

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 (MQY) ° 615-979-9222 (JWN)

615-444-0031 (M54)

Wings of Eagles, LLC

Safety Practices and Procedures

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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 must utilize this manual in order to enhance safety in our flight operations.

This manual will be a major part of your flight training. 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

Wings of Eagles, LLC Instructors will have the final authority on conducting a training flight (Dual or Solo). This decision will be made not only based upon the below published weather minimums and FAA Regulations, but on the student's experience

A. Ceiling and Visibility Minimums

<u>Flight Type</u>	<u>Training Requirement</u>	<u>Ceiling (ft)</u>	<u>Visibility (sm)</u>
VFR Day Dual	Pattern	1500	3
	Local	2000	3
	XC	3000	5

Flight Type	Training Requirement	Ceiling (ft)	Visibility (sm)
VFR Day Solo			
<i>Student Pilot</i>	Pattern	2500	3
	Local	2500	3
	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			
<i>Private or Greater</i>	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
	C172	30	15
	PA28R	30	17
	C152	25	12
	C162	22	12
	SR22	35	21

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 5 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, a minimum of 20NM
4. Winter Restrictions: All snow, ice or frost must be removed prior to flight.

2. DISPATCH PROCEDURES

- A. Dispatch personnel or CFI will verify the aircraft key, aircraft log, and this manual are present in the aircraft flight case Dispatch personnel or CFI will dispatch customer in MyFBO. The dispatch sheet generated will be reviewed by the pilot to ensure that that the aircraft is airworthy 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. Upon completion of the flight the pilot will sign dispatch form verifying that there are 'no' bald spots on any tire, the aircraft has a trash free interior, and return it with the flight case.
- 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 dispatch 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 case to your CFI or office staff for check-in, in MyFBO. The CFI must complete the student record to the student file. The student cannot add anything to his/her record. If your CFI is not available at your return time then you may check-in with the receptionist in the main lobby of the FBO.

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 for flight control position.
- C. Wings of Eagles, LLC aircraft will not be hand-propped by customers. A GPU can be used as long as it is the one recommended in the POH if the plane is capable.
- D. Aircraft are **not** to be run-up in tie-down or ramp areas or during the taxi out to the runway. Run-up should be performed once you have reached the hold position to the runway. You should turn your aircraft into the wind and position it in a way that your prop wash is directed away from other personnel and aircraft.
- E. 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.

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 any time. Smoking is not permitted in any of the aircraft. It is permissible only at areas designated by the FBO.
- B. 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, if installed, 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. 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 re-dispatch 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. The discrepancy will be entered into MyFBO. 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, contact the Chief Flight Instructor or Assistant Chief Flight Instructor, and they will contact the appropriate maintenance facility for that aircraft to determine if the discrepancy is eligible for deferral. 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 in MyFBO. 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 MyFBO, 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. MAINTENANCE PROCEDURES

- A. Wings of Eagles, LLC utilizes contract maintenance at the three locations where aircraft are based. At Smyrna (MQY) we utilize Corporate Flight Management Maintenance, Chris Boisseau, and Smyrna Air Center, Rob Sommers. At John Tune (JWN) we use Corporate Flight Management Robert Harrison. At Lebanon (M54) we use Direct Flight Solutions, Gene Gracyalny. In the event that maintenance will be required on any of the Wings of Eagles, LLC aircraft by other than the above listed facilities, that mechanic shall contact the Chief Instructor, assistant instructor, any other flight instructor or one of the base offices as listed in the personal table in Appendix C.
- B. All Wings of Eagles, LLC aircraft will be maintained in accordance with applicable Annual and 100 hour inspections. Any additionally required time sensitive inspections will also be addressed during the 100 hour and Annual inspections. The time notifications for the next required inspection is found in MyFBO and is displayed on the dispatch ticket when the aircraft is dispatched.
- C. Any maintenance to be performed on any Wings of Eagles, LLC aircraft can only be approved by the Chief Instructor or the Assistant Instructor.
- D. The Chief Instructor or his designee will review the aircraft utilization on a daily basis in MyFBO to determine the upcoming required maintenance. They will also review and schedule any maintenance required for new discrepancies.

9. 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 tied down and/or chocked or put in a hangar. All overnight stays require the use of tie downs or put in a hangar. Any cost associated with overnight fees are the responsibility of the renter. 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.

