

## TEXINS FLYING CLUB

# Flightlines



## Texins Flying Club

MEMBER NEWSLETTER

May 2011

### SPECIAL POINTS OF INTEREST:

- Checkride with Norm
- WINGS Safety Program
- Electronic Payments
- International Learn to Fly Day

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### Checkride with Norm Seward

by Michael Verworn (TFC Member)

First of all, Norm is very good at setting you at ease. He had two ground rules - relax, and take your time. There were a few times where he knew I was struggling to remember something, but he would settle me down, provide the right prodding, and I got through it OK. He wanted me to succeed and feel good about it. I told him the plane had a lot of frost on it (the checkride was in February) so I turned it towards the sun to melt as we did the oral. He seemed happy. We started off with all of the paperwork, money, logbook, and such. I didn't know I needed to give him my FTN number; something future students will want to have handy, and written in their logbook (that's where he told me to look for it). He was able to look it up but I wish I had it ready. He liked that I picked the airplane I had the most time in, and also commented that I had a nice amount of night time. He was very impressed with the excel sheet I use to track my logbook. I had it printed out and ready, as I figured it would be a lot easier to find where I had met certain requirements than to fumble through my logbook. It's things like this throughout the process where I was over-prepared that he seemed to skim over and not ask many, if any questions about. Norm has a sixth sense about what you know and don't know. He told me that he can foresee the future and that I would sleep well tonight.

He started the oral by asking what documents need to be in the aircraft. He had me explain the Airworthiness and Registration Certificates, as well as when they would expire. I wasn't aware that the Registration Certificate now has to be renewed every two years, something he explained. At that point, somebody he knew overheard him and they talked about the change for about ten minutes. I vaguely remember seeing something about it in the AOPA magazine, but wish I had paid more attention to changing regulations. He also asked about what inspections are needed, and if I'm allowed to go over the 100 hours. He then asked me to explain the various systems on the aircraft. I told him about the hydraulics, as I started rattling off the detailed engine specs he stopped me and asked about the propeller.

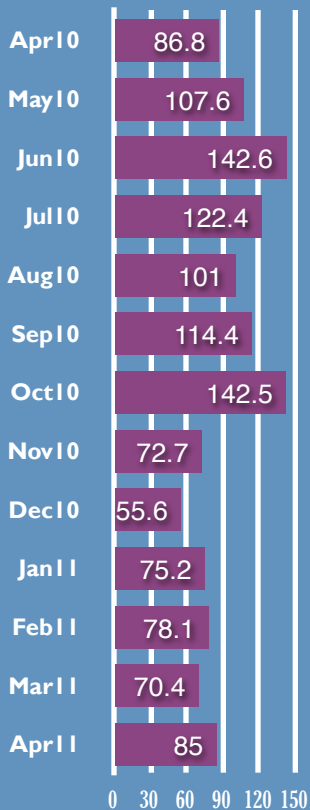
We went through the airplane's performance characteristics. Most of the questions I didn't have answers to, so I went to the POH and found them. I didn't ask if it was open book, I just dug in and found the answers. He really liked that I had my own printed out copy of the POH, supplement, etc. I never even opened up the bags from the back of the plane, all of what I needed was either in my notes or the copies. A couple times he asked where I sourced the information and I told him where in the bag I got it. One time he told me what section something was in the POH after asking a question, and I had to correct him that I needed to get it from the supplement as it overrides the POH for N733NB due to the new engine. He wanted to see my weight and balance calculation. I walked him through my calculations, though if I'd anticipated

Checkride, continued on page 5

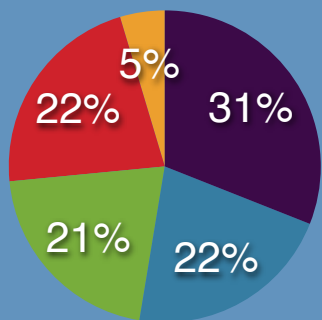
# TFC Fleet Statistics

This table shows the total logged tach-hours for each of the TFC aircraft.

