



FLIGHTLINES

Newsletter of the Texins Flying Club

February, 1999

CALENDAR OF EVENTS

- 3 February (Wednesday):** TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.
- 11 February (Thursday): EAA Chapter 1246 Meeting @ 7:00 PM Dynamco in Industrial Blvd.
- 13 February (Saturday):** Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.
- 3 March (Wednesday):** TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.
- 13 March (Saturday):** Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.
- 11 – 17 April: Sun 'n Fun EAA Fly-In will be at Lakeland Linder Airport in Lakeland, Florida.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Matt Yarrison	PPSEL	11/11/98	Bob Niedwiecki
Ryan West	1 st Solo	11/11/98	Betsy Parrott

Highlights from January Board Meeting

Ash welcomed the new board members. Welcome to Bob Moran, Controller and Scott Mitchell, Membership VP.

Ash reviewed the proposed 1999 calendar. The key events and the month of the events are:

- IFR Ground School publicity January
- VFR Ground School publicity February
- IFR Ground School February
- Spring VFR Ground School March
- Picnic publicity April
- Mid-year election publicity May
- Picnic/TKI Airport Day May 15
- Mid-year elections June
- VFR Ground School publicity August
- Fall VFR Ground School September
- Year-end election publicity September
- Year-end elections November
- PACE or WINGs not yet determined

Ash reviewed his recent communication with Texins Association. The Texins management structure change has not been completed yet, but they are certain that there will be no need for any changes in the clubs because of any management change.

Since this is the beginning of a new year we discussed possible 1999 goals. One of the goals for this year is an evaluation of the club membership rules. Some of this is forced by the changes with RTIS. There is also some interest in allowing a broader potential membership base. Right now, Texins allows a much broader membership than does TFC. There are also many former TFC club member who have left TI/RTIS for one reason or another that would like to join the club. Almost all of these people can join Texins, but can not join TFC with our current membership rules. We will be discussing this over the next few board meeting hoping to conclude this by mid-year. Bob and Steve volunteered to be part of a team to write the membership rules proposal. Ash will appoint the team.

Another goal is to replace our aging (and breaking) financial system that was built under DOS dBase. Bob and Gary Ackerman will be working together on this.

We talked about general fleet improvement goals. It was decided that this area involved two major improvement opportunities - refurbishment/enhancement of existing airplanes and consideration for airplane additions or the mix of airplanes that we have on-line. We decided that we needed recommendation from the maintenance officers about possible refurbishments and enhancements before we could consider the fleet improvement area much more.

A third goal is Revitalization/Re-energizing of the club membership. The original thinking on this area was to encourage more members to feel and act like they owned our airplanes. And through this increased ownership pride we would see that our airplanes would be better cared for as our members used them. While that is still a desirable goals we are also interested in ideas, events and actions that we could take to increase the involvement of members in the maintenance and sharing of ideas and experiences in the club. A part of this goal or effort was to survey the membership on their opinions and thoughts. Gary Ackerman has been conducting this as a phone survey. So far he has called 40 phone numbers and talked to 9 people. At this point he did not have much to report except that the members so far feel pretty good about the operation of the club and have a desire to have well maintained airplanes and are not overly concerned with the paint and interior of our airplanes.

The final goal that was discussed was continued FAA WINGS/PACE participation and events. It was felt that if we did a better job of advance planning that some of the WINGS events could be used in place of BFRs or that a series of WINGS events could lead to attaining FAA WINGS status.

Art reported for the re-key project that about 120 new keys have been issued.

Jim pointed out some typos in the Club Bylaws dealing with the definition of Service and Associate members. These definitions were sort of reversed. We voted to make the changes that Jim presented with the exception of removing the "who provides a service to the club" clause.

Joe Young has been working on repairing ATC 610 simulator. He has the simulator part working. The plotter part is not working yet and he is looking at it attempting to repair the cables. Joe has maintained this simulator for the club for several years and the board voted and agreed to give Joe \$228 (1 years worth of dues) for fixing it over the years.

