



# Welcome Guide for Incoming 2019 SUPT-FC TX Cadets





# Welcome Guide for Incoming 2019 SUPT-FC TX Cadets

**Welcome to Laughlin  
AFB, TX and the 47th  
Flying Training Wing;  
graduating the world's  
best pilots!**

The 47th Flying Training Wing, located at Laughlin Air Force Base, Texas, conducts specialized undergraduate pilot training for the United States Air Force, Air Force Reserve, Air National Guard and allied nation air forces as well as a familiarization course for cadets of the Civil Air Patrol – USAF Auxiliary, utilizing the T-6, T-38 and T-1A aircraft.

By now you should have received an e-mail from CAP NHQ notifying you of your invitation to attend the 2019 Specialized Undergraduate Pilot Training Familiarization Course held at Laughlin AFB in Del Rio, Texas.

You can best prepare by understanding our mission, knowing how to reach us with questions, and taking full advantage of this welcome package we have prepared for you.

TIMOTHY R. BROWN (Maj, USAFR)

Director SUPT Familiarization Course (Laughlin  
AFB, TX)



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# Welcome Guide for Incoming 2019 SUPT-FC TX Cadets

## Welcome!

Congratulations on being accepted to attend the Specialized Undergraduate Pilot Training Familiarization Course (SUPT-FC) being held at Laughlin AFB in Del Rio, Texas from 8-15 June 2019. Your hard work and dedication has secured you a slot in one of the most popular and competitive National Cadet Special Activities Programs in the nation.

The Activity Director for this year's program is Major Timothy Brown, a T-6 Texan II Instructor Pilot & Flight Commander previously stationed at Sheppard AFB, Texas. Major Brown is a former cadet himself and has been heavily involved with the Civil Air Patrol in the past years as a liaison officer. He is dedicated to ensuring everyone's enjoyment and maximum learning throughout this program.

This welcome package is designed to answer any of your questions regarding the program and prepare you for a successful trip. If you need to contact us regarding special circumstances or any other concerns, please e-mail [suptfc19@gmail.com](mailto:suptfc19@gmail.com) or visit us on Facebook for the most up to date information - Laughlin SUPT Familiarization Course.



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## Administrative Items

### Payment

If you haven't done so already, you'll need to pay the activity fee \$485. Follow the instructions provided on-line to ensure this is accomplished properly and on time.

### Travel Arrangements

You will need to provide your own transportation to San Antonio International Airport on 9 June, report to the **USO Lounge in Terminal B**. Travel UOD is civvies. If you plan on driving or taking a commercial bus or car, you have the option of meeting us either at the San Antonio airport or Laughlin AFB. If arriving to Del Rio via bus, you may need to take a cab from the bus station to Laughlin AFB (Approx. 5 miles away) as we have limited capability to pick you up. There will be a shuttle departing the San Antonio Airport for Laughlin AFB at approximately 1530 on 8 June so plan to arrive at the airport with enough time to make the shuttle with all luggage in hand. On 15 June at 0800, there will be a shuttle departing Laughlin AFB for the San Antonio Airport (3 Hour drive) so ensure return airline tickets are booked with enough time for travel to the airport (recommend no earlier than 1300).

### Meals

All meals will be provided and will be on base or at a local establishment close to the base. Please let us know in advance if you have any food allergies or special dietary needs. Vending machines and the use of the Base Exchange is authorized, so feel free to bring money if you want additional snacks during the activity.

### Contacting SUPT-FC

Please communicate primarily through the email address: [suptfc19@gmail.com](mailto:suptfc19@gmail.com). Your primary point of contact is Major Timothy Brown. Additional information regarding the activity will be sent out as needed. On-site phone contact is available by calling Major Timothy Brown, the Activity Director, at (701) 340-2434.



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## Packing List

### What to Bring

Use this list as a guide as the minimum to bring. We'll be pretty busy, but don't forget to bring a few things for your free time (books, magazines, etc.)

