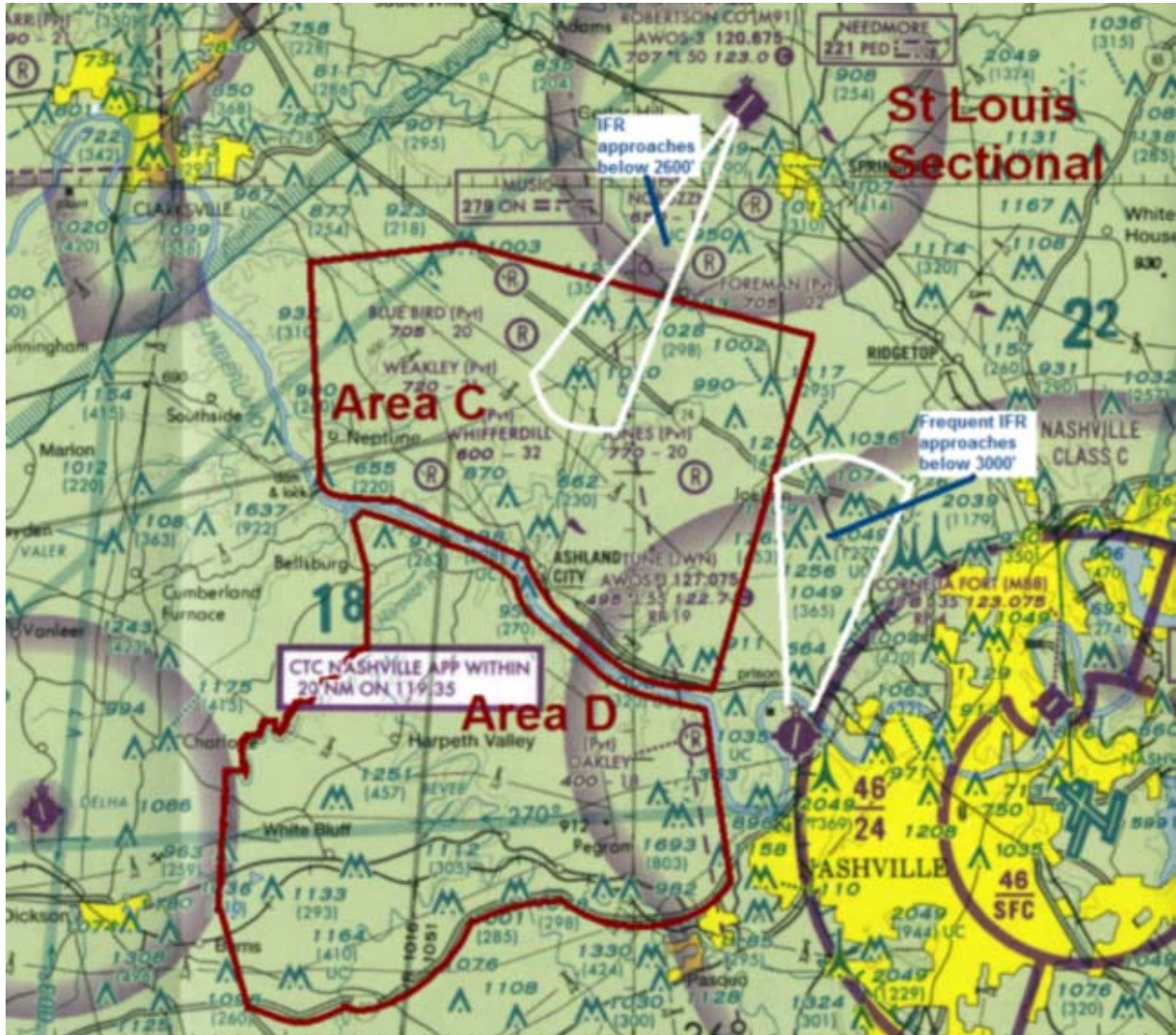
# Attachment A Practice Areas

## Smyrna, TN (MQY)



