



# FLIGHTLINES

## Newsletter of the Texins Flying Club

**January 2007**

### **CLUB CALENDAR OF EVENTS**

**10 January (Wednesday):** TFC Board Meeting, 6:00PM, L.E.R. Schimelpfenig Library, 5024 Custer Road, Plano. All members welcome.

**13 January (Saturday):** General Membership Meeting, Meeting, Donuts 8:30AM, Meeting 9:30AM, TKI Conference Room. **Program: Chris Rozansky, TKI Operations Manager and Dave Roesch, TKI Tower Manager**

**7 February (Wednesday):** TFC Board Meeting, 7:00PM, TKI Conference Room. All members welcome.

**10 February (Saturday):** General Membership Meeting, Meeting, Donuts 8:30AM, Meeting 9:30AM, TKI Conference Room. **Program: Angel Flight**

### ***Congratulations on these Member Achievements!***

Member	Event	Date	Instructor
Kent Robinson	PPSEL	12/02/06	Rich Graham
Omar Torres	Solo	12/24/06	Art Jones

### **Welcome New Members!!**

**John Hall  
Eric Nelson**

**January Program: Chris Rozansky, TKI Operations Manager and Dave Roesch, TKI Tower Manager**

We are set to go for our January 13, 2007 meeting with a tag team of the McKinney Airport Operations Manager and the McKinney Airport Tower Chief.

Chris Rozanski will discuss the airports capital plan, upcoming construction, their new flying friendly brochure and current events.

Dave Roesch (pronounced Rush) will focus on communications between tower and pilots. He will cover requirements for entering class D airspace (and what is not required when leaving class D). He'll discuss the differences between the "landing clearances" (what does "cleared to land" mean and what does it mean to the controller when a pilot says "I am inbound for landing"?). He'll also share some tips about what you will not hear a controller say when you are being cleared for take-off. And he'll share the definition of the most commonly heard phrases when practicing instrument approaches: "No Radar services and no separation services provided."

Bring your favorite questions and plan to attend what promises to be a lively, interactive and entertaining meeting. The meeting is at 0930, Saturday, January 13, at the TKI upstairs conference room.

### **TFC Election Results and Thanks!**

Board member elections were held at the December 9th general membership meeting. The following slate of board members were elected:

President – Calvin Coffey  
Membership – Keith Gutierrez  
Controller – Bret Stewart

The positions of cross-country maintenance officer, and communications officer positions remain unfilled. Please consider increasing your club involvement by serving on the board!

Many thanks to Phil Rains for his service and guidance in the role of president and also a term as cross country maintenance. Also thanks to Marty Stack for stepping into the cross country maintenance roll mid-term and laying the groundwork for a possible restructuring of the aircraft rental rates.

# TFC Pre-Flight Paperwork Review

By Calvin Coffey

Before heading off into the sky with your favorite TFC aircraft, the PIC is responsible for reviewing the following paperwork before flight:

- 1) After entering the airplane, before the flight, locate the TFC log and record the engine tachometer value. Make log entries starting on the bottom working towards the top.
  - a. If the engine tachometer time does not match the ending time in the log:
    - i. Write an entry in the log with the starting and ending tachometer readings and write "no name in log" in the name/comment section.
    - ii. Please review the scheduling system for that airplane and attempt to call the member who forgot to record the tachometer time.
    - iii. Once resolved, go back to the airplane and enter the pilot's name and club number in the "no name" entry.
    - iv. If you cannot resolve who flew the plane, enter a "squawk report" on the scheduling system to report the discrepancy.
  - b. Enter the date, your name, club member number and starting tachometer time
- 2) This would be a great time to verify the required aircraft inspections are current. A maintenance summary page is included in the TFC logbook to allow the pilot to quickly see if the required inspections are complete. If it is out of date on the summary sheet, the pilot should consult the aircraft maintenance logbooks for the more current inspection information. Once verified, the pilot should update the aircraft's maintenance summary page for future review.
  - a. Annual – inspection completed within last 12 calendar months
  - b. 100 hr – inspection completed within the last 100 tachometer hours
  - c. Transponder – inspection completed within last 24 calendar months
  - d. ELT – battery changed within last 24 calendar months
  - e. IFR checks – Altimeter & transponder correlation test within last 24 months, VOR checks within last 30 days, IFR GPS database current.
- 3) If it has been awhile, or your first flight in this airplane, be sure to review the required paperwork to determine airworthiness.
  - a. Airworthiness certificate (visible to loading passengers)
  - b. Registration
  - c. Operating limitations (all listed in POH)

