
T-CRAFT AERO CLUB

Volume 6, Issue 2, February 2009, T-Craft Aero Club Inc., All Rights Reserved

What Is Your "Abort" Plan

General Information

The Board Officers and Directors are considering **strategies to help our Club weather difficult financial times**. Please attend the upcoming General Membership meeting to share your thoughts.

Back country airstrips present a tempting target this time of the year. Consider some time with an instructor familiar with the terrain you plan to visit, and review T-Craft's Back Country Policy, found on our Website at www.t-craft.org. Send photos to jlvanho@msn.com.

Speaking of back country flying, be ready for the **T-Craft Fly-in at Garden Valley, Idaho**. Last year's event proved to be quite fun, and attracted many new back country pilots. You could get a free ride with a CFI who can check you out for this fun adventure. Cameras will be rolling!

If you have **ideas that help promote T-Craft** amongst the piloting community, please share them with the Board. We're looking for advertising space in off read periodicals, magazines, and newspapers. We have good looking T-Craft monogrammed t-shirts and hats for purchase that may be worn proudly in public.

Our Membership/Safety Director is updating the **T-Craft Approved Instructor list**. If you have suggestions, write or call Jim Hudson at flynjim@yahoo.com.

The President has requested the **Annual AVEMCO Insurance Survey** be completed by T-Craft Members. Please have this completed as soon as possible, sending your completed form with your bill, or leaving

General Information

General Membership Meeting:
24 February 2009, 7:00p.m., EAA/CAP Building

Next Board Meeting: 10 March 2009, 7:00p.m., T Craft Hangar

Fuel Reimbursement Cost for February 2009:
\$3.00/gal.

Current Flying Rates: 152 @ 47.00/hr, 172s @ 66.00/hr, and 182s @ 90.00/hr.

(These costs are subject to immediate change.)

Answers concerning our Club, Policies, or even locating a **New Member Application Form** for your friend or family member can be found [HERE](#)

Special Announcements

Congratulations Steve Turney, newly minted Private Pilot!

Jeff Nase is currently training to upgrade to Class II.

Sign up a friend with T-Craft, and earn a free hour of 152 time.

[Insert Photo Here]

on the Aircraft Signout Sheet in the hangar.

Thanks to [Tod Good](#), [Chad Kinekela](#), [Bill Zerfas](#), and others for getting the **replacement computer and printer** operational. Members are encouraged to monitor and care for this equipment. If you see something unusual, please contact your favorite Board member A.S.A.P.

Speaking of Board Members, did you have a copy that you carry with you when you fly? If you run into difficulties, who are you going to call?

[What's Your "Abort" Plan?](#) by Jim Husdon

I'm sure by now you have heard of the miraculous Hudson River landing by Capt. "Sully" Sullenberger on US Airways Flight 1549. My thoughts were, "Wow, they did everything right! I hope I will have the discipline to do it right if I ever have to." I also hope I never have to.

We should have an "abort" plan in mind at all times, especially on every take-off. We should know what we will do, so that if the situation occurs we "react" immediately.

Aviate – get to best glide immediately, set up to land as normal, fly the plane all the way to touch down, and touch down at minimum control airspeed. What ever you do - do not stall.

Navigate – resist the urge to turn back to the runway. Most of the takeoff fatalities are from a stall/spin trying to return to the runway. Look for the best place to land on your current flight path. Know ahead of time. Study the area around the departure ends of the runway. Where would you abort taking off on 29?

Communicate – brace for impact. Except for a few exchanges with the control tower, that's all Capt. Sully

Send your photos and stories to secretary@t-craft.org. We'll install them in future T-Craft Newsletters.

Aircraft Maintenance

NOTICE: Information below may or may not be accurate. Consult Schedule Master and clipboard on hangar wall for the most recent information concerning your aircraft.

Got a squawk? Write the tachometer time on the Squawk Sheet. Use the Hobbs time for all other recordings.

375: Nothing to report.

686: Tires continue to be a problem on this aircraft with worn spots showing up much more frequently. Work on replacement engine has not begun yet; engine in aircraft is still running strong; oil changed, and filter inspected for anomalies.

64L: Nothing to report

91X: Worn spots on main tires.

0YD: Nothing to report.

93S: Nothing to report.

Aircraft components and locks are very sensitive. Slamming doors and forcing keys to operate seriously harms latches and security devices.

Keep the bellies on our ladies clean. Read "Aircraft Oil Usage" on the T-Craft Website for more information.

Continue reviewing "Cold Weather Operations", either on AOPA, or in the T-Craft Website.

said.

During other phases of flight, we should be asking ourselves – "Where can I land this thing if I loose an engine?"

There are few pilots that have the experience of Capt. Sully, but we can increase the odds of making a successful forced landing with good planning, practice, and thinking about the "what-if's" ahead of time.

Fly Smart, Fly Safe, Have Fun - [Jm Hudson, Director, Membership/ Safety](#)

[Please notify [Jim Hudson, Membership/Safety Director](#), when you earn new Wings levels, or pass other milestones, like first solo, new ratings, or purchase your first \$100.00 burger.]

Reminders

NOTICE! Properly sign out your aircraft, including the correct designation; for example, local, cross country, maintenance, replacement aircraft search, etc. If an aircraft moves, breathes, or sneezes, it **MUST** be correctly documented for maintenance and billing.

Delete the remainder of any unused flight time from Schedule Master immediately after landing. Somebody may be able to use that time.

Winter operations are in effect: Electrical cords and heaters are now in use. Navigate the hangar with caution, and **DO NOT STRAIN FUEL IN HANGAR!**

From the Board

T-Craft Members are responsible for keeping their contact information (phone numbers, email addresses, postal address) updated in [Schedule Master](#). To check or update your contact information, login to Schedule Master, click the "User" tab at the top, then click the link that says "Click here to edit your user info" which appears just above the list of users. Failing to provide your Flight Review and Medical to the Membership/Safety Director can get you suspended in Schedule Master.

Ask any Board Member for a copy of any of the Minutes, or you can e-mail the Secretary ([Jeff Vanhoozer](#)), and have a copy sent right to your home.

Still looking for a last minute gift for a pilot friend? A *limited quantity* of **T-Craft Gift Certificates** are still available. Contact the Board of Directors for more information.

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary, [Jeff Vanhoozer](#)

[[Newsletter Home](#)] [[Previous Issue](#)] [[T-Craft website](#)]

