



FLIGHTLINES

Newsletter of the Texins Flying Club

June, 1999

CALENDAR OF EVENTS

26 May (Wednesday): Aviation Safety Meeting. 7:00 PM, TKI's terminal. Go/No-Go Weather and Weather in Flight plus a speaker from the Fort Worth FSS.

2 June (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.

5 June (1st Saturday): Member/New Member meeting and **annual picnic**, details through e-mail.

7 July (Wednesday): TFC Board Meeting. 6:30 PM, TKI's terminal. All members are welcome.

10 July (Saturday): Member/New Member meeting, donuts at 8:30am, meeting at 9:30am.

Congratulations on these Member Achievements!

Member	Event	Date	Instructor
Rebecca Rowley	PPSEL	4/9/99	Betsy Parrot
Steven Rowley	PPSEL	4/26/99	Bruce Miller
Jeff Rodgers	CFIA	4/28/99	Mark Seglem

Highlights from May Board Meeting

Board Member attendees: Ash Collins, Art Jones, Scott Mitchell, Bob Moran, Micah Koons, Don Essenpreis, Steve Aughinbaugh, Harold Morgan, Jim Burrows.

TFC Members in attendees: Leif Olsen, Bob Niedwieck.

Ash opened the meeting by noting that the club rules require the nominations for Operations VP, Trainer Maintenance and Treasurer in May for election in June. He also noted his intent to resign as president. At this point nominations are open for the following positions:

Operation VP, Treasurer,
Trainer Maintenance and President

You are encouraged to nominate or volunteer for any of these club offices any member of TFC can submit nominations. Submit nominations to tflyboard@list.ti.com.

The TFC picnic is normally held in June and has been held in combination with Exec Air's picnic. Exec Air has already selected June 5th as the date for the picnic and the board agreed to combine with them again this year.

We then discussed the proposed TFC membership changes. The following proposal was read to the board:

The TFC Membership Eligibility Committee (TexMEC) was asked to review the TFC membership policy and to

propose changes to that policy in light of the many divestitures that have occurred in the recent past. We first identified/defined some basic assumptions (Our View of TFC) then we let those assumptions lead the direction of the discussion. The discussion resulted in two proposed changes, which are delineated below. Our recommendation is to accept Change 1 unconditionally and to accept Change 2 pending implementation of the credit card collection system and modification of the Membership Agreement.

PROPOSAL DETAILS

Our View of TFC

- TFC is a primarily a training organization. Therefore, TFC exists to provide flight instruction at the Primary, Instrument, and Commercial level.
- We need a regular influx of new members (via ground schools) to keep our membership size stable.
- The present size of the club (~250) is near the capacity limit of our infrastructure. That includes the fleet, maintenance capability, and billing/financial matters.
- Our approach to membership eligibility should be designed to keep all members in good standing independent of their present company affiliation. We also want to keep (i.e. not run off) non-flying members.

Addition or change 1.

Any former member that left in good standing can re-join TFC and would be classified as a regular member. All current regular members in good standing can remain in the club regardless of their employment affiliation.

Notes: If we only accept this change this means that new members must be Texas Instruments employees or spouses/dependents of TI employees only. New members could not join from any other companies. We also believe that board eligibly should be changed to allow any regular member and should not be limited to TI or RTIS only, but that is a slightly different topic than just membership eligibility and can be discussed and decided later.

Addition or change 2.

In addition to allowing Texas Instruments employees, retirees or their dependents to join TFC, also allow new regular members to come from the same pool that Texins allows as new non-sponsored/non contractor members. At the same time, we believe that the TFC

membership should be limited to not more than 300 members. These new non-TI members would also be required to have on file with TFC a current credit card and an agreement allowing TFC to use this card for recovering delinquent charges.

Notes: Texins allows new members to join from its collocated companies. Currently employees of the following companies can become NEW non-sponsored members:

Adventa, Air Liquide, DRS, Micron, Raytheon/TI Systems (RTIS), STI, and Triquint.

Change 2 should only be enacted if a reliable and maintainable credit card collection system can be implemented. Bob Moran will look into the details of setting up the credit card system. We do not believe that we should collect up-front deposits. We also believe that the Membership Agreement will have to be modified to accommodate the Credit Card system and that all NEW members (both TI and non-TI) should have a credit card agreement with TFC.