## d. Weight & balance (empty)

It is up to the pilot to determine if the aircraft is airworthy for the flight. Checking the aircraft paperwork before you fly should prevent a nasty surprise, if the FAA comes by for a surprise ramp check.

## Aircraft Icing

Pilots urged to beware of aircraft upper wing surface ice accumulation before takeoff.

The problem: Fine particles of frost or ice, the size of a grain of table salt and distributed as sparsely as one per square centimeter over and airplane wing's upper surface, can destroy enough lift to prevent a plane from taking off.

Almost virtually imperceptible amounts of ice on an aircraft wing's upper surface during takeoff can result in significant performance degradation. Small, almost visually imperceptible amounts of ice distributed on an airplane's wing upper surface cause the same aerodynamic penalties as much larger (and more visible) ice accumulations.



Small patches of ice or frost can result in localized, asymmetrical stalls on the wing, which can result in roll control problems during lift off. It is nearly impossible to determine by observation whether a wing is wet or has a thin film of ice. A very thin film of ice or frost will degrade the aerodynamic performance of any airplane. Ice accumulation on the wing upper surface may be very difficult to detect from the cockpit, cabin, or front and back of the wing because it is clear/white.

Accident history shows that non-slatted, turbojet, transport-category airplanes have been involved in a disproportionate number of takeoff accidents where undetected upper wing ice contamination has been cited as the probable cause or sole contributing factor.

Most pilots understand that visible ice contamination on a wing can cause severe aerodynamic and control penalties, but it is apparent that many pilots do not recognize that minute amounts of ice adhering to a wing can result in similar penalties.

Despite evidence to the contrary, these beliefs may still exist because many pilots have seen their aircraft operate with large amounts of ice adhering to the leading edges (including the dramatic double horn accretion) and consider a thin layer of ice or frost on the wing upper surface to be more benign.

What should pilots know and do to fly safely in icing conditions? Pilots should be aware that no amount of snow, ice or frost accumulation on the wing upper surface should be considered safe for takeoff. It is critically important to ensure, by any means necessary, that the upper wing surface is clear of contamination before takeoff.

The NTSB believes strongly that the only way to ensure that the wing is free from critical contamination is to touch it.

With a careful and thorough preflight inspection, including tactile inspections and proper and liberal use of deicing processes and techniques, airplanes can be operated safely in spite of the adversities encountered during winter months.

Pilot should be aware that even with the wing inspection light, the observation of a wing from a 30- to 40-foot distance, through a window that was probably wet from precipitation, does not constitute a careful examination.

Pilots may observe what they perceive to be an insignificant amount of ice on the airplane's surface and be unaware that they may still be at risk because of reduced stall margins resulting from icing-related degraded airplane performance.

Depending on the airplane's design (size, high wing, low wing, etc.) and the environmental and lighting conditions (wet wings, dark night, dim lights, etc.) it may be difficult for a pilot to see frost, snow and rime ice on the upper wing surface from the ground or through the cockpit or other windows.

Frost, snow, and rime ice may be very difficult to detect on a white upper wing surface and clear ice can be difficult to detect on an upper wing surface of any color.

Many pilots may believe that if they have sufficient engine power available, they can simply "power through" any performance degradation that might result from almost imperceptible amounts of upper wing surface ice accumulation. However, engine power will not prevent a stall and loss of control at lift off, where the highest angles of attack are normally achieved.

Some pilots believe that if they cannot see ice or frost on the wing from a distance, or maybe through a cockpit or cabin window, it must not be there - or if it is there and they cannot see it under those circumstances, then the accumulation must be too minute to be of any consequence.