Treasurer: \$11,759 income, \$18,000 expenses and a balance of \$23,240 with a \$13,000 refund for O-200 not included in the income.

Maintenance: No annuals or 100-hrs inspections for last month. 733NB now has new instrument lights and from the reports they look and work great. Please note the location of the new instrument light dimmer during your pre-flight. Ed canceled the order for the new O-200 engine and instead had our existing O-200 engine core overhauled. This saved us time and money once the delays in getting the new O-200 began building. The overhauled engine ran for the first time on Wednesday and 150TM should be back on-line before the end of the month. The Mooney skins are being riveted in place now and work on it is progressing. →

The TFC Mailing List

We maintain an E-mail mailing list that is used to communicate to the membership. The mail list is tfly@list.ti.com. If you have not received a mailing in the last 2 months from this list then you should subscribe to the list by sending an E-mail to:

tfly-request@list.ti.com with the following message body (the subject can be anything meaningful to you):
subscribe tfly

If you want to subscribe an address other than the one you are sending the e-mail from then use:

subscribe tfly EMAILADDRESS

replacing EMAILADDRESS with the desired E-mail address. If you just want to check that you are indeed on the list or any of the other lists on this server, then send a message with the line "which" or "which EMAILADDRESS" to the same address.

The initial return message from the subscribe request will inform you that your request has been forwarded to the owner of the list. After I approve the subscribe request you will get an E-mail notifying that you have been added to the list. →

Flight Reports

From Jim Burrows: Went to Pensacola, Spartanburg, Charleston and back to visit grandma's house and other family. High and fast going east, low and slow going west and of course the TSRA from Jackson, MS to Shreveport on the way home were a real blast, no pun intended! Over 14 hours of PIC and pure joy!

From Dan Grelinger: I took a flight the night of December 16th to maintain night currency, club retractable currency, and to see some lights. After a stop and go, a touch and go, (because of traffic behind me), and another stop and go, I headed south towards Richardson and Garland, to find my house in the dark (a first) and look at some lights. I saw that just one or two miles south of my house were a few neighborhoods brightly lit. I saw many cars cruising the streets through these neighborhoods looking at the impressive displays. I had not realized that these neighborhood displays were so close to my house. I turned around and came back to TKI. On return, I had one small problem, in judging distance. Most of my limited night flying has been when the tower has been closed, but now they are open to 10:00 PM. When estimating distances during the day, I do OK, but during the night, I found that things look a lot closer than during the day. I reported my position as 5 miles out when it was probably 8, and 3 miles out when it was probably 5. The controller kindly brought it to my attention.

Editors note: Dan told me that he planned fly to Kansas City in the Arrow over Christmas. He is working on his IFR rating and might not have been able to go, but if he did I hope that he gives a summary about the trip. I'd like to include more of these short flight reports for the rest of you. Even training experiences, especially anyone thoughts on their solo or check-rides. The next article is sort of a flight report, but a bit longer. I hope that you enjoy it and these.→

Oshkosh '98 or AirVenture '98

By Steve Aughinbaugh

They changed the name of the Oshkosh EAA Fly-in this year and for future years to AirVenture. But it is still Oshkosh to almost everyone. I thought that it would be fun to document my trip to Oshkosh '98, I mean AirVenture '98. I went last year using AA Advantage miles by way of Green Bay. This year I decided to fly there myself using my Cherokee 180, N642RJ.

I thought about going by myself but decided against that. I did not want to go solo for a couple of reasons. One, it is a long trip and it would be nice to have someone along with me to pass the time. And two, I wanted a second

set of eyes to help me during the busy Oshkosh VFR arrival. And since this would be only my second long cross-country, I wanted my travelling partner to be a pilot, preferably instrument rated. Mark Seglem and I had already talked and he was planning to fly his Mooney taking one of his sons with him. Mark has flown into OSH a couple of times and assured me that it is not difficult as long as you can manage your airspeed and altitude properly.