# Attachment A Practice Areas

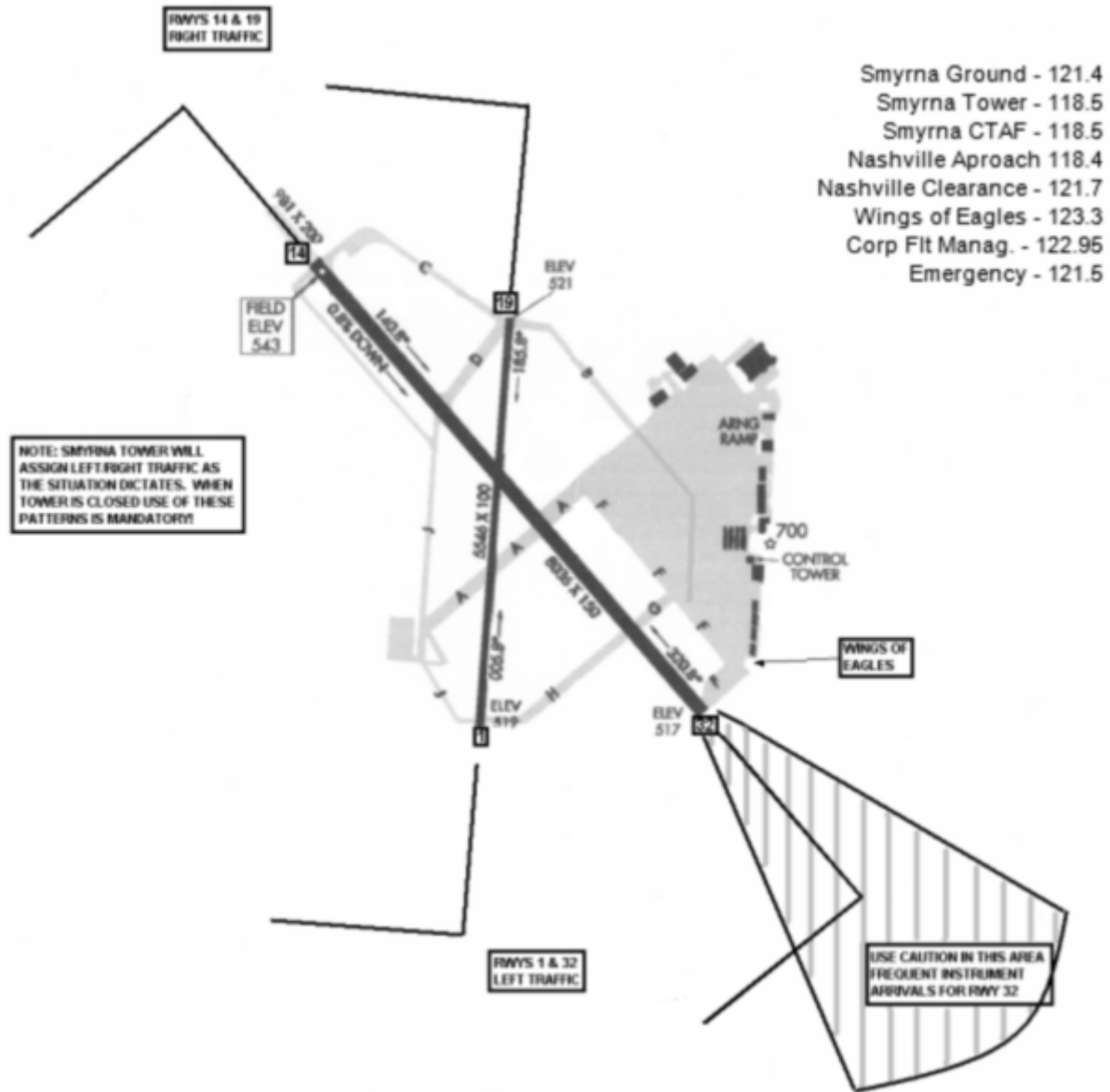
John Tune, Nashville, TN (JWN)