With both of these changes, we would retain a pool of potential new members at close to recent historical levels. We would be able to keep members that have been good and valuable members even if their employment status changes. We would not have a club that is open to the general public, nor would we allow contractors or sponsored people to be members. The addition of the credit card system would give us added security against delinquent bills. Overall we believe this to be a very sound and reasonable set of membership eligibility changes.

As indicated in the EXECUTIVE OVERVIEW, our recommendation is to accept change 1 unconditionally and to accept change 2 pending implementation of the credit card collection system and modification of the Membership Agreement.

--- END of Proposal ---

Change 1 (Grandfather all members and allow former members to re-join) was voted on and it was agreed that we should make this change. But instead of changing the By-laws grandfather clause, it was agreed that we should make this change in the TFC Constitution and follow the procedure required to effect a TFC constitutional change. Even with this change, this leaves potential new RTIS members (which no longer exist as a legal entity) in limbo. Change 2 is expected to address that for what was RTIS as well as other co-located former Tlers.

There was much discussion about proposed change 2 (Allow all non-sponsored/non-contractor Texins Association members to join). There is a concern that since the club has much of its roots from people that are now part of Raytheon as well as TI, that at the least both

of these groups of people should be allowed to join as new members. But there was also concern that this may allow the club to grow too fast or too large to be supported by an all-volunteer organization. The point was made that other co-located former Tlers have just as much right to join as Raytheon people. One suggestion was to allow any former or current Tler to join TFC. At the end of the discussion it was decided that Change 2 would be re-worked to specifically list the co-located companies and to include the requirement for a deposit for any new TFC member. The board liked the idea of being able to utilize credit cards to collect delinquent payments, but at this point were not willing to commit to the effort needed to make this a reality since Texins Association is working to be able to accept credit cards. We might be able to utilize their system for our needs. It was also felt that capping the size of the club was a good idea, but no specific number was agreed upon.

Officer reports:

Membership VP: Scott has been out of the country for the last 6 weeks and did not have exact numbers but his belief is that about 4 people have resigned from the club and 2 have joined leaving a total membership of about 245.

Controller: Bob is working with a MYOB Prototype (Make Your Own Books) for our financial replacement system. This is looking like it is going to be a winner for us. He should know more at the next board meeting.

X-C Maintenance: Micah reports that he has researched the II Morrow GX-series of panel mounted GPS and is very impressed with the features and price of these units. He is continuing to compare these units with others before making a recommendation for purchase.

Treasurer: Our income for last month was \$7,897, expenses were about \$16,000 leaving a balance of \$40,700. The balance includes the \$20,000 in 1999 capital that was given to us by Texins Association.

Safety Officer: Jim reported that he would like to conduct a WINGS program at one of our membership meetings every 6 months to help further and encourage learning and safety. It was noted that Mike Hance is an FAA Safety Coordinator and may be able to conduct the presentations. He also noted that he would get details on the up-coming Operation Raincheck dates and either reserve slots for TFC or simply announce the dates to the membership and encourage participation.

Trainer Maintenance: 68K just completed a 100-hour inspection, 3NB has just completed its annual inspection, OTM is due for annual on 5-9-99. This brought up the issue of using Rockwall to maintain club airplanes. The board discussed our concerns about the quality and timeliness of service that we have gotten from there, particularly the problems that we had with the Mooney. A motion was made, voted on and passed as follows:

Effective immediately no TFC owned airplanes will be taken to Rockwall for any maintenance or repairs until further notice.

All present agreed with this. Art Jones will conduct the annual on OTM that is due this week.

Chief CFI: Art reported that many changes are going to be happening in and around TKI over the summer. The road leading to TKI will be widened to 4 lanes; a new fire station will be built along this road. In July the area between the T-hangers will re-paved or re-surfaced. During this time, there will be more airplanes using the ramp tie-downs and we will have to move our airplane to the tie-down area.

At this point, we discussed Dave Pearce's request to join TFC as an associate member. We had discussed this in the past and tabled the discussion. It was felt that with the number of members that we have using TKI and the need for TFC and GA to maintain a good relationship with the airport, having the TKI Airport Manager as a member of our club would be beneficial to both TFC and TKI. Dave provides a service to the club by helping to ensure that the club's and general aviation's interest are taken into account in the management and planning for TKI. A motion was made to accept Dave Pearce as an associate member. All present agreed and the motion passed.