I ran into Mike Hance one day and told him that I was thinking of flying to Oshkosh and wanted another pilot to go with me. He was planning to go also, but had not decided how he was going to get there. Mike volunteered to go with me and even split the costs with me. Mike has been to Oshkosh over 20 times. He and I started the planning. Mike had enough connections at Oshkosh to secure us nice rooms at a friend's house in town and even a car! We planned to leave early Tuesday and arrive later that day, then return the following Monday.

On the Monday evening we packed most of the airplane and checked to make sure that we had all the needed sectional charts. I topped the fuel and ensured that I had an extra quart of oil. I had purchased house trailer tie-down stakes for tying the airplane down at Oshkosh and we packed those. Now to try and get some sleep.

I had put together 3 flight plans, one direct, one to the east and one to the west. There was a persistent stationary low right over Missouri and the middle of the route to OSH. I checked the weather before I went to bed and it looked pretty good, but it usually does later in the day for Missouri. I tried to sleep, but did not get much sleep because I was thinking so much about the next day.

I got out of bed at 4:00 AM and looked at the weather I thought that there was no way that we would make it through Missouri or Oklahoma. This was during the time when Texas was in the middle of the 100+ degree heat all day and a line of storms and rain was permanently parked through the middle of the country.

Mike and I met at Aero Country (TX05) and talked about what to do. We had two options, try to go around it by beating the weather to Memphis, TN or head straight north and hope that we hit a break in the weather as it moved to the east. We went north.

At 6:35AM we took off from Aero Country and climbed to 7,500 feet. About an hour later we began to see the weather off to the east and some ahead. Just clouds

ahead at about 10,000 feet. We were talking to Flight Watch (actually Mike was doing the talking) so we knew where not to go. When we got near Tulsa, OK, they told us that if we stayed just west of Tulsa and went about 50 miles straight north from there we would be OK. There was our hoped for break in the line of storms marching across the middle of the US. We flew through a little bit of rain. This was my first time since my training to fly in any rain. There was nothing hard or bumpy, in fact most the rain that we flew through probably was not even reaching the ground.

After getting past the weather, we headed toward Oshkosh, WI. But we had been in the air about 3 hours and we were due for a rest break and fuel. We landed at this small airport in Iola, KS, Allen County Airport at 9:25. They had a computer to access the Internet for weather but it was so slow. It was 28.8 MODEM with a 66Mhz 486 CPU. Old and slow, but it worked. Ahead of us the clouds were low, about 2,500 to 4,000 feet and solid overcast. At 9:45 we left Allen County and climbed to 7,500 and headed toward our destination. We went past Kansas City and Cedar Rapids. Between Cedar Rapids and Dubuque, IA, the clouds tops below us got a bit higher. It wasn't a problem, but for the fun of it I climbed to 9,500 feet! That is the highest that I have been in N642RJ. She flew just fine up there.

Near Madison, WI we had to decide if we should stop for fuel again. We calculated that we would have over an hour of fuel by the time we would begin the approach into OSH. So on we went. (Speaking of calculation, Mike and I both had our GPSes. His is a Garmin 195 and mine is a Lowrance Airmap. I also had my laptop with me. We had more CPU power most small nations! There was no way that we could not find our way to OSH.) It was now about 1:00 and we had been in the air a total of about 6 hours and in all that time we had not seen another airplane. I know that they were out there because we heard other pilots talking with Flight Service on the radio. I also know they were out because when we were got to OSH we saw a lot of them! Lots and lots.

Getting in line to approach OSH and land there is a thrill! There are airplanes coming from all over. But they have a published approach and the controllers get you lined up single file. You do not talk on the radio, just listen. They call your plane by type and color and ask you to rock your wings to signify that you heard them. So it is really well managed and orderly. You do need to get the NOTAM and review it and understand it. But it is really not that challenging. Mike was a great help. He had briefed me on what to expect and prepared me very well.