	2010	Jan	Feb	Mar	Apr	Mar	Apr	YTD
TOTAL	1,174.8	75.2	78.1	70.4	85.0	0.0	0.0	308.7
N6368K	321.5	23.1	15.9	22.7	34.0			95.7
N7929U	216.8	15.0	19.5	19.9	12.3			66.7
N737TY	331.8	18.4	16.4	12.6	17.0			64.4
N733NB	236.0	16.7	20.2	13.3	17.4			67.6
N7508J	68.7	2.0	6.1	1.9	4.3			14.3



Updates on the maintenance work done on our aircraft over the past month.



- N6368K
- N7929U
- N737TY
- N733NB
- N7508J

## Fleet Maintenance

### N6368K Online

04/11/11 Rear navigation light wire repaired.  
 04/13/11 engine leak treated. Leak may be at case split. Looked for right tank fuel leak, no evidence found after panel removal.

### N7929U Online

04/08/11 New muffler installed.  
 04/12/11 New cowling screws installed.  
 04/29/11 50 hour oil change.

### N737TY Online

04/10/11 Navigation right and rear lights repaired.  
 04/13/11 Right brake master rebuilt.  
 04/25/11 Interior plastic being painted.

\*Oil filler/dipstick is stripped. Will be repaired.

### N733NB Online

03/23/11 100 hour inspection completed. Rudder cable fairings ordered.  
 03/29/11 Pilot seat restraint installed.  
 04/25/11 Rudder cable fairing replaced. Inoperable ADF receiver has been removed.

### 7508J Online

04/09/11 New ELT installed.  
 04/25/11 Pilot ELT control is being installed. Cable on order.

## Electronic Payments via PayPal

Here's a few quick tips on using the new electronic payment method for paying your bill.

1. After logging in, click on "Make A Payment" from the membership page. under the heading "Member Account Information".
2. Enter the amount of your bill and click button labeled, "Compute your Cost". In the field below, the cost including the service charge will be computed.
3. Click on the graphical button labeled "Pay Bill". When the paypal page opens, enter the computed amount (including the service charges) into the "donation amount" field. Then click "update total".
4. From there, follow the directions on the paypal website to complete your payment.
5. When completed, please don't forget to print out a receipt for your records.

If you purchase a demo flight via the electronic billing method, the surcharge should automatically be calculated for you. When you meet the instructor for your demo flight, just hand him a copy of the receipt.

**\*\*\* Please note that that if you do not include the service charge in your payment, that amount will be carried forward to your next bill.**

# TFC Board Meeting Updates

## Demo Flight Gift Certificates

Gift certificates for demo flights are available for \$79 each. To purchase one, contact a club officer and/or an instructor.

## Aircraft Cleaning

The Last Aircraft cleaning in April was a success. We plan to do another aircraft cleaning in Mid-June before the weather gets too hot

## International Learn to Fly Day

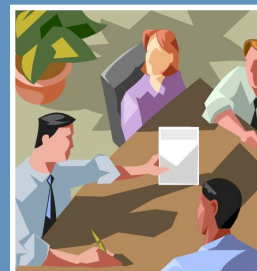
We are participating in the event that is being organized by the McKinney EAA chapter by having a table that will be manned by several of our outstanding instructors as well as a couple of board members. We will be answering questions about the club and selling intro flights. We will also donate an intro flight as part of the prize drawing that the EAA is putting on for the event.

## New Aircraft Committee

The Committee met in April and will meet again for the next few months. We discussed ideas to help lower the cost of flying and promote interest in the club especially to those members of the club who haven't flown in awhile. We will be doing research on some of the ideas over the next few months before we make recommendations to the Board of Directors on how to move forward. Some ideas include purchasing a light sport aircraft. Selling the arrow and using the profits toward upgrades in our other aircraft, investing in conventional gear aircraft, etc.

## Pearl the Movie

We're planning a movie night at one of our member's hangar to watch the Movie Pearl (about the youngest certified pilot in US history), look out for more information soon.