10. FUEL RESERVES

All Wings of Eagles, LLC aircraft shall not be dispatched with less than one hour of fuel reserve

11. 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 the local FBO, phone numbers in Attachment C and coordinate with line service personnel on the ramp for fuel. When purchasing fuel at other than one of the Wings of Eagles, LLC bases, the customer will ensure that the correct grade of fuel is being put in the plane. Wings of Eagles, LLC will reimburse the customer for the amount of fuel purchased at the same rate that is being paid at the bases.

12. 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 left on at all times even after shutdown.

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.
9. The NAV lights shall be turned on for any flight conducted during the time of 30 minutes prior to sunset until 30 minutes after sunrise.

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.

13. 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. Instructors are responsible for monitoring engine cooling during prolonged periods at glide. In all single engine aircraft, simulated zero thrust will be accomplished by pulling the throttle to idle. In the multiengine aircraft, zero thrust is set at 12 inches of Hg and 2,000 RPMs. During periods of glide the instructor shall lean the aircraft if necessary as to prevent fouling of the

plugs from an excessive rich mixture, or simply “clearing the engine”, a rapid application of power to full throttle and then back to idle, may accomplish this.

14. 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.

15. 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.

16. 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 Pilot in Command must personally verify the fuel, and oil level is adequate prior to departure.**

17. COLD WEATHER OPERATING PROCEDURES

- A.** No pilot may take off an airplane that has frost, ice, or snow adhering to any propeller, windshield, stabilizing or control surface; to a power plant installation; or to an airspeed, altimeter, rate of climb, or flight attitude instrument system or wing, except that takeoffs may be made with frost under the wing in the area of the fuel tanks if authorized by the FAA. (§14 CFR FAR 91.527(a))

18. 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.** Other than simulated engine failure and ground reference maneuvers they shall be conducted in such a manner as to fully recover no lower than 1,500 feet AGL.

19. 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.

20. 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. Flight students that are minors are expected to comply with all applicable state laws regarding alcohol consumption. Failure to do so is cause for dismissal from flight training.

21. PERSONAL HABITS/DRESS CODE

- A.** Liquids are permitted, but you are responsible for the cleaning and repair of any damage from spills or accidents.
- 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.

22. 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 of one hour instructor time minimum will be charged to the student for “no-show” issuance.

23. 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 logbook.
- 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.

24. SOLO FLIGHTS

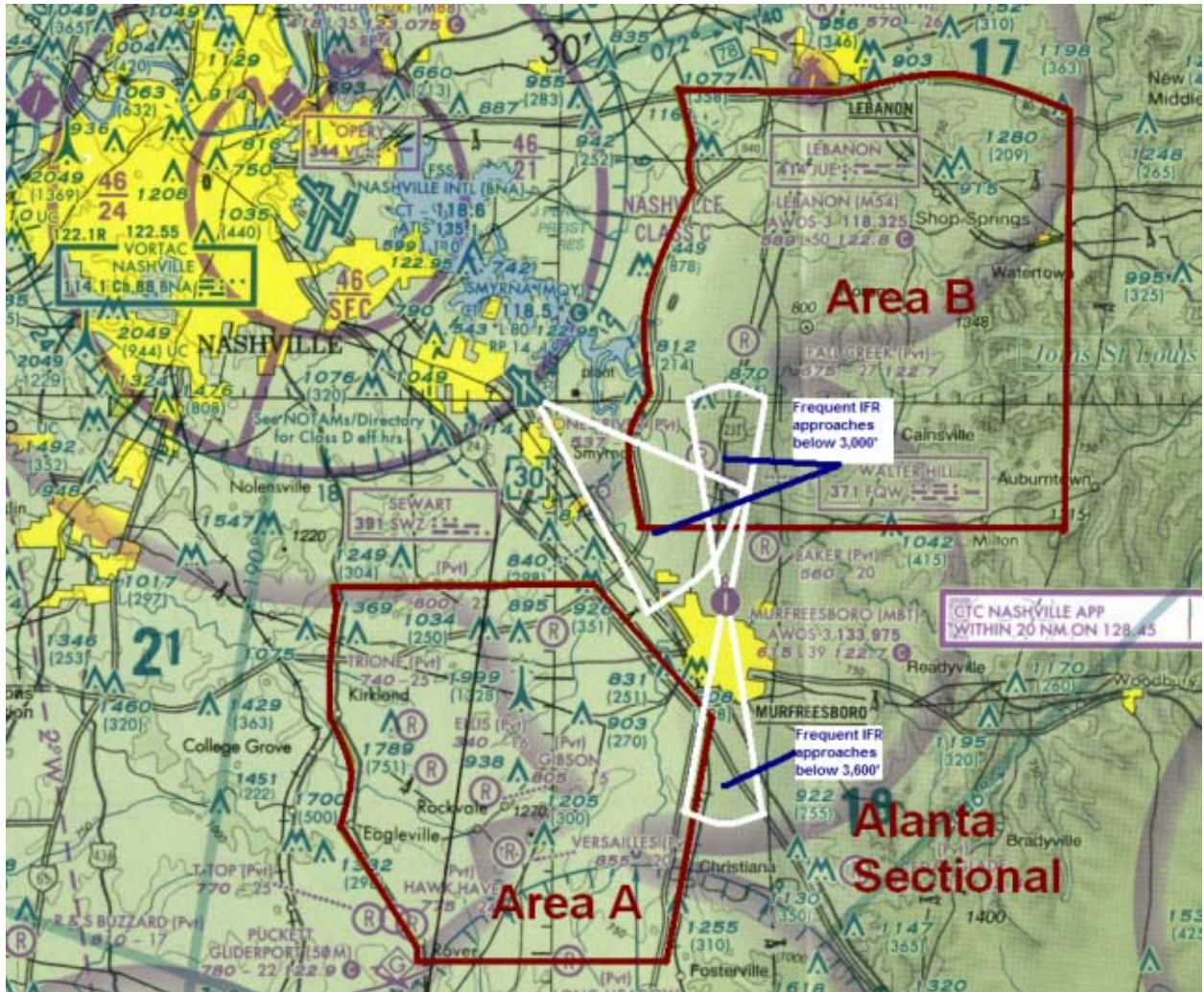
Students on solo flights may practice only those maneuvers and procedures authorized by their instructor. Students should practice maneuvers only in authorized practice areas.