Just after we got past the initial approach waypoint, RIPON, the controller asked us to hold by circling the lake just north of RIPON. So out we went. I ended up behind a Cessna. Which would have been OK except the Cessna pilot could not hold a speed or his altitude. The controller cleared for the rest of the approach, 1800 MSL and 90 kts right over the railroad tracks. I was a little worried about the airplane in front of me only 300 to

500 yards away. Mike kept telling me to stay over the tracks at 1800 and don't worry about him. I had done some slow flight practice in preparation this trip and it paid off. I stayed right over the tracks near the required speed (had to slow down because of the guy I was following). At the next waypoint, FISK, the controller told the Cessna to go back to RIPON around the lake. Great! That's what can happen if you cannot maintain the approach. That gave us better spacing and a clear view of the airport.

The runway had three big dots painted on it. A white one at the approach end, a green one 1,500 feet down and an orange one 3,000 down the 6,187 foot runway 27 that we landed on. They directed me to land on the middle dot. There was a plane landing behind and one landing in front at the same time! I did just fine. In fact it was a pretty good-looking landing. I did not see the judge's scores, but I am sure that it was at least a 9.5! I pulled off the left side of the runway, smiled at all the people, the flagmen and myself and taxied around the airport to where they parked me. Whew! I had just landed at the busiest airport in the world (at least for that week it is the busiest). I shut the engine down at 2:20 PM, 7 hours and 45 minutes and 769 nautical miles after starting at Aero Country.

I had a great time during the week. Looking at airplanes. Lots and lots of airplanes of all types. Watching the airshows. Going through the exhibits and seeing what else I can spend some money on. Lots and lots! That is sort of the theme of Oshkosh, lots and lots. Lots of walking! Lots of looking. Lots of people. And lots to do. I went to a few of the forums and presentations. And a couple of times I just found the wing of an airplane to sit or lie underneath and relax.

Oshkosh is a BIG deal. Let me tell you how big it was this year. There was a record attendance of 855,000 people. There were a record 2,743 showplanes. A total of 12,000 planes flew to AirVenture '98 during the seven days. The weather was great. I hear that this was one the best years for weather. Coming from 100+ degree Texas to mornings or 55 to 65 in Oshkosh was great. The only rain that we saw was a light rain as we were packing N642RJ to leave on Monday.



Mike and I even had time to visit one a local long time watering hole, Acey Duecey. A nice small town bar and pool hall. A good way to wind down after a long day. I guess a few pilots may have spent several more nights at Acey Duecey. Later Tuesday the rain started coming down in buckets. Quite a few pilots were still cooling their heels on Thursday and Friday, waiting for a sliver of sun to appear. By Friday, Wisconsin Governor Tommy Thompson had declared many parts of the state a flood disaster area. I guess timing can be everything.

We left on Monday morning at 8:30 AM. Another Cherokee and I were side by side on runway 27. The controller released him first and when he got about 600 feet down the runway, she released me. And off we went. Both of us were headed south and I stayed on his right until I was well above him. I climbed to 3,500 and headed for Lake Michigan. We had decided earlier that it would be fun to do a landing at Meigs Field on the Chicago lakefront. This southerly route was also the best due to the weather. The rain was coming in from the east and the storm line in Missouri was still there.

As we approached the greater Chicago area, we slid out over the lake about a half-mile off shore and about 800 feet AGL (or is that AWL, above water level?). There are some really nice homes or mansions on the north side of Chicago. Not many people on the beaches due to the overcast day. Soon, we under the Chicago class B airspace and the towers of downtown could be seen ahead and actually above us. Mike contacted Meigs tower for clearance to land. We flew past Chicago's gold coast and I circled out around Navy Pier, then into a left base for 36. On final I had the Planetarium on my left and the Shedd Aquarium on my right. I remember thinking that I had been here before. Oh ya! That was in Microsoft Flight Simulator and I think that I crashed last time. That simulator was always harder to fly than the real thing. But I am more experience now and the landing was uneventful at 10:20 in the morning.