# Regional Aviation Events Calendar

## May

**May 21 — McKinney, TX.** Collin County Regional Airport (KTKI). International Learn to Fly Day. <http://www.eaa1246.org>

**May 27 - 29 — Ranger, TX.** Ranger Antique Airfield (F23). RANGER FLY-IN and AIRSHOW #4. After a very successful 2010 event, it's back! Fly-In and Airshow at Texas' 3rd oldest airfield. Fish Fry and Airshow Fri. evening (Field closed 7:00-7:30) Lions Club breakfast Sat. morning. BBQ lunch served to pilots and passengers only Sat. 11:30. (Field closed 1:00-2:30 for airshow) TX Antique Aircraft meeting Sat. Great 3300 ft. grass runway. Show your support of the volunteer-supported field by bringing your aircraft and spreading the word. Showers available for campers. RSVP appreciated. Contact Jared Calvert, 254.433.1267. [jaredwd@yahoo.com](mailto:jaredwd@yahoo.com) <http://rangerairfield.org>

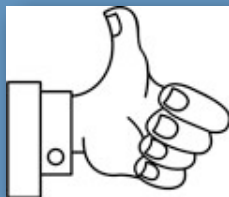
## Jun

**Jun 4 — Midlothian/Waxahachie, TX.** Mid-Way Regional Airport (JWY). Pancake Breakfast Fly-In. 8:00 - 11:00 am Breakfast tickets \$6, ages 3-7 \$3, 2 and under free Classic airplanes and fighters, Helicopter rides, Classic Swing Band, Midlothian Classic Wheels, remote control model flyers, other attractions Contact Tammy, 972-923-0080. [info@mid-wayregional.com](mailto:info@mid-wayregional.com) <http://www.mid-wayregional.com/>

**Jun 18 — Houston, TX. William P. Hobby Airport (KHOU).** Wings and Wheels--Beechcraft Day. Calling all Beechcraft! On this Wings and Wheels day, we pay tribute to this great company and line of aircraft by welcoming Beechcraft of all models to the museum. From early-model Staggerwings to late-model King Airs and Beechjets, we welcome them all! (713) 454-1940. [info@1940airterminal.org](mailto:info@1940airterminal.org) <http://www.1940airterminal.org/WingsAndWheels/>

**Jul 22 - 24 — Midlothian, TX.** MidWay Regional Airport (JWY). DFW Summer Balloon Classic and AirFest. Aviation Extravaganza featuring Hot Air Balloon ascensions followed by top competitors flying balloons competing for the Texas State Championship. Balloon glow Saturday evening. Saturday afternoon Air Show with the only Aerobatic Racing Challenge in the south! Aviation Extravaganza features airplanes, helicopters, military aircraft, skydivers, powered parachutes, RC aircraft. Some flights available to public. Exhibits, Food, Vendors, Kid's Area, Live Music and more! Something for all ages! Free Contact Debby Standefer, 469-371-9218. [info@summerballoonclassic.com](mailto:info@summerballoonclassic.com) <http://www.summerballoonclassic.com>

**Jul 25 - 31 — Oshkosh, WI.** Wittman Regional Airport (OSH). EAA Airventure 2011. "The World's Greatest Aviation Celebration" <http://www.airventure.org>



## TFC Member News and Notes

Be sure to tell your friends how great it is to be in the club!!!!

Welcome to our newest members!

- Leticia Ferrer
- Michael Szymanski

If you or a fellow pilot has an achievement or milestone, 1000 hours, first solo, new rating, etc. Let us know!