Need more information?

Crash During Takeoff in Icing Conditions, Canadair, Ltd., CL-600-2A12, N873G, Montrose, CO, November 28, 2004. Aircraft Accident Report NTSB/AAB-06/03: [www.nts.gov/publictn/2006/AAB0603.htm](http://www.nts.gov/publictn/2006/AAB0603.htm)

Epps Air Service, Challenger 604, Birmingham International Airport, Birmingham, UK, January 4, 2002. Air Accidents Branch (AAIB), Department of Transport, UK. Aircraft Accident Report 5/2004 (EW/C2002/1/2): [www.aair.gov.uk/cms\\_resources/dft\\_avsafety\\_pdf\\_030576.pdf](http://www.aair.gov.uk/cms_resources/dft_avsafety_pdf_030576.pdf)

NTSB recommendation letter issued as a result of 26 Cessna 208 icing-related incidents and accidents: [www.nts.gov/Recs/letters/2004/A04\\_64\\_67.pdf](http://www.nts.gov/Recs/letters/2004/A04_64_67.pdf)

Takeoff Stall in Icing Conditions, USAir flight 405, Fokker F-28, N485US, LaGuardia Airport, Flushing, NY, March 22, 1992. Aircraft Accident Report NTSB/AAR-93-02: [www.nts.gov/nts/brief.asp?ev\\_id=20001211X14270&ey=1](http://www.nts.gov/nts/brief.asp?ev_id=20001211X14270&ey=1)

Ryan International Airlines, DC-9-15, N565PC, Loss of Control on Takeoff, Cleveland, OH, February 17, 1991. Aircraft Accident Report NTSB [www.nts.gov/nts/brief.asp?ev\\_id=20001212X16434&ey=1](http://www.nts.gov/nts/brief.asp?ev_id=20001212X16434&ey=1)

Crash During Takeoff in Icing Conditions, Continental Airlines, DC-9-14, N26TX, Stapleton International Airport, Denver, CO, November 15, 1987. Aircraft Accident Report NTSB AAr-88/09: [www.nts.gov/publictn/1988/AAR8809.htm](http://www.nts.gov/publictn/1988/AAR8809.htm)

NTSB website: [www.nts.gov](http://www.nts.gov)

## New Year's [Flying] Resolutions

Have you made your New Year's (Flying) Resolution yet? How about the following suggestions:

- Participate in Wings program and complete one level
- Train for and get a new rating
- Train for and get a new endorsement
- Read the 2007 FAR/AIM updates
- Read one flying related book
- Take one on-line flying course

It's a great time to renew your passion for flight!

# 2007 Aviation Events Calendar

**March 31, 2007 Slidell Open House/Air Show**, Slidell, LA, 985-641-7590, [bdunbar@cityofslidell.org](mailto:bdunbar@cityofslidell.org)

**April 1-4, 2007, Aircraft Electronics Association Convention**, Grapevine, TX, at the Gaylord Texan, 816-373-6585 [www.aea.net](http://www.aea.net)

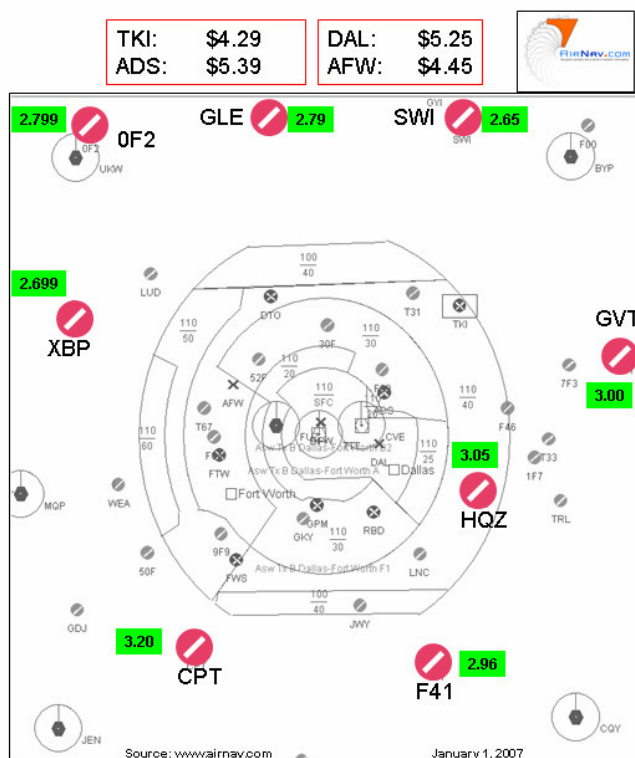
**April 18-21, 2007, 65<sup>th</sup> Doolittle Tokyo Raiders Reunion**, San Antonio, TX, Open to the public. [www.B-25Yellowrose.com](http://www.B-25Yellowrose.com)