- CAP ID Card & other Government ID w/photo (driver's license/passport/mil ID/etc.)
- BDUs (black t-shirt) or ABUs (tan t-shirt) with BDU/ABU cap (**no baseball cap or boonie hat**)
- USAF-style blue short-sleeve uniform (**no jacket, tie, ribbons or shoulder cord**) with flight cap (**no service cap**)
- Combat boots
- Civilian clothes/hat for protection from the sun (approx. 3 outfits).
- Swim suit
- Ponchos/Rain Gear
- Athletic wear/running shoes
- Eyeglasses/Sunglasses
- Personnel Hygiene Items
- Prescription Medications
- Insect repellent
- Sunscreen/Chapstick
- Sewing Kit
- Small day pack or book bag
- Web gear with canteens or camel-type packs
- Pencil/Pen and notepad
- Camera
- Spending money \*we will have T-shirts available for sale ~\$10 Each



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## Lodging Information

All cadets will be on-base at the Air Force Inn. Supervisors will be staying in the same building.

The facility has a laundry room available as well as a business center with a copy machine, computers, and a wireless network. For more information, please see their website: <http://af.dodlodging.net/property/Lauhlin-AFB>.

The rooms have:

- Color TV
- Refrigerator, coffee maker and microwave
- Private bathroom
- Iron



## Social Media

In order to get the most up to date information and connect with other cadets planning on attending the event, please frequent our Facebook site:

Civil Air Patrol - SUPT-FC Del Rio, Texas

<https://www.facebook.com/groups/18564819019/>

'Like' the site and feel free to post on the wall with any questions or private message the event so we can resolve any concerns you may have.



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## Military Aircraft Flights

All cadets (regardless of age) must fill out the below forms.

Additionally, if you are below the age of 18 you will need to have your parents/guardians sign the form. There is a possibility that each cadet will get a flight in the T-1 aircraft, which is similar to a small business jet that the Air Force uses for advanced training.

Regulations require that cadets receive a brief physical and training prior to taking these flights. Parental permission slips for approval to receive a physical, training and to participate in the flights are required. These must be hand carried and turned in upon arrival.

***BOTTOM LINE – NO PERMISSION SLIP – NO FLIGHT***

So, please make sure these are filled out properly. Save as pdf files and e-mail to [suptfc19@gmail.com](mailto:suptfc19@gmail.com)

\*Flights are not guaranteed, due to the wing's training timeline and CAP's low priority.





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## 87TH FLYING TRAINING SQUADRON CADET ORIENTATION FLIGHT HOLD HARMLESS AGREEMENT AND INDEMNIFICATION AGREEMENT

### *Parties*

1. I, \_\_\_\_\_ (participant) desire to take part in an 87th Flying Training Squadron Cadet Orientation Flight. All references in this document to "87 FTS" means *collectively*, the 47th Flying Training Squadron, the U.S. Air Force, and the U.S. Government, including all representatives, employees, agents, members, and invitees or licensees of these respective entities.

### *Fitness to Participate*

2. Participant represents to 87 FTS that, to the best of my knowledge, I am physically, mentally, and emotionally capable to fully participate in this activity. I am fully aware of risks and hazards connected with the activity. I specifically acknowledge that this activity may be hazardous to my property and that I may be severely injured or killed while participating. Aircraft flight of this type is an "inherently dangerous activity" and that no amount of care or skill can fully remove these risks.

### *INDEMNIFICATIONS*

3. IN CONSIDERATION OF THE PERMISSION GRANTED TO ME TO COMPETE OR PARTICIPATE IN THE ACTIVITY DESCRIBED BELOW, I AGREE:

A. THAT I WILL NOT HOLD 87 FTS RESPONSIBLE FOR ANY HARM OR INJURY, FROM ANY CAUSE, WHICH MAY BEFALL ME RELATED TO OR ARISING OUT OF PARTICIPATING IN THIS ACTIVITY. FURTHER, I WILL INDEMNIFY, HOLD HARMLESS, AND DEFEND 87 FTS FROM ALL CLAIMS OR ACTIONS BASED UPON MY PERSONAL INJURY, MY DEATH, AND/OR DAMAGE, LOSS, OR DESTRUCTION OF MY PROPERTY RELATED TO OR ARISING OUT OF PARTICIPATING IN THIS ACTIVITY, INCLUDING THOSE THAT MAY BE CAUSED BY THE NEGLIGENCE, GROSS NEGLIGENCE, OR WILLFUL CONDUCT OF 87 FTS; AND

B. THAT I WILL INDEMNIFY, HOLD HARMLESS, AND DEFEND 87 FTS FROM ALL CLAIMS OR ACTIONS ARISING OUT OF, CLAIMED ON ACCOUNT OF, OR IN ANY MANNER PREDICATED ON, LOSS OF OR DAMAGE TO THE PROPERTY OF, AND INJURIES TO OR DEATH OF ANY AND ALL PERSONS THAT WERE, IN ANY MANNER, CAUSED OR CONTRIBUTED TO BY MY NEGLIGENCE, GROSS NEGLIGENCE, OR WILLFUL MISCONDUCT.