### TFC Instructors

Instruction rate is \$32/hour

Name	Instructor Ratings	Contact	Schedule
Richard Klein	M CFI, CFII, MEI, CONV	972-424-2307	7 days a week.
Mike Baulch	M CFI, CFII, MEI, CONV, SES	972-843-2208	
Dinu Catona	M CFI, CFII, MEI	469-685-1199 619-925-1118	
Calvin Coffey	M CFI, CFII, MEI, SES, ATP	972-547-6711	weekends and some weeknights
Hank Eilts	M CFI, CFII, CONV	214-480-3581	weekends and weekday evenings
Rich Graham	M CFI, ATP	972-491-0011	7 days a week
Art Jones	M CFI, CFII, MEI, CONV	972-346-2646	
Robert Niedwiecki	M CFI, CFII, MEI, ATP	972-390-3363	
Sherman Ratliff	M CFI, CFII	469-220-5283	weekends and some evenings
Aniseh Shapiro	F CFI, CFII, MEI	972-881-1102 972-965-7999	7 days a week.
Dick Stephens	M CFI, CFII, CONV	972-517-1647	

**Legend:**

CFI: certificated flight instructor

CFII: certificated instrument flight instructor instrument

MEI: multi-engine flight instructor

SES: single engine seaplane instructor

CONV: conventional gear (traildragger) instructor

ATP: Indicates that the instructor holds an Airline Transport Pilot rating

### International Learn to Fly Day, May 21, 2011

People around the world will celebrate the second annual International Learn to Fly Day on May 21. As part of the worldwide effort being promoted by aviation enthusiasts and organizations such as AOPA and the EAA.

AOPA President, Craig Fuller was quoted on the AOPA website as saying, "It's incredible to see pilots' enthusiasm for inspiring others to learn to fly. The international aviation community is coming together to introduce people around the world to the benefits of general aviation."

To celebrate this event, McKinney Airport in conjunction with the EAA Chapter 1246 will be hosting an event to promote learning to fly. There will be aircraft on static display along with volunteers to give rides to newcomers to aviation. The event will include lunch (pizza and drinks) along with a drawing for prizes including giveaways for rides. In addition, flight schools, and clubs who operate locally will be in attendance along with a number of instructors to answer questions about flying, learning to fly and the aviation community.

The McKinney Airport event is open to everyone and will be fun for the whole family.

"I hope you'll help us rally GA," said Fuller. "Join us. And bring a friend who's interested in learning more about all that GA has to offer."

For More information, visit the McKinney Chapter of the EAA, at <http://www.eaa1246.org>

him wanting to read through them I wouldn't have done the calculations in very tiny handwriting in the margin of my trip sheet. Amazingly, he could read it. Now that he had the trip sheet in his hands, he looked at my checkpoints, liked them, and then had me walk him through the flight plan form. He challenged my cruise speed on the trip sheet (110 knots). I told him I knew it will do about that, then he went into a discussion about how actual experience is much better to go by than POH stats. I admitted I didn't have the exact number, and that in the future I'd pay better attention to the exact actual cruise. When he asked about the climb characteristics I made a point of telling him the POH was wrong and it will actually do 1000 feet per minute today. I also made sure I pointed that out when we were on the flying portion as that's exactly how fast we climbed. He also conceded that the plane could do as fast as 110 in the flying portion (we cruised at about 113 knots). Note to future students - know your airplane's actual characteristics! He asked about how long of a runway I could take off of and land on. All of the performance questions were based on that day with us in the plane.

He asked me about the weather for the trip, and was very impressed that I had printed out the DUAT briefing and had all of the most relevant parts underlined or marked up. He had me explain a line or two from each section, decoding the Area forecast, METAR, etc. The winds aloft threw me, as there was visibility info where the temperature should be on the 4500 ft line (our cruise altitude keyed into DUAT) showing as "25096SM". He said that happens sometimes. I also had a couple weather maps printed and I walked him through those. In addition, I had printed out the FAA listing showing the status of the various special airspace we would fly through ( <http://sua.faa.gov/sua/Welcome.do?selected=1&order=reset> ). There was a MOA hot that isn't supposed to be active on the weekend, per the sectional chart (though we would be under the bottom of it), and some continuous restricted airspace wasn't scheduled to go hot until after we would be safely through it on the return trip. Again, he really liked that I had it all printed and knew the contents (I rattled off the important facts as I pulled the paperwork out). As it turns out, all of the runways at the airport we were to go to (KCSM) were closed, which were in the NOTAMs, so we wouldn't be able to make the trip anyway.