**April 21, 2007, 16<sup>th</sup> LBX Spring Fly-In**, Lake Jackson, TX, Flour Bombing, Spot Landing, Aircraft Judging, Raffles/Prizes, Great Food and Fun! 979-849-5755, [www.airport1.com](http://www.airport1.com) [slseth@dow.com](mailto:slseth@dow.com)

## Low Cost Refueling Options Around DFW

### Low Cost Refueling Locations around DFW

Always check hours of operation and notams before planning a fuel stop  
Prices are changing rapidly so your actual price may be different



Attending were: Fred Carvajal, Keith Gutierrez, Richard Klein, Bill Moore, Bob Moran, Phil Rains, Bret Stewart, Marty Stack, Dick Stephens, Charlie Weinberger.

President – Richard Klein took the necessary steps to remain our Chief Flight Instructor, opening up the option for Calvin Coffey to serve on the board in another capacity.

Operations/Maintenance – Discussion of keeping the maintenance buckets straight. Tried the new maintenance shop at TKI. [See December newsletter for November maintenance report.]

Safety – Still following up on payment from the insurance company (they haven't paid yet).

### Communications

- Security Gate Code Change (log on to the scheduler to get the new code)
- Scanned and posted the SuperHawk engine supplement
- Class dates/flyer – for mid-March start, need to distribute flyers in mid February. Need to set dates and get flyer ready in mid-January.

Chief Instructor – There is a new function on the scheduler web-site for CFIs and board members to upload scanned versions of their TSA recurring safety training forms.

Trainer Fleet – Working on trainer funds getting tagged correctly into correct buckets.

XC Maintenance - Voted to move January board meeting to 6PM at Spring Creek and Custer library. Need to make sure we update the GPS databases prior to their expiration.  
L.E.R. Schimelpfenig Library  
5024 Custer Road  
Plano, TX 75023  
972.769.4200

<http://maps.google.com/maps?q=5024+Custer+Road,+Plano,+TX>

Membership – December program is Rich Graham on the SR71. Working on 2007 calendar of events. Discussed current board nominations. Currently at 146 members, up 20% this year. Ratio is 69/31. Membership queries and tracking discussions.

Controller – Fuel rates are down to \$4.29/gal. Discussed old rate sheet. P&L showed a slight gain for the month, in spite of the old rate sheets saying we're losing money.

Treasurer – Discussion of 51 member adjustments for miss-billing. New fuel reimbursement procedure going well. Will stop using AvFuel credit card for various reasons, Cutter will bill us directly again. Need to start using MYOB accounts correctly. Chasing several big

## Highlights from December Board Meeting -- 12/06/06

Meeting called to order at 1910 by President Phil Raines.

account delinquencies. Need to follow up on TAC tax penalty reimbursement. Need to follow up on TAC local banking for TFC. Brief discussion on possibly setting up credit card billing next year.

Marty – New rate sheet presentation and long heated discussion. To be continued next month (and hopefully concluded) with focus on making sure 733NB and 737TY numbers are accurate. Goal is to more accurately track individual aircraft costs, in order to more accurately set rental rates, and to revise expense tracking and rate setting procedures in order to be able to be self-sustaining, allowing for maintenance, overhauls, capital upgrades, and eventual aircraft replacement. We all agreed that an audit was needed and requested that one begin.