4. IT IS MY EXPRESS INTENT THAT PARAGRAPH 3 ABOVE SHALL BIND ME IF I AM ALIVE AND BIND MY HEIRS, ASSIGNS, AND PERSONAL REPRESENTATIVE IF I AM NOT ALIVE. THESE PROVISIONS SHALL BE DEEMED AS A RELEASE, WAIVER, DISCHARGE, AND COVENANT NOT TO SUE 87 FTS.

### *Applicable Law*

5. This document shall be construed in accordance with the laws of the State of Texas and where the Federal Tort Claims Act, 28 U.S.C. § 2671 *et seq.*



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In signing below, I represent that I have read this entire document, I understand it, I was given the opportunity to take it to my attorney to review, and I signed it voluntarily as my own free act. No oral representations, statements, or inducements, apart from this document, have been made to me by anyone. I am at least eighteen (18) years of age and fully competent. I execute this Release for full, adequate, and complete consideration fully intending to be bound by this act.

SIGNED on \_\_\_\_\_, 2019.

\_\_\_\_\_  
Signature of Participant (or Parent if participant is under 18 years old)

\_\_\_\_\_  
Participant Printed Name

\_\_\_\_\_  
Telephone #

\_\_\_\_\_  
87 FTS witness signature / printed name



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<u><b>FLIGHT PERMISSION SLIP</b></u>	
I give permission for my son/daughter Cadet _____ to receive a brief physical examination from the 47 FTW Flight Surgeon and appropriate training from the 47 FTW Aerospace Physiology specialists for the purposes of receiving a flight in a military T-1 aircraft during SUPTFC at Laughlin AFB, TX from 10 -17 June 2017.	
_____ Printed Name	_____ Relationship
_____ Signature	_____ Date
<u><b>PRINT/SCAN AND EMAIL PDF TO US!</b></u>	



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## DEPARTMENT OF THE AIR FORCE 47TH FLYING TRAINING WING (AETC)

### HEALTH QUESTIONNAIRE FOR INCENTIVE FLIGHT IN NON-EJECTION AIRCRAFT

1. In accordance with AFI 48-123 6.24.5.2.1-3. Incentive and orientation flight candidates scheduled to fly in non-ejection seat aircraft must complete the following health statement:

	Yes	No
Do you have any current medical problems?		
Do you have any history or serious medical problems?		
Do you take any medications?		
Any recent hospitalizations?		
Are you on a DLC? (Active Duty Only)		
Are you pregnant?		
Do you feel you need to see a flight surgeon?		

2. Individuals making any positive responses (YES) on the health statement will be referred by the flying unit to the flight surgeon for review, appropriate medical examination if deemed necessary and medical recommendation for incentive and orientation flying.

Name (print): \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_



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## **Boldface and Ops Limits**

BOLDFACE (BF) & Ops Limits are crucial in every airframe; they serve as immediate actions required to safely recover the aircraft if needed should an emergency occur in flight or on the ground.

You will be required to quickly and correctly recall the operating limits and boldface in the first days of SUPT-FC. While there will be adequate time to commit these numbers and procedures to memory, it would be to your benefit to study these prior to arriving. Boldface and operating limits should be learned completely and correctly; every word and punctuation must be exactly as listed. Learning these now will allow you to focus on other studies while here at SUPT-FC. Please review the next four pages, blank copies are provided as a reference as to what numbers/words should be committed to memory **VERBATIM**.