We went into airspace, what the minimums and requirements are for all of the airspace along the route (we pass through or under all classes but Alpha). He also asked at what altitude those minimums would change (10k ft), and what they would change to. After he was satisfied with my knowledge of the regulated minimums, he started a discussion of my personal minimums. First, for just going to the practice area, and second for the cross country trip planned.

He announced that the oral was over, and then explained how the flying portion would proceed. It proceeded exactly as he said it would. He mentioned that he may or may not have us do slow flight, as there may be enough of it in the pattern for him to judge. Apparently he was happy with the pattern work, as we didn't do any specifically.

I did most of the preflight on my own, he walked up for the tail end of it. Norm's a pretty big guy and opted not to wear his shoulder harness so he could get to everything. I insisted on the harness as he's a required crew member, then corrected myself as, duh, this is the first flight where the person sitting next to me is a passenger and they don't have to wear a harness. He agreed. As it was the first nice day after two weeks of ice/snow, the airport and airspace was understandably very busy. I'd never seen a pile-up like today in the run-up area. We did a normal take-off. The climb-out went smooth, I verbalized the time off, but wasn't able to write it down until I'd leveled off. He had me level off at 2k feet. I'm REALLY glad we ran the route the week before to get familiar with the area, as 2k feet isn't high enough to see anything. I could tell halfway to my first checkpoint that I was to the right of my course, then explained to him that the winds I'd expected were at 4,500 feet, not 2k, and decided on a corrected heading. He seemed happy. We passed the first checkpoint dead on for time, but I pointed out where my ground track should have been, continuing to correct. Again, having been through the route already was invaluable because I knew where all the towers, etc. were in reference to my route. I was back on track to my second checkpoint, and after I pointed out where it was and that we'd be there in two minutes (right on time and on track), he took the controls. He wanted to point out a famous BBQ place (I went there afterward and the parking lot was still packed at 3:30, some of the best BBQ I've ever had - I'd go back just for the Texas toast, it was that good).

Checkride, continued on page 6

He then had me divert to McKinney, and said to call the tower for some touch and go's. We were about 20 miles out and I mentioned that I usually call them 10 miles out. I couldn't gauge whether he like that response or not, but he did say that I'm the captain and need to operate the plane as I see fit. AT 10 miles out I called the tower and was told to stay clear of Class Delta and call back in 5 minutes. I've never heard them do that before, but again, it was a very busy day for them. The radio was non-stop. Norm and I discussed it for a minute, then he said to divert to Aero Country instead. I looked down and we were only a few miles away. I was prepared to divert to all of the airports further up north, not Aero Country, so as I fumbled through the chart and A/FD to get frequencies, runway info, etc. and mentioned I had never landed there, he took the controls, dialed them in, and let me focus on getting the information I needed to become familiar with the airport. Once I was ready, we were lined up with the runway, but I didn't want to make a straight-in approach. I told him how I planned on maneuvering into the pattern, but he wasn't happy with my idea so told me to fly an upwind leg on the west side (opposite side of the runway from the downwind leg), and enter the pattern on the crosswind. We didn't do any touch and go's, he had me go to the end of the runway and taxi back each time. We started with a short field over a 50 foot obstacle. Then simulated power failure. He pulled the power but expected me to pull the carb heat (I did immediately after I noticed he didn't). After he pulled the power he said he'd do the radio calls going forward and I should focus on getting down safely, and stayed on the radio until we left Aero. I can't remember what the third landing was, maybe a go-around. One of the take-offs was a short-field over 50 foot obstacle, one was soft field.