President - Postponing discussion on officer responsibilities.

Meeting adjourned 2131.

## **Highlights from December Membership Meeting – 12/09/06**

Meeting started at 0930. Keith Gutierrez officiating. Greetings and introductions to all present. About 32 people present, a very good attendance.

Phil Rains covered the last BOD meeting and updates. Next BOD meeting will be in Plano starting at 6:00 pm. Directions will be sent at a later date for the location.

Keith covered the calendar for upcoming meetings for next year. Any suggestions for topics may be sent to Keith.

BOD election was conducted by Keith Gutierrez. Elections were for president, membership vice-president, controller, communications, and cross-country maintenance officer positions.

Calvin Coffey was voted in as president. Keith Gutierrez was re-elected as membership vice-president. Bret Stewart was voted in as controller. Communications is open. Cross-country maintenance is open.

Phil Rains did a good job guiding the club. Worked to reduce cost and understand where the expenses and income numbers were headed. Thank You Phil for a job well done!

Marty Stack worked very hard to help the BOD understand where the dollars for all aircraft were spent and how the numbers impacted the clubs future. Marty, Thank you for a job well done!

Owen Younger of the CAP brought their Airvan for display. An interesting aircraft. Spacious and easy flying.

Phil Rains brought one of the CAP Cessna 172 aircraft. The Cessna 172 is very well equipped. TFC should look at this type of standard equipment for its aircraft.

The program for the December TFC Membership meeting was given by our very own Rich Graham, Col. USAF (Ret), on "Flying the SR-71 Blackbird".

A veteran of 15 years of assignments within the SR-71 community, he is uniquely qualified to tell the Blackbird story. His book, "SR-71 Revealed, The Inside Story" tells the crew's story of how they lived and flew the world fastest and highest flying aircraft in the world, the SR-71 Blackbird. Col. Graham's most recent book, ASR-71 Blackbird: Stories, Tales, and Legends, compiles an abundance of Blackbird stories from 17 former crewmembers, maintenance, and flight test engineers. Rich autographed copies of books after his presentation.

Colonel (ret) Richard Graham graduated from the University of Akron, Akron, Ohio in 1964 and received a master's degree in sociology in 1977 and in Public Administration in 1979 from Pepperdine University, Los Angeles, California. Colonel Graham was selected to enter the SR-71 strategic reconnaissance program in 1974 at Beale AFB, California. After several years as a crew member, he was further selected to become an instructor pilot, and in 1978 was selected as the Chief, Standardization/Evaluation Division, which included the SR-71, U-2 and T-38 aircraft. In January 1980 he was selected to be the SR-71 Squadron Commander, 1st Strategic Reconnaissance Squadron. In June of 1986 Colonel Graham was selected to be the Vice Wing Commander, 9th Strategic Reconnaissance Wing (SRW), Beale AFB, California. In that capacity, he was able to fly all of the wing's aircraft, the U-2, T-38, KC-135Q, and SR-71. In June of 1987 he was selected to become the Wing Commander of the 9th SRW, where he remained until November 1988. He was assigned to the 14th Air Division, Beale AFB, until he retired on 30 September 1989.

Upon retirement from the Air Force he joined American Airlines in Dallas, Texas. He recently retired as a Captain on the MD-80 aircraft and amassed over 7,500 flying hours. Now he spends his time, instructing, speaking and sharing his experiences of flying everything from Cessna 150s to the Blackbird.

Shortly after the meeting was completed, we saw Rich and his student heading for one of aircraft for a training session. He must like to fly.

Rich's presentation was very good. A good reason for the great turn out at the meeting.

Meeting closed at 1120.

## TFC Fleet Maintenance December '06

### 6368K Off-Line

12/10/06 landing light changed and Strobe power supply ordered.

12/18/06 left strobe replaced. DG knob tightened.

12/27/06 Nose strut arm torqued.

12/30/06 Off-line for fire-wall fuel sump repair.

### 7929U On-Line

11/20/06 New right tire.

12/05/06 Paint removed from Pitot tube.