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T-6A Boldface Emergency Procedures and Operating Limitations			1 Nov 11
Name	Checked By	Date Completed	
Section 1. Boldface Emergency Procedures			
Emergency Engine Shutdown on the Ground			
PCL – OFF			
FIREWALL SHUTOFF HANDLE – PULL			
Abort			
PCL – IDLE			
BRAKES – AS REQUIRED			
Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)			
AIRSPEED – 110 KNOTS (MINIMUM)			
PCL – AS REQUIRED			
EMER LDG GR HANDLE – PULL (AS REQUIRED)			
Engine Failure During Flight			
ZOOM / GLIDE – 125 KNOTS (MINIMUM)			
PCL – OFF			
INTERCEPT ELP			
Immediate Airstart (PMU NORM)			
PCL – OFF			
STARTER SWITCH – AUTO / RESET			
PCL – IDLE, ABOVE 13% N <sub>1</sub>			
Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather			
PCL – MID RANGE			
PMU SWITCH – OFF			
PROP SYS CIRCUIT BREAKER (left front console) – PULL, IF N <sub>p</sub> STABLE BELOW 40%			
Inadvertent Departure From Controlled Flight			
PCL – IDLE			
CONTROLS – NEUTRAL			
ALTITUDE – CHECK			
Fire In Flight			
If Fire Is Confirmed:			
PCL – OFF			
FIREWALL SHUTOFF HANDLE – PULL			
OBOGS Inoperative			
GREEN RING – PULL (AS REQUIRED)			
Eject			
EJECTION HANDLE – PULL			



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T-6A Boldface Emergency Procedures and Operating Limitations		1 Nov 11
Name	Checked By	Date Completed
<b>Section 1. Boldface Emergency Procedures</b>		
<b>Emergency Engine Shutdown on the Ground</b>		
<b>Abort</b>		
<b>Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)</b>		
<b>Engine Failure During Flight</b>		
<b>Immediate Airstart (PMU NORM)</b>		
<b>Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather</b>		
(left front console) –		
<b>Inadvertent Departure From Controlled Flight</b>		
<b>Fire In Flight</b> <b>If Fire Is Confirmed:</b>		
<b>OBOGS Inoperative</b>		
<b>Eject</b>		



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## Section 2. Operating Limits

1 Jan 2013

Engine	Starting
<b>Maximum Torque</b> Takeoff / Max <u>100</u> % Transient <u>131</u> % ( <u>20</u> Seconds) Torque above <u>102</u> % is indicative of a system malfunction.	Starter Limit: <u>20</u> Seconds Wait <u>30</u> Sec, <u>2</u> Min, <u>5</u> Min, <u>30</u> Min after each start attempt Maximum ITT <u>1,000</u> °C for <u>5</u> Sec ( <b>Do Not Attempt Restart</b> ) Maximum Oil Pressure <u>200</u> PSI
<b>Maximum ITT</b> Idle <u>750</u> °C Takeoff / Max <u>820</u> °C Transient <u>870</u> °C (Up to <u>20</u> Seconds)	Minimum Oil Temperature <u>-40</u> °C Minimum Battery Voltage <u>23.5</u> V
	<b>Pressurization</b> Normal Above 18,000 Ft MSL <u>3.6</u> ± <u>0.2</u> PSI Overpressurization Valve Opens <u>4.0</u> PSI
<b>N<sub>i</sub></b> Idle <u>60</u> to <u>61</u> % Ground, <u>67</u> % (Min) Flight	<b>Fuel</b> Normal Recovery Fuel <u>200</u> Pounds Minimum Fuel <u>150</u> Pounds ( <u>200</u> Pounds Solo) Emergency Fuel <u>100</u> Pounds ( <u>100</u> Pounds Solo) Minimum Fuel for Aerobatics <u>150</u> Pounds per side
<b>N<sub>p</sub></b> Idle <u>46</u> to <u>50</u> % Takeoff / Max <u>100</u> %, ( <u>100</u> % ± <u>2</u> % PMU Off) Avoid stabilized ground operations from <u>62</u> to <u>80</u> % N <sub>p</sub>	<b>Runway</b> Minimum Runway Length <u>4,000</u> Feet Minimum Runway Width <u>75</u> Feet
<b>Oil Pressure</b> Takeoff / Max <u>90</u> to <u>120</u> PSI Aerobatics / Spins <u>40</u> to <u>130</u> PSI Aerobatics / Spins (Idle) <u>15</u> to <u>40</u> PSI ( <u>5</u> Sec)	<b>Winds</b> <b>Max Crosswinds</b> Dry Runway <u>25</u> Knots Wet Runway <u>10</u> Knots Icy Runway <u>5</u> Knots Touch-and-Go <u>20</u> Knots Formation Takeoff / Landing <u>15</u> Knots Maximum Tailwind Component for Takeoff <u>10</u> Knots Maximum Wind with Canopy Open <u>40</u> Knots
<b>Oil Temp</b> Takeoff / Max <u>10</u> to <u>105</u> °C Transient <u>106</u> to <u>110</u> °C ( <u>10</u> Minutes)	<b>Acceleration Limits</b> Symmetric Clean <u>-3.5</u> to <u>7.0</u> Gs Symmetric Gear / Flaps <u>0</u> to <u>2.5</u> Gs Asymmetric Clean <u>-1.0</u> to <u>4.7</u> Gs Asymmetric Gear / Flaps <u>0</u> to <u>2.0</u> Gs
<b>Prohibited Maneuvers</b> 1. <u>Inverted</u> Stalls 2. <u>Inverted</u> Spins 3. Aggravated <u>spins past 2 turns</u> 4. Spins with the PCL <u>above idle</u> 5. Spins with the <u>landing gear</u> , <u>flaps</u> or <u>speed brake</u> extended 6. Spins with the <u>PMU off</u> 7. Spins below <u>10,000</u> feet pressure altitude 8. Spins above <u>22,000</u> feet pressure altitude 9. Abrupt <u>cross-controlled (snap)</u> maneuvers 10. Aerobatic maneuvers, spins, or stalls with greater than <u>50</u> pounds fuel imbalance 11. <u>Tail</u> slides	<b>Intentional Spin Entry</b> Minimum Altitude for Entry <u>13,500</u> Feet MSL Minimum Cloud Clearance <u>7,000</u> Feet above clouds
<b>Airspeed Limitations</b> Max Airspeed Gear and/or Flaps <u>150</u> KIAS Max Operating Speed <u>316</u> KIAS or <u>0.67</u> Mach Full rudder deflection above <u>150</u> KIAS will exceed the limits of the rudder control system.	<b>Icing</b> Maximum Icing Band / Icing Type <u>5,000</u> Feet / <u>light rime</u>
	<b>Temperature</b> Ground operation is limited to ambient temperatures of <u>-23</u> to <u>43</u> °C