As we left Aero, he had me put on the hood. We did straight and level flight, climbs, descents, and turns. Everything was to cardinal headings and rounded altitudes +/- 500. Then recovery from unusual attitudes. He's much more aggressive than (Bob Niedwiecki) is, my stomach had fun twisting around when my eyes were closed and he was setting the plane up. As I was taking off the goggles he tuned in Maverick (113.1), said we were lost, and then had me explain where we were in reference to the VOR. He also wanted me to explain how I'd know when we'd crossed over it. He did a lot of probing about how to read the VOR. I think there was something else we did before he told me to call McKinney for a full stop landing but I can't remember what it was. We did a soft field landing and as soon as all wheels were on the ground he shook my hand and congratulated me on being a private pilot. Not sure why, but it caught me off guard, a nice touch on his part.

Throughout the flying portion we didn't spend much time doing any of the maneuvers. He saw what he needed and moved on quickly. I verbalized everything I did, especially when I was correcting. He was very good about telling me to stop complaining as I was doing a fine job. Again, he's very good at putting you at ease.

# TFC Board of Directors

Office	Member	Phone	E-mail
President	Calvin Coffey	972-547-6711	<a href="mailto:president@tfcschedule.org">president@tfcschedule.org</a>
Operations VP	Fred Carvajal	972-562-2128	<a href="mailto:operationsVP@tfcschedule.org">operationsVP@tfcschedule.org</a>
Trainer Maintenance	Thomas Fox	972-864-1155	<a href="mailto:trainerMaint@tfcschedule.org">trainerMaint@tfcschedule.org</a>
X-C Maintenance	Bob Niedwiecki	214-697-5266	<a href="mailto:xcountryMaint@tfcschedule.org">xcountryMaint@tfcschedule.org</a>
Membership VP	Robert McLeod	972-424-0840	<a href="mailto:membership@tfcschedule.org">membership@tfcschedule.org</a>
Communications	Darren O'Rourke	214-282-6573	<a href="mailto:communications@tfcschedule.org">communications@tfcschedule.org</a>
Controller	Karen Quiroz	972-495-5850	<a href="mailto:controller@tfcschedule.org">controller@tfcschedule.org</a>
Treasurer	Charles Weinberger, Sr	972-562-7586	<a href="mailto:treasurer@tfcschedule.org">treasurer@tfcschedule.org</a>
Safety Officer	Dick Stephens	972-270-1769	<a href="mailto:safety@tfcschedule.org">safety@tfcschedule.org</a>
Chief Instructor	Richard Klein	972-424-2307	<a href="mailto:chiefCFI@tfcschedule.org">chiefCFI@tfcschedule.org</a>



Want to learn more about airplane ownership or help guide the direction of the TFC? Consider joining the TFC Board of Directors!

## FAASafety WINGS Program

For those of you who are new to the piloting world, or for those who just don't know, the FAA has had a program in place to assist with proficiency in flying. The benefit of this program, besides making you a safer pilot is that for each phase of the WINGS program completed, your Flight Review is extended by 24 months from the end of the month from which you completed the phase. In addition, the Texins Flying Club offers one month of free dues for each WINGS phase completed (up to a \$45 value)

In order to complete a phase, generally, the pilot needs to complete 6 credits. 3 from the "knowledge" category, which can be fulfilled by taking classroom and online courses. The other 3 would come from flights with a CFI practicing the "flight topic" of choice. As the pilot progresses through the phases of WINGS, the topics get more advanced. To participate in WINGS, go to <http://www.faasafety.gov/default.aspx>

## President's Corner

April winds are slowing as the May showers take over. Be sure to avoid all birds while flying. I narrowly missed one the other day as I flew through a slow moving cold front. The nice Spring weather has our bird brained feathered friends thinking about something else other than flying, hmm?

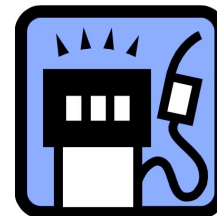


Larry Johnson, Regional Sales Manager of Texas Piper Sales gave an excellent presentation on the new Piper Altaire jet (available in 2013). I just wonder if they could make an affordable 2 seat jet trainer version for the club? After the meeting, we had a nice time at the club hangar picnic meeting pilots and friends. The weather was perfect and everyone enjoy the day!