Communications: Steve reported that Margaret Breedijk from Texins Association has agreed to allow us to have 25 Meg of space on the new external Texins Web site. It is expected that this will be available by the end of May and I believe that I can have our information moved other they by the end of June if not sooner.→

Canoeing in the Ozark Mountains

By Dan Grelinger

I planned a trip to Ozark, Arkansas to canoe the Mulberry River with some family and friends the weekend of April 16. Ozark is about 195 nm from McKinney, and has a small airport that I had never been to. The weather forecast for Friday evening was not too bad, with an Airmet Tango for occasional moderate turbulence from the surface to 8,000 feet and strong gusty surface winds. The turbulence and winds were forecast to subside around 8:00 PM. Sky conditions were good, with few clouds forecasted between 8000 and 9000 feet for the whole trip, and winds aloft were forecast to be strong from the northwest. When plotting my course, I found a restricted area over Fort Chaffee to the south of Fort Smith smack dab in my way with normal hours of operation between SR-SS, so I plotted a course to the north of Fort Chaffee, over Fort Smith, and on east to Ozark.

I had the Arrow reserved, and got off at 6:10 PM, after buckling my luggage into the seats with the seat belts. I brought along a handheld GPS (\$100 unit, not aviation

approved) and it seemed to work fairly well inside the plane. I used it to more accurately determine ground speed, and as a crosscheck to make my way to the north of the restricted area. Winds aloft were forecast to be better higher up, so I picked an altitude of 7500 feet to keep under the few clouds that were around. The GPS registered a ground speed of 138-141 knots, so I seemed to have a little tail wind, although the wind correction angle I needed to maintain my desired course was about 25 degrees to the left. Fortunately, I did not run into any turbulence at all, it was a fairly smooth flight. I did see rain showers (virga) falling from a few of the clouds above my altitude, and since the outside temperature was registering 11 degrees below zero Celsius, I made a mental note not to go through any precipitation, no matter how light!

As I approached Fort Smith, I called up Razorback Approach Control (as specified in the Airport Facility Directory) and let them know where I was and where I was going, even though I was 500 feet above the Class C ceiling. After the restricted area passed off to my right, I turned east towards Ozark. About 20 miles out, I requested a clearance to begin my descent, since I was still over Class C, and the controller kept with me until I reported Ozark in sight. I closed my flight plan with the Jonesboro FSS, and maneuvered for a mid-field crossover to survey the runway and look for the windsock. It was about 20 minutes before sunset and the ATIS at Fort Smith was reporting winds from the west at 15 knots. But I could not locate the windsock anywhere on the field. I decided on runway 22 and extended my downwind so that I could better prepare for any crosswind. There was a slight crosswind from the right, but it was pretty much gone by the time I got to the runway surface.

After landing, I did find the windsock, but its previously orange color had been weathered away and it was a pale white, not very easy to pick up in the air. The airport was typical for a small country town and was deserted at that time of evening. I came back Saturday morning to gas up since the FBO would not be open on Sunday. If you find yourself in Ozark looking for a place to eat, the Model Cafe was a pretty good place, about two and half miles from the airport in downtown Ozark.

We had a good canoe trip since the river was up from the rains earlier in the week. Saturday was a bit cold, but fortunately we did not find ourselves in the water.

I was dropped off at the airport on Sunday afternoon around 3:30, and when I opened the plane, a pretty blue bird jumped up from the back of the plane, and perched himself on the rear seat back! I left the door wide open, and went around to the other side to scare him out of the plane. After a few attempts to fly through a window, he finally found freedom and flew off about a hundred feet. I do not know when he got in the airplane. It was still properly closed up when I returned that day and it was obvious from the bird droppings in the plane (yes, I cleaned them up) that he had been trapped in there

awhile. I don't know if he was a Texas bird, I assume not since I did not see hide nor feather of him on the whole flight up. If by chance someone had left a bird in 7508J that fit this description, I'm sorry, but I left him up in Ozark.

The return flight was uneventful. Upon calling up Razorback approach and informing them of my intentions, they directed me through the restricted area, as it was not active at that time. I had a clear sky and went in search of the altitude with the best winds and settled on 8,500 although I still had a head wind. I could not muster more than 123 knots ground speed. Aside from having to land over the extended threshold at McKinney, the arrival was anti-climatic. Another good trip. →

NEW Aircraft Designators

by Calvin Coffey

FAA Notice N 7110.183 - Effective November 5, 1998 is the source of the latest fixed wing ICAO Agreed Designations for aircraft. Generally the aircraft designations are 4 letters with the last letter standing for engine type (P=piston, T=turboprop, J=jet), and sometimes R for retract gear. The FAA is trying to help the air traffic controllers identify the capabilities and requirements of the aircraft. These new designators mostly resemble what you probably were already using, but some airplanes (especially jets) like the Citabria (now CH7A) have changed significantly.