# Attachment B

## Airport Diagram and Common Radio Frequencies

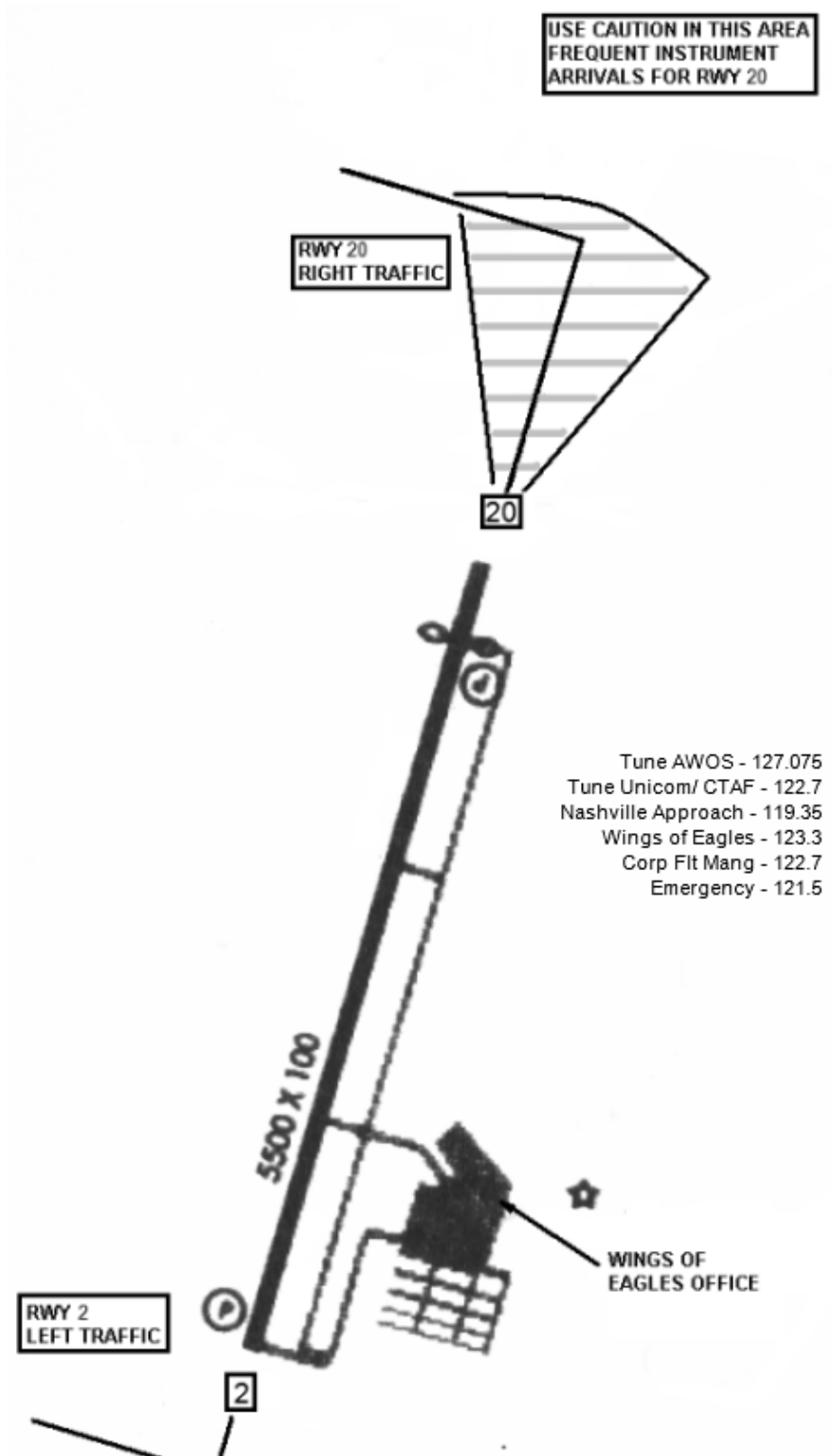
Smyrna, TN (MQY)