May 21st is the EAA International Learn to Fly Day. The city of McKinney, EAA1246 (local chapter), Cutter Aviation, Cavanaugh Flight Museum, Monarch Air, NTxFC and TFC will be hosting a local Learn to Fly Day for the public at TKI. We will be there to help answer the public's questions and concerns about learning to fly. Bring a friend along and introduce them the craziest people in the room

See around the airport,  
Calvin

# Hourly Rates for TFC Airplanes



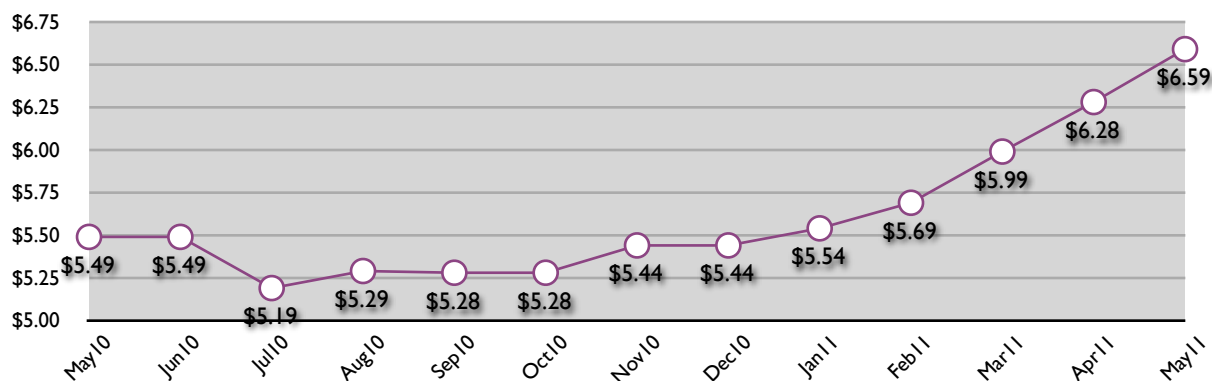
TFC hourly rates are "wet tach hour" meaning fuel and oil costs are included and you pay based on engine usage, not on wall clock time.

Our fuel prices at McKinney Airport increased once again to \$6.59/gallon. The hourly rates to the right became effective 05/01/2011. The average 100LL price in our 6-state region is \$5.67/gallon.

Check 100LL.com and/or AirNAV.com for current fuel prices when planning your next cross-country flight.

Tail Number	Make / Model	Rate/Hr
N6368K	Cessna 150M Commuter	\$107.13
N7929U	Cessna 150M Commuter	\$107.13
N737TY	Cessna 172N Skyhawk	\$140.19
N733NB	Cessna 172N/180 Superhawk	\$140.19
N7508J	Piper PA-28R-180 Arrow	\$173.01

Cutter Aviation at McKinney fuel price trends.