25. PASSENGERS

Passengers are not permitted on any solo flights.

Attachment A Practice Areas

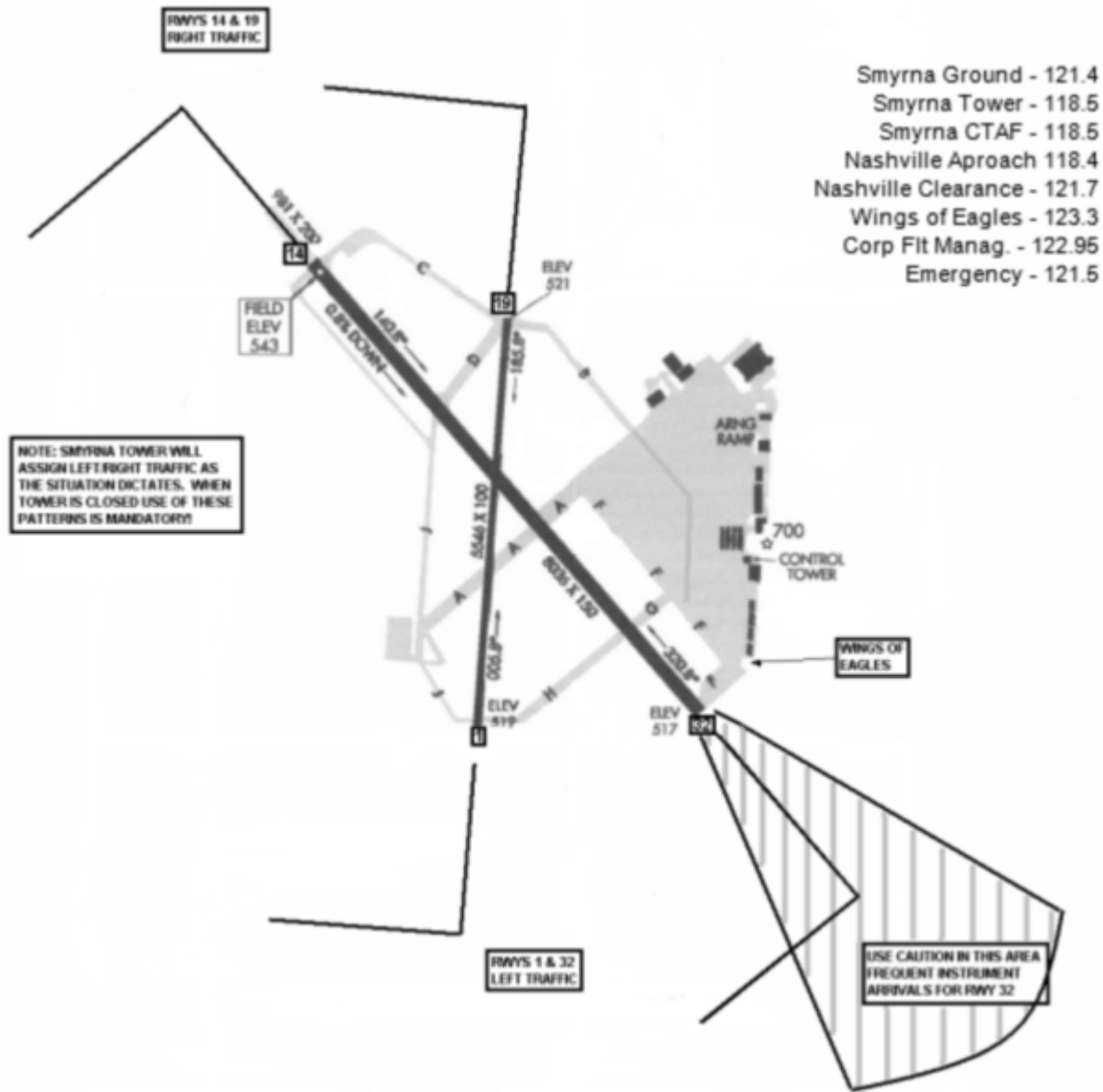
Smyrna, TN (MQY)