# Attachment B

## Airport Diagram and Common Radio Frequencies

John C. Tune, Nashville, TN (JWN)



## Attachment C Contact Information

### Offices

Name	Voice #	Fax#
Wings of Eagles (MQY)	615 355-0033	615 355-0532
Corporate Flight Management FBO (MQY)	615 220-2957	
JWN Wings of Eagles	615 425-2067	615 425-2069
JWN Wings of Eagles (Hangar 1 Office)	615 350-8550	
Corporate Flight Management FBO (JWN)	615 350-5000	

### Ownership/Management

Name	Office	Home #	Cell #	Email
Alan Howell, Corporate Flight Management CEO	MQY	615 217-2581	615 804-6740	<a href="mailto:allen.howell@flycfm.com">allen.howell@flycfm.com</a>
Paul Lamb, Chief Flight Instructor	MQY	615 459-4378	615 594-5777	<a href="mailto:paul@wingsmqy.com">paul@wingsmqy.com</a>
Randy Harmon, Asst Chief Flight Instructor	JWN	615 371-1188	615 310-0385	<a href="mailto:ltcharmon@comcast.net">ltcharmon@comcast.net</a>

### Dispatch

Name	Office	Cell #	Email
Bullock, Nick	MQY	360 909-2699	<a href="mailto:nickb3603@gmail.com">nickb3603@gmail.com</a>
Dodson, Connie	JWN	615 585-8342	<a href="mailto:connie.dodson@flycfm.com">connie.dodson@flycfm.com</a>
Faile, Adam	JWN	615 356-9014	<a href="mailto:adamfaile@yahoo.com">adamfaile@yahoo.com</a>
Monesmith, Amanda	JWN	615 889-9583	<a href="mailto:amanda.monesmith@flycfm.com">amanda.monesmith@flycfm.com</a>
Russ, Kellie (General Manager)	MQY	615 351-3600	<a href="mailto:kellie@wingsmqy.com">kellie@wingsmqy.com</a>

### Maintenance

Name	Work #	Cell #	Email
Donahue, Ryan	615 534-4557	615 306-5865	<a href="mailto:ryan.donahue@flycfm.com">ryan.donahue@flycfm.com</a>

### Flight Instructors – John Tune (JWN)

**Office: 615 425-2067**

Name	Home #	Cell #	Email
Arndt, David		615-294-5434	<a href="mailto:aviator7781@yahoo.com">aviator7781@yahoo.com</a>
Barbutes, Tim	615 264-3230	615 406-5267	<a href="mailto:tbarbute@bellsouth.net">tbarbute@bellsouth.net</a>
Curcio, Michelle	615 297-5497	615 618-9768	<a href="mailto:curcio.michelle@gmail.com">curcio.michelle@gmail.com</a>
Dalton, Brian	615 292-7685	615 294-3703	<a href="mailto:brianpdalton@hotmail.com">brianpdalton@hotmail.com</a>
Harmon, Randy	615 371-1188	615 310-0385	<a href="mailto:ltcharmon@comcast.net">ltcharmon@comcast.net</a>
Kimbrough, Byron		615 305-7313	<a href="mailto:byron.kimbrough@comcast.net">byron.kimbrough@comcast.net</a>
Motohashi, Joshua	615 333-6771	615 830-3574	<a href="mailto:flyingmusician@yahoo.com">flyingmusician@yahoo.com</a>
Munn, Skip	615 459-5468	615 686-3207	<a href="mailto:skip.munn@comcast.net">skip.munn@comcast.net</a>
Phillips, Jud		615 424-4469	<a href="mailto:phillipscreate@comcast.net">phillipscreate@comcast.net</a>
Sawyer, Robert		615 397-0084	<a href="mailto:rfsawyer@gmail.com">rfsawyer@gmail.com</a>

## Attachment C Contact Information

### Flight Instructors – Smyrna (MQY)

**Office: 615 355-0033**

Name	Home #	Cell #	Email
Ables, Justin		731 693-0590	<a href="mailto:justinables@yahoo.com">justinables@yahoo.com</a>
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