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## Section 2. Operating Limits

1 Jan 2013

Engine	Starting
<b>Maximum Torque</b> Takeoff / Max _____ % Transient _____ % ( _____ Seconds) Torque above _____ % is indicative of a system malfunction.	Starter Limit: _____ Seconds Wait _____ Sec, _____ Min, _____ Min, _____ Min after each start attempt Maximum ITT _____ °C for _____ Sec ( <b>Do Not Attempt Restart</b> ) Maximum Oil Pressure _____ PSI Minimum Oil Temperature _____ °C Minimum Battery Voltage _____ V
<b>Maximum ITT</b> Idle _____ °C Takeoff / Max _____ °C Transient _____ °C (Up to _____ Seconds)	<b>Pressurization</b> Normal Above 18,000 Ft MSL _____ ± _____ PSI Overpressurization Valve Opens _____ PSI
<b>N<sub>1</sub></b> Idle _____ to _____ % Ground, _____ % (Min) Flight	<b>Fuel</b> Normal Recovery Fuel _____ Pounds Minimum Fuel _____ Pounds ( _____ Pounds Solo) Emergency Fuel _____ Pounds ( _____ Pounds Solo) Minimum Fuel for Aerobatics _____ Pounds per side
<b>N<sub>p</sub></b> Idle _____ to _____ % Takeoff / Max _____ %, ( _____ % ± _____ % PMU Off) Avoid stabilized ground operations from _____ to _____ % N <sub>p</sub>	<b>Runway</b> Minimum Runway Length _____ Feet Minimum Runway Width _____ Feet
<b>Oil Pressure</b> Takeoff / Max _____ to _____ PSI Aerobatics / Spins _____ to _____ PSI Aerobatics / Spins (Idle) _____ to _____ PSI ( _____ Sec)	<b>Winds</b> <b>Max Crosswinds</b> Dry Runway _____ Knots Wet Runway _____ Knots Icy Runway _____ Knots Touch-and-Go _____ Knots Formation Takeoff / Landing _____ Knots Maximum Tailwind Component for Takeoff _____ Knots Maximum Wind with Canopy Open _____ Knots
<b>Oil Temp</b> Takeoff / Max _____ to _____ °C Transient _____ to _____ °C ( _____ Minutes)	<b>Acceleration Limits</b> Symmetric Clean _____ to _____ Gs Symmetric Gear / Flaps _____ to _____ Gs Asymmetric Clean _____ to _____ Gs Asymmetric Gear / Flaps _____ to _____ Gs
<b>Prohibited Maneuvers</b> 1. _____ Stalls 2. _____ Spins 3. Aggravated _____ 4. Spins with the PCL _____ 5. Spins with the _____, _____ or _____ extended 6. Spins with the _____ 7. Spins below _____ feet pressure altitude 8. Spins above _____ feet pressure altitude 9. Abrupt _____ maneuvers 10. Aerobatic maneuvers, spins, or stalls with greater than _____ pounds fuel imbalance 11. _____ slides	<b>Intentional Spin Entry</b> Minimum Altitude for Entry _____ Feet MSL Minimum Cloud Clearance _____ Feet above clouds
<b>Airspeed Limitations</b> Max Airspeed Gear and/or Flaps _____ KIAS Max Operating Speed _____ KIAS or _____ Mach Full rudder deflection above _____ KIAS will exceed the limits of the rudder control system.	<b>Icing</b> Maximum Icing Band / Icing Type _____ Feet / _____ <b>Temperature</b> Ground operation is limited to ambient temperatures of _____ to _____ °C