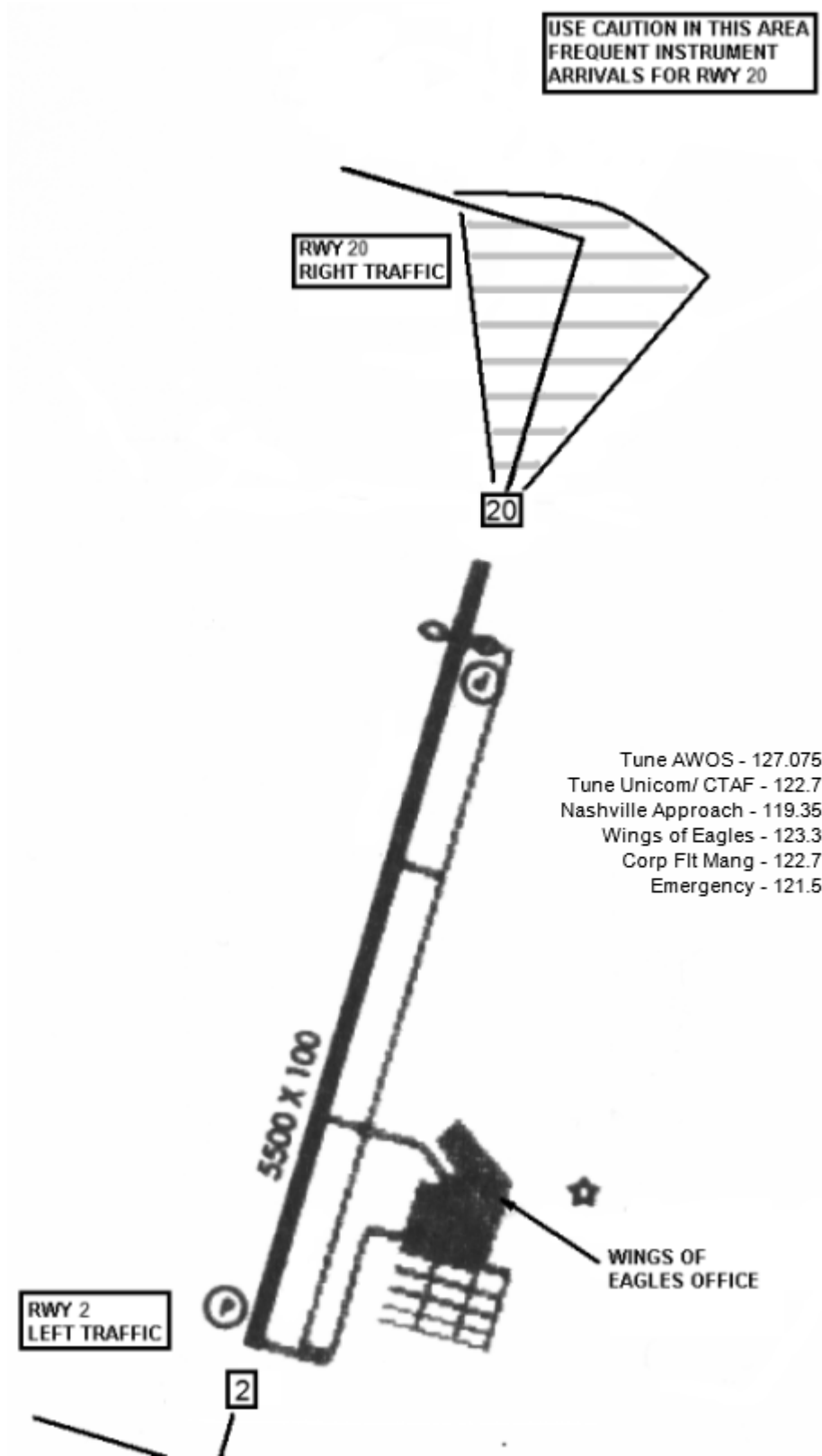




Attachment B Airport and Common Radio Frequencies

Smyrna, TN (MQY)





Attachment C Phone List

Name	Cell	Work	Email	FAX
Wings of Eagles-MQY		615-355-0033		615-220-2960
Wings of Eagles-JWN		615-979-9222		
Wings of Eagles-M54		615-444-0031		
CFM FBO-MQY		615-220-2957	Stan.Mason@flycfm.com	615-220-2960
CFM FBO-JWN		615-425-2067	Connie.dodson@flycfm.com	615-350-8551
Chief Flight Instructor				
Bill Lardent	615-294-5656	615-355-0033	Bill.L@flywoe.com	615-220-2960
Assistant Chief Instructor-MQY				
Kyle Willoughby	931-722-4850	615-355-0033	Kyle.W@flywoe.com	615-220-2960
Operations Manager-MQY				
Kyle Willoughby	931-722-4850	615-355-0033	Kyle.W@flywoe.com	615-220-2960
Dispatch- MQY				
CFM FBO-MQY		615-220-2957		615-220-2960
Maintenance				
Robert Harrison (JWN)	615-708-8208	615-534-4600	Robert.Harrison@flycfm.com	615-220-2960
Rob Sommers (MQY) SAC	615-692-4989		Rob.sommers.sac@gmail.com	
Gene Gracyalny (M54)	615-751-7776			
Chris Boisseau (MQY) CFM	615-631-7690		Chris.boisseau@flycfm.com	
Owner/Management				
Allen Howell		615-220-1761	Allen.howell@flycfm.com	615-220-2960