These new designators should be used on all flight plans and in your logbook.

New Aircraft Designators for Texins Flying Club Aircraft :

- C150 = Cessna 150
- C172 = Skyhawk 172
- M20P = M20/A/B/C/D/E/F/G/J/L/R, Mark 21, Ranger, Master, Super21, Chaparral, Executive, Statesman, Ovation, 201, 205, ATS, MSE, PFM
- P28A = Cherokee, Archer, Warrior, Cadet, Cruiser(PA28-140/150/151/160/161/180/181)
- P28R = Cherokee Arrow 2/3, Turbo Arrow 3

For other aircraft designators be sure to check the new aircraft designator list by downloading from AOPA web site or DUATS. Happy flying. :) →

Preventing Runway Incursions

From <http://www.faa.gov/ats/ato/ato102/prevent.html>
contributed by Art Jones

A Growing Problem at Controlled Airports

The FAA defines a runway incursion as "Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land." FAA also only recognizes

runway incursions as occurring at airports with operating control towers.

Over the last five-years, runway incursions have increased 71% from 186 to 318. Detailed investigations of these incidents have identified three major contributing factors:

- Communications
- Airport knowledge
- Cockpit procedures for maintaining orientation

The risk of being involved in a runway incursion can be greatly reduced by improving communications skills, increasing knowledge of airport taxiways and runways, and following cockpit procedures.

Keep Communications Clear and Concise

Effective pilot/controller communication is key to safe surface operations. Clear understanding of instructions should never be compromised, especially during busy times or when the frequency is congested.

- **Listen before you transmit.** If able, monitor radio communications to establish a "mental picture" of airport activity.
- **Think before keying your transmitter.** Keep communications with the controller clear and concise, and follow recommended standard phraseology as indicated in the Aeronautical Information Manual (AIM).
- **Never assume.** Ensure you understand all instructions.
- **Read back** runway "hold short" instructions verbatim.

Be Familiar with the Airport

It sounds simple... know where you are and where you are going. In reality, ground operations can be the most demanding and complex phase of flight.

Detailed airport diagrams are helpful and are available on NOAA and other commercial vendors' approach charts. Although instrument-rated pilots primarily use such diagrams, VFR pilots will also find them useful during surface operations.

- **Review** airport diagrams before taxiing or landing.
- Keep airport/taxi **diagrams readily available** during taxiing.
- Request **progressive taxiing** instructions from air traffic control.
- **Be alert** to airport vehicle and pedestrian activity.

Follow Proper Cockpit Procedures

Pilots can use proven and effective procedures in the cockpit to help conduct safe operations on the ground and during takeoff and landing.

- Maintain a **sterile cockpit** environment. Avoid unnecessary conversation during surface operations, takeoff, and landing.
- Constantly **scan** outside of the cockpit, especially when on runways.

- **If lost** while taxiing on the surface, contact air traffic control immediately.
- **Make your aircraft visible** by proper use of aircraft lights.
- If you are unfamiliar with the airport, again, do not hesitate to request **progressive taxi** instructions.
- **Ensure** proper radio operation, check audio panel, volume control, and squelch settings.
- Know and follow lost communication procedures, and **use good judgment** should radio failure occur.

Stay Alert, Especially in Low Visibility

Extra vigilance is required when visibility decreases, and the ability for pilots and controllers to maintain a desired level of situational awareness becomes significantly more difficult. During periods of reduced visibility, pilots should keep in mind:

- Cockpit workload and distractions tend to increase.
- As cockpit activity increases, attention to communications tends to decrease.
- Fatigue levels increase.
- Increased vigilance is needed when snow and other weather conditions obscure surface markings and make signs difficult to use.

Surface Markings and Signs

Familiarize yourself with airport signage and markings. You can refer to appropriate sections in the AIM.

Report confusing or deteriorating surface markings and signs, inoperative airport lighting, and inaccurate airport diagrams to the tower or airport manager.

Report any runway incursions to the NASA Aviation Safety Reporting System (ASRS). ASRS maintains a database of reported hazards, and Alert Messages from ASRS are forwarded to appropriate airport authorities for action. Airport authorities are requested to provide responses to alert messages to ASRS as a check on the types of corrective actions being taken.