12/10/06 50 hour oil change.

12/20/06 Shimmy damper rebuilt. Nose strut arm torqued.

### 737TY On-Line

11/08/06 landing light replaced and 100 hour inspection complete.

11/21/06 Hand microphone replaced.

11/22/06 Nose strut rebuilt.

### 733NB Off-Line

12/05/06 Left Navigation light bulb replaced.

12/05/06 Right wing tip stop drilled.

12/10/06 Left brake repaired.

12/18/06 Left navigation light bulb replaced.

12/30/06 Landing light repaired.

12/30/06 Off-line for 100 hour inspection.

### 7508J On-line

12/05/06 New O ring installed in right tank fuel drain.

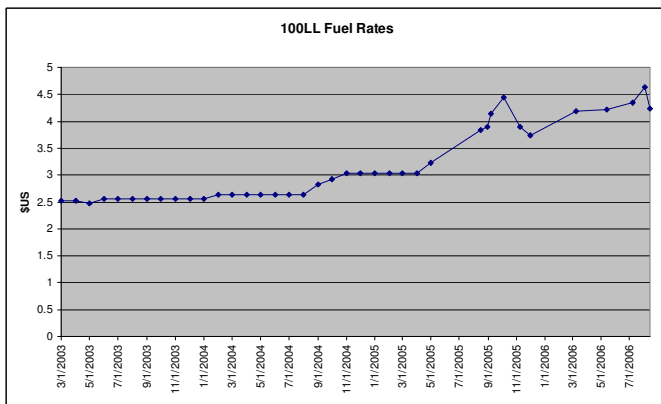
12/08/06 50Hr oil change.

12/19/06 Right main tire and brake lining replaced.

## TFC Fleet Statistics (1H '06)

	1H06	Jul	Aug	Sep	Oct	Nov	Dec	YTD
<b>Total</b>	503.9	126.9	120	111.6	139.1	115.9	107.5	1224.9
<b>6368K</b>	134.1	50.7	34.4	26.6	27.5	35.2	19.1	327.6
<b>7929U</b>	72.6	35.7	39.3	24.1	21.4	17.1	18.5	228.7
<b>733NB</b>	85.3	0	0	2.5	27.7	17.7	21.5	154.7
<b>737TY</b>	135.8	26.8	24.8	44.5	40.7	35.2	28.7	336.5
<b>7508J</b>	76.1	13.7	21.5	13.9	21.8	10.7	19.7	177.4

## AVGAS Rates



## TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Calvin Coffey	(903) 408-8962	(972) 547-6711	calvin.coffey@sbcglobal.net
Ops VP	Fred Carvajal	(214) 536-8419	(972) 562-2128	jhcarvajal@aol.com
Trainer Maint	Bob Moran		(972) 612-1402	moran@airmail.net
XC Maint				
Membership	Keith Gutierrez	(214) 480-7940	(972) 672-2906	kkg@ti.com
Communications				
Controller	Bret Stewart	(972) 927-5013	(817) 281-5239	bret_stewart@computer.org
Treasurer	Charlie Weinberger, Sr	(972) 995-3830	(972) 562-7586	c-weinberger@ti.com
Chief Instructor	Richard Klein	(972) 344-3356	(972) 424-2307	Rsklein3@comcast.net
Safety	Bill Moore		(972) 270-1769	moore1213@sbcglobal.net