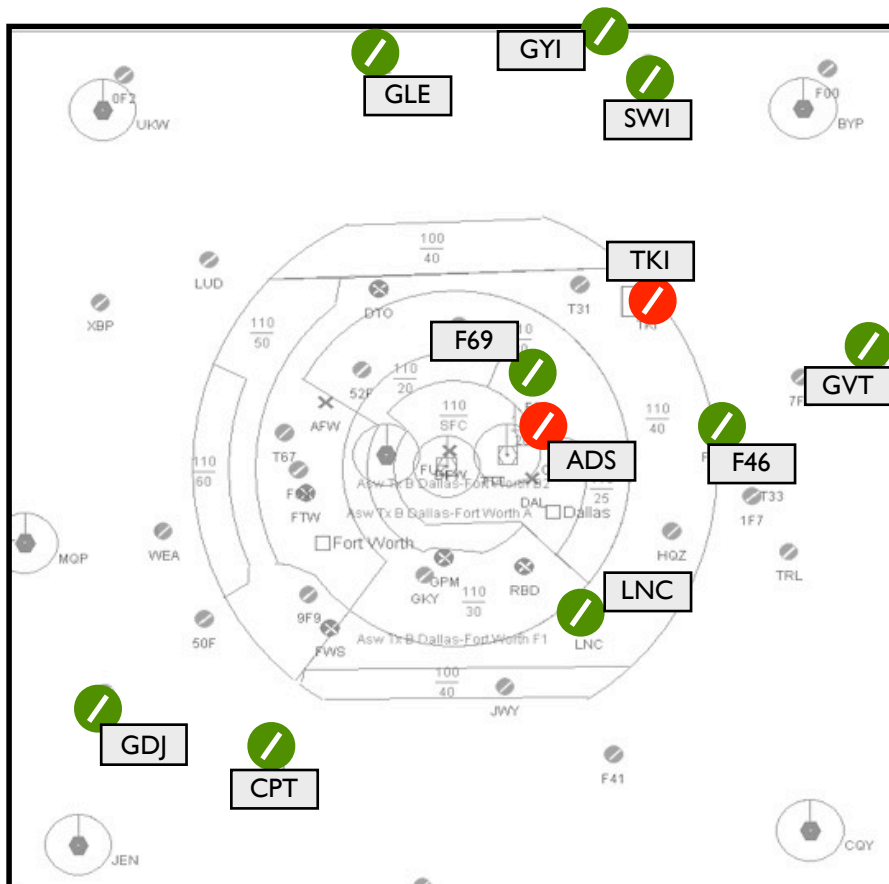


## Comparative Fuel Prices Around DFW information from as of 05/18/2011



TKI	\$6.59
ADS	\$7.44

CPT	\$4.21
GDJ	\$4.41
F69	\$4.50
F46	\$4.50
GYI	\$4.70
SWI	\$4.72
LNC	\$4.75
GLE	\$4.75
GVT	\$4.86

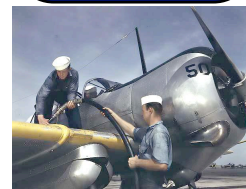


## Fuel Savings Locator

### Fuel Reimbursement

Offsite fuel purchases are currently reimbursed at \$6.59/gal. If you refuel at a lower price, you pocket the savings!

Remember to enter the gallons purchased in the log book and write your member number on the receipt and place it in the box in the key locker.





## THE TEXINS FLYING CLUB

P.O. Box 831311  
Richardson, TX 75083-1311

**Make your dreams of flight come true!**

The TEXINS Flying Club is a subsidiary organization of the Dallas TEXINS Association, a non-profit organization. Our purpose, as stated in our Constitution is "... to encourage interest in aviation, to advance the knowledge of the members in aeronautical and navigational subjects, and to bring to more people the social benefits and pleasure of flying."

Updated 03/2011



[http://www.texinsflyingclub.org/assets/TFC\\_Contact\\_Card.pdf](http://www.texinsflyingclub.org/assets/TFC_Contact_Card.pdf)

## Club Calendar of Events

- June 8 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.
- June 11 (Saturday): TFC Membership Meeting, guest speaker FAA Safety, at McKinney PAC, beginning at 9:30 AM.
- July 6 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.
- July 9 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.
- Aug 10 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.
- Aug 13 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.
- Sep 7 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.
- Sep 10 (Saturday): TFC Membership Meeting, at McKinney PAC, beginning at 9:30 AM.
- Oct 5 (Wednesday): TFC Board Meeting, 6:30 p.m., LER Schimelpfenig Library, 5024 Custer Rd, Plano, TX. All members welcome.

### May Meeting: Steve Buckner of FAA Safety Team

Please join us for our June Membership Meeting on Saturday, June 11th at 9:30am at the McKinney Performing Arts Center (The Old McKinney Courthouse in McKinney Square) in the Encore Conference Room on the 1st floor.

The Texins Flying Club is pleased to welcome Steve Buckner of the FAA Safety Team. He will discuss some of the programs offered by the FAA to increase pilot proficiency and promote safety, such as the WINGS program, AMT Awards program, as well as some of the seminars that are offered by the FAA.

Steve is an entertaining speaker. You won't want to miss this meeting.