I had landed at Meigs! Another first for me. I needed a souvenir, so what better than a fuel receipt. Well, 16 gallons later I had my souvenir: \$2.72 a gallon plus Mayor Daley's \$12 landing fee!

From there we left at 11:00 and flew on down the Lake Michigan coastline over Gary, Indiana and to Valparaiso, Indiana. I grew up in Indiana and had live in the Valparaiso area and I wanted to do a touch and go in my birth state before heading back to Texas.

After the touch and go at VPZ, we climbed to 8,500 for the leg to Missouri. About a 100 miles straight east of St. Louis we used advice from Flight Watch and our eyes to avoid some of the weather. From there we went direct to Sikeston, MO. We landed at Sikeston at 2:30 PM and called Lambert's Café, home of the throwed rolls! This is a famous local restaurant. They have great food with very large serving sizes. And waiters that come around and throw you warm freshly baked dinner rolls. If you ever get the chance, flying or driving, stop by Lambert's Café, it is great! And bring your appetite.

After that meal, Mike and I double-checked our weight and balance. We ate a lot but not enough to overload N642RJ. It certainly felt like I had eaten too much.

We left Sikeston at 3:55 PM and flew straight east with a line of showers and storms off our left wing and clear skies off the right wing. Near Razorback VOR we were able to start heading south. As we entered Oklahoma,

the weather continued off our left wing over in Arkansas but it was clear to the south of us and over Oklahoma. We crossed the Red River at 7:35 PM and Aero Country came into view shortly after that.

I shut the engine down at 8:10 PM and my trip to Oshkosh was complete. It was a great adventure and I recommend that everyone should make the trip. Even if you have to fly commercial. But flying with someone or yourself is definitely worth the effort. I still smile when I think about the approach and landing at OSH. And Mike, thanks for the help and encouragement. →

Average 241.7 124.5 212.7

These statistics are collected by the Controller and will run a month or two behind. The Member Hours column is the total number of billable hours flown by all club members. The member flight is the number of different members that I flown at least once during the month. The Total Flights is the total number of flight log entries for the month. Our hope is that reporting these will give you a better idea of how your club airplanes are being utilized. →

adopted GPS for VFR navigation, some 89 percent of all



AOPA says delay in WAAS program benefits safety

From www.aopa.org

Jan 5 — The Aircraft Owners and Pilots Association is urging Congress and the Federal Aviation Administration to continue development and implementation of the Wide Area Augmentation System (WAAS), which increases the accuracy of Global Positioning System satellite-based navigation to enable its use for precision instrument approaches. Responding to a delay in Phase 1 of the WAAS program, AOPA President Phil Boyer said, "This is not a program going awry. FAA is following a deliberate course to ensure safety."

Boyer emphasized the important benefits that GPS is already providing today.

An increasing number of pilots use GPS for IFR en route operations and non-precision instrument approaches to airports. Many more have enthusiastically

General Aviation flight hours.

WAAS Phase 1 (an "initial operational capability" covering about one-half of the continental United States) was supposed to be implemented by July 1999. But FAA has pushed backed Phase 1 implementation to September 2000, citing difficulty in completing a software module that will monitor WAAS signal accuracy.

By the end of January, the Johns Hopkins Applied Physics Laboratory will complete an independent risk assessment of GPS-based navigation. The study will determine whether GPS, WAAS enhancements, and a Local Area Augmentation System (LAAS) at large airports, can serve as the sole U.S. air navigation system.