Flight Instructors-MQY				
Nick Bullock	360-909-2699	615-355-0033	Nick.B@flywoe.com	615-220-2960
Donnie Underwood	615-202-0199	615-355-0033	Donnie.U@flywoe.com	615-220-2960
Byron Darnell	615-414-5273	615-355-0033	Byron.D@flywoe.com	615-220-2960
David Crow	615-425-6152	615-355-0033	oldcrowaviation@gmail.com	615-220-2960
John Wilcox	615-604-0652	615-355-0033	jbwilcox@bellsouth.net	615-220-2960
Errol Desoto	615-579-1178	615-355-0033	erroldesoto@gmail.com	615-220-2960
Coty Biggs	615-691-3051	615-355-0033	Coty.B@flywoe.com	615-220-2960
Cory Phelps	606-875-7695	615-355-0033	Cory.P@flywoe.com	615-220-2960
			!	
Ed Diaz	615-617-7721	615-355-0033	Ed.Diaz@Nissan-Usa.com	615-220-2960
Assistant Chief Instructor-JWN				
Donnie Underwood	615-202-0199	615-979-9222	Donnie.U@flywoe.com	615-350-8551
Dispatch- JWN				
CFM FBO-JWN		615-350-5000	Connie.dodson@flycfm.com	615-350-8551
Flight Instructors-JWN				
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Chris Findley	615-828-9420	615-979-9222	Chris.f@flywoe.com	
Jeff Garris	615-308-7947	615-979-9222	Jeff.g@flywoe.com	