# Welcome Guide for Incoming 2019 SUPT-FC TX Cadets

## Cadet Expectations

**In order to have a safe and successful activity we will maintain an environment that is a safe learning environment for everyone attending. We have identified a list of major violations that *will* result in expulsion from activity at your sole expense.**

The CAP and Air Force staff reserves the right to adjudicate and punish any and all offenses, and the activity director's decision is final in case of any dispute.

1. Possession or use of alcohol, tobacco products, drugs, or weapons of any kind
2. Possession of pornography in any form
3. Willful damage or theft of Government, CAP, or private property
4. Fighting
5. Gambling
6. Honor Code violations (lying, cheating, or stealing)
7. Flagrantly unsafe acts
8. Gross neglect of duty
9. Improper sexual contact or other gross immorality
10. Being AWOL from any scheduled activity
11. Hazing



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## Graduation

### Requirements

Students become eligible for graduation credit by fulfilling the standards listed below. Encampment commanders may grant credit to cadets who leave early due to a serious family hardship or injury. Cadets who choose to leave early due to homesickness or misconduct will not receive graduation credit.

- Active participation in 40 contact hours (80% of the encampment's minimum of 50 contact hours)
- Satisfactory adherence to the Core Values, in the judgment of the encampment commander
- A cumulative average of 80% on all academic quizzes / exams

### Graduation

A small ceremony will occur on Friday, 15 June 2018 at approximately 1700. Family/Friends are welcome to attend as this will primarily be a team building exercise between cadets and Staff members. Meal price typically is \$12-\$15 and can be paid directly to the wait staff following the graduation dinner.



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## Cancellation Policy/Refunds

If you were slotted for an activity and you have found that you cannot attend, email the Activity Director, Major Brown, immediately. Your slot needs to be filled by a cadet who can attend as soon as possible. If you are seeking a refund, include the Refund Request Form in the email to your Activity Director.

All refunds require review by HQ CAP/CP and are subject to a cancellation fee.

Refund requests made less than 30 days prior to the start of the NCSA may be limited or reduced by as much as 100%.

Reference the NCSA web-site for the most up to date policy on cancellations/refunds.

## To Do List

- ☐ Confirm that you have paid for the activity via e-services or by mail to CAPNHQ
- ☐ Complete the [SUPTFC Welcome Survey](#) and submit all required supplemental documentation.
- ☐ Study your BoldFace and Ops limits!
- ☐ Please let us know ahead of time if you have any food allergies so we can coordinate.
- ☐ As you make travel arrangements (flight number etc.) update us at [suptfc19@gmail.com](mailto:suptfc19@gmail.com) so we can track your arrival.
- ☐ Email us at [suptfc19@gmail.com](mailto:suptfc19@gmail.com) if you have questions!