"FAA now has the opportunity to integrate Johns Hopkins recommendations into the WAAS development timeline," said Boyer. "Meanwhile, AOPA continues to encourage development of GPS/WAAS as the primary navigation system of the future." →

Fleet Usage Statistics

Month	Hours Flown	Member Flights	Total Flights
June	274.3	137	237
July	319.2	126	270
August	287.3	139	266
September	225.5	131	183
October	210.8	118	184
November	133.3	92	132

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Ash Collins	(972) 462-2482	(972) 418-5133	abc3@ti.com
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Chief Instr	Art Jones	(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
Safety	Jim Burrows	(972) 462-2620	(940) 321-6180	j-burrows1@ti.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
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Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
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Gerhard Deffner	Y			✓	✓	✓		None	644-9351	gdeffner@aol.com
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Jim Evans	Y	✓		✓	✓			--N/A--	(972) 390-9950	--N/A--
Art Jones	R	✓	✓	✓				(972) 346-2646	(972) 346-2646	ADJ@msg.ti.com
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Brian S. O'Neill	Y			✓				(972) 952-2971	(972) 562-4241	ofly@ti.com
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Sherman Ratliff	N	✓						(214) 965-6063	(972) 660-4480	sherman@airmail.net
Mark Seglem	N	✓	✓	✓		✓		(972) 801-6421	(972) 727-3465	mark_seglem@sterling.com
Dick Stephens	R	✓	✓					(972) 517-1647	(972) 517-1647	Stephens6@pulse.net

Tier - Employed by TI; **CFII** - Certificated Flight Instructor, Instruments; **MEI** - Multi-Engine Instructor; **Conv** - Conventional gear (taildragger) instructor; **SES** - Single-Engine Sea; **CFI** - 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: Input is encouraged! Of particular interest are flying experiences that others can learn from. Forward inputs to Steve Aughinbaugh. PC Drop **PVPD**, email saughinbaugh@ti.com. →

TFC AIRCRAFT AND RATES

Tail No.	Make	Model		Rate/hr
Simulator	ATC	610J		\$0.00
N150TM	Cessna	150M	Commuter	\$35.00
N6368K	Cessna	150M	Commuter	\$35.00
N45023	Cessna	150M	Commuter	\$35.00
N7929U	Cessna	150M	Commuter	\$35.00
N733NB	Cessna	172N (180)	Superhawk	\$49.00
N5682T	Cessna	172 (145)	Skyhawk	\$49.00
N7404A	Cessna	172 (145)	Skyhawk	\$46.50
N8142H	Piper	PA-28-161	Warrior	\$52.00
N7508J	Piper	PA-28R-180	Arrow	\$62.00
N5636Q	Mooney	M20E		\$62.00

- Detailed aircraft features are listed in the Club Handbook.
- Instruction: Primary: \$17.00; Advanced: \$19.00 (\$0.50 of each goes to TFC for billing admin; rest to instructor).
- TFC measures aircraft rental rate using tachometer hour.
- Rate includes cost of fuel; does not include tax (8.25%); Instruction flights endorsed as training are tax exempt.

KEY PHONE NUMBERS

McKinney & TFC

Aircraft Status Recorder	(972) 995-8333
Aircraft & Sim Scheduling	(972) 562-8359 (562-TFLY)
TKI ASOS land line	(972) 542-9659
TKI Control Tower	(972) 562-6651
Airport Manager	(972) 238-0091 ext. 202
ExecAir at McKinney	(972) 562-5555
Monarch Air (TKI)	(972) 562-0717
TI/Arrow: Laurie Skalenda;	(972) 575-7555 p598-4346
Mark Schultzy, N45023 Owner	(972) 494-9488
Garry Ackerman, N8142H Owner	(972) 867-8713
Liam Gartside, N7404A & N5682T Owner	(214)-792-7980

General

DUAT	(800) 245-3828
Dallas FAA/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 Air (ADS)	(972) 931-0345
DE: TM Smith	(972) 661-8086
DE: Richard Caldwell	(903) 885-4911

TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
News Group	ti.rec.aviation
Documentation	USADA10 \\cna0840436a\tfc\op-regs\TFC-REGS.doc
TFC Board Email	tflyboard@list.ti.com

HINT ABOUT THIS PAGE: This page is designed to be torn off and then kept in your flight bag. This will ensure that you away have all of the club contact information with you. →

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