## TEXINS FLYING CLUB INSTRUCTORS

Instructor	C F I I	M E I	C o n v	S E S	C F I G	A T P	Office Phone	Home Phone	Email
Mike Baulch (M)	*	*	*	*				(972) 843-2208	Mbaulch5@aol.com
Calvin Coffey (M)	*	*	*	*		*	(903) 408-8962	(972) 547-6711	calvin.coffey@sbcglobal.net
Hank Eilts (M)	*		*				(214) 480-3581	(972) 517-8273	eilts@ti.com
Jim Evans (M)	*		*	*			(214) 284-9467	(214) 284-9467	j.evans@mustangtechnolgy.com
Rich (M) Graham		*				*	(972) 491-0011	(972) 491-0011	habu5@verizon.net
Art Jones (M)	*	*	*				Cell(214) 803-1313	(972) 346-2646	adj1@airmail.net
Richard Klein	*	*	*				(972) 344-3356	(972) 424-2307	rsklein3@comcast.net
Russell MacDonald	*							(972) 491-1380	Russ.macdonald@verizon.net
Bob (M) Niedwiecki	*	*				*	(972) 390-3672	(972) 414-3517	robert.niedwiecki@experian.com
Sherman Ratliff (M)	*						(469) 220-5283	(972) 660-4480	Sratliff2315@comcast.net
Mark Seglem	*	*	*			*	(972) 727-3465	(972) 727-3465	mseglem@swbell.net
Dick (M) Stephens	*		*				(972) 517-1647	(972) 517-1647	Dick@stephens-family.net

**(M)** TFC Member/Instructor **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional Gear (Taildragger) Instructor; **SES** - Single Engine Sea; **CFIG** - Certificated Flight Instructor, Glider; **ATP** - Airline Transport Pilot-rated. **Note:** All instructors are assigned by TFC's Chief Flight Instructor (Art Jones).

**ABOUT THIS NEWSLETTER:** Inputs are encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Bret Stewart, email [bret\\_stewart@computer.org](mailto:bret_stewart@computer.org)

### TFC AIRCRAFT AND RATES

Tail No.	Make	Model	Rate/Hr
6368K	Cessna	150M Commuter	\$81.00
7929U	Cessna	150M Commuter	\$81.00
733NB	Cessna	172N(180) Superhawk	\$104.00
737TY	Cessna	172N Skyhawk	\$101.00
7508J	Piper	PA-28R-180 Arrow	\$128.00

- \* Off-site fuel expenses are reimbursed at a rate of **\$4.24/gal.**
- \* For off-site fuel shopping see [www.airnav.com](http://www.airnav.com)
- \* Detailed aircraft features are listed in Club Handbook
- \* Monthly Dues: \$35.00 for regular members
- \* Instruction: \$21.00 / Hr
- \* TFC measures aircraft rental rate using tachometer hour.
- \* Rate includes cost of fuel (currently **\$4.24/gal**).
- \* All non-instructional flights require additional 8.25% tax.

### KEY CONTACT INFORMATION

#### McKinney & TFC

Aircraft Scheduling [www.texins.org/flyingclub](http://www.texins.org/flyingclub)  
 TKI ASOS Land Line (972) 542-9659  
 Airport Director (972) 562-6080 ext 4053  
 Cutter Aviation @ TKI (972) 562-5555  
 Monarch Air @ TKI (972) 562-0717  
 TSA GA Hotline (866) GA-SECURE (1-866-427-3287)

#### General

DUAT (800) 345-3828  
[www.duat.com](http://www.duat.com)  
[www.duats.com](http://www.duats.com)  
 Dallas FSS/FSDO (214) 902-1800  
 Ft. Worth Center (817) 858-7300 (ZFW ARTCC)  
 FlightCom, Inc. (800) 432-4342 (Josh Pruzek)  
 Southwest Soaring (972) 251-5079 Metro  
 Monarch @ ADS (972) 931-0345  
 DE: TM Smith (972) 661-8086  
 DE: Richard Caldwell (972) 885-4911  
 DE: Kendall Haley (940) 321-2849  
 DE: Carol Walker (214) 948-0440  
 Email: [WalkerCL@aol.com](mailto:WalkerCL@aol.com)  
 FAA Medical: Christopher Blair, AME, (972)-745-4446  
 Gabriel Fried (972) 361-0155  
 Stephan Kramer (972) 731-9555

## TFC COMMUNICATIONS & INFO

www	<a href="http://www.texins.org/flyingclub">http://www.texins.org/flyingclub</a>
FlightCom Prices	<a href="http://www.texins.org/flyingclub/flightcom.html">http://www.texins.org/flyingclub/flightcom.html</a>
Instructor E-mail	<a href="mailto:tflycfi@list.ti.com">tflycfi@list.ti.com</a>
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