Finally, remember as a child how your parents stressed looking both ways before you crossed the street and how well that preserved your pedestrian safety. Stop, look, and listen may be equally helpful in preventing runway incursions. →

TKI is getting new Lighting

McKinney Muni (TKI) is getting new runway and taxiway lighting starting in April. The existing runway lights will be replaced with new MEDIUM intensity lights and taxiway lights will be installed. NOTAMs will be published during the project and this has been funded by the Texas DOT.

Construction will be conducted in four 14 day (including Saturday and Sunday) phases. Weather delays may cause changes in the schedule so be sure to check the notices at the airport and/or the NOTAMs.

Phase 1 will start on April 15 and will relocate the Rwy 17 threshold 2500 feet south. During this time the glideslope will be disabled but the localizer will remain active. Also the Rwy 17 REIL, PAPI and approach lights will be disabled. VASI for Rwy 35 will be active.

Phase 2 will start on April 29 with the relocation of the Rwy 35 threshold 1800 feet to the north and its REIL and VASI lights will be disabled. In addition the entire ILS will be disabled, no glideslope or localizer. PAPI for Rwy 17 will be active.

During phases 1 and 2 the runways will remain open at all times with temporary lighted thresholds located in the appropriate locations and lighted X's on the sections of the runway being worked on.

Phase 3 will begin on May 13. This is when the middle section of Rwy 35 will be worked on. The ILS will be shutdown during this whole period and the runway will be closed entirely from 10 PM until 6 AM every day.

Phase 4 will begin on May 27. This is when the middle section of Rwy 17 will be worked on. The ILS will be shutdown during this whole period and the runway will be closed entirely from 10 PM until 6 AM every day.

The project should complete on June 9. Please note that these plans and dates are subject to change and the official information will be in the NOTAMs.

Fleet Usage Statistics

	Hours	Member	Total
Month	Flown	Flights	Flights
April	337.2	156	286
May	346.2	134	251
June	274.3	137	237
July	319.2	130	274
August	287.3	139	260
September	225.5	131	183
October	210.8	118	184
November	133.3	92	132
December	137.4	67	104
January	168.1	94	152
February	200.9	97	181
March	154.86	99	153
Average	234.90	117.19	201.67

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 have flown at least once during the month. The Total Flights is the total number of flight log entries for the month. →

TEXINS FLYING CLUB OFFICERS

Office	Board Member	Office Phone	Home Phone	Email
President	Ash Collins	(972) 462-2482	(972) 418-5133	abc3@raytheon.com
Ops VP	Ed Beaver	(972) 597-9732	(972) 924-2784	ebeaver@worldnet.att.net
Train Main	Don Essenpreis	(972) 575-4905	(972) 530-8648	esse@ti.com
X-C Maint	Micah Koons	(972) 575-6042	(972) 509-5773	mkoons@raytheon.com
Mbrshp VP	Scott Mitchell	(972) 480-1776	(972) 596-0288	s-mitchell1@ti.com
Comm	Steve Aughinbaugh	(972) 927-5593	(972) 517-0067	saughinbaugh@ti.com
Treasurer	Harold Morgan	(972) 927-0100	(972) 495-0220	HMOR@ti.com
Controller	Bob Moran	(972) 575-2210	(972) 612-1402	moran@ti.com
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@raytheon.com

TEXINS FLYING CLUB INSTRUCTORS

Instructor	Tier	CFII	MEI	Conv	SES	CFI	ATP	Office Phone	Home Phone	Email
Mike Baulch	R	✓	✓	✓	✓			None	843-2208	mbfi@ti.com
Chuck Chase	Y			✓				(972) 575-2070	867-0624	cwc@ti.com
Calvin Coffey	Y	✓		✓	✓			(972) 462-3926	(972) 315-2216	cacoffey@ti.com
Gerhard Deffner	Y			✓	✓	✓		None	644-9351	gdefner@aol.com
Mike Hance	N	✓	✓	✓	✓	✓		(972) 640-5225	346-3346	mwhance@juno.com
Jim Evans	R	✓		✓	✓			--N/A--	(972) 390-9950	J4E@worldnet.att.net
Art Jones	R	✓	✓	✓				(972) 346-2646	346-2646	ADJ@msg.ti.com
Jim Lewis	Y							(972) 952-2817		jlewis@ti.com
Richard Klein	Y	✓	✓	✓				(972) 344-3356	424-2307	r-klein1@raytheon.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
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
DE: Kendall Haley	(940) 321-2849

TFC COMMUNICATIONS & INFO

WWW	www1.itg.ti.com/FlyingClub
News Group	ti.rec.flying
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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