

T-CRAFT AERO CLUB

Volume 2, Issue 7: July 2005

MONTHLY NEWSLETTER

"Going Beyond the \$100.00 Hamburger"

General Information

Board Meeting:

August 9, 7:00pm in the T-Craft Hangar

Ground School Refresher:

Wednesday, August 17, 7:00pm at the EAA/CAP hangar
Jim Hudson presents: "Stalls & Spins"

Board Meeting:

September 13, 7:00pm in the T-Craft Hangar

General Membership Meeting

September 27, 7:00pm in the EAA/CAP Hangar

Special Announcements

FUEL RE-IMBURSEMENT PRICE FOR JULY \$2.899

Members who have purchased fuel can deduct this price per gallon from bill, or the billing director can credit the amount on next statement. Please include copy of receipt either way.

Please check Schedule Master and Squawk Sheets for new Squawks on the aircraft you are about to fly. Also, please call the next pilot scheduled to fly if you Squawk the aircraft.

It is always a good idea to check with FSS before every flight. There could be new TFR's posted in the area you are about to fly, or numerous other items you wouldn't otherwise be aware of.

Aircraft Maintenance

375: Less than 100hrs. to TBO. Will start pulling lower plugs at 50hrs. to help with fowling.

686: Vacuum pump replaced.

64L: Left hand window latch replaced.

91X: #1 radio out. Will replace #1 radio with new NAV/COM. Replaced vacuum pump and new right strobe pack.

29Q: Wing damage repaired.

0YD: Radios squawked. Maybe PTT.

From the Members

We are still interested in stories and/or pictures of trips from the membership! Please submit to james@t-craft.org or call James Ferdinand @ 724-3309.

NEW HOURLY RATES:
Due to the rising cost of fuel, the rates on all aircraft had to be raised. The new rates starting June 26 are as follows:
152 \$39.00, 172's \$56.00, 182's \$75.00

First Solo: David Peterson

You can order T-Craft apparel from [Bulldog Shirt Shop](#) in Nampa on 12th Ave. They have our logo and will put it on any item in their catalog. Click on their name for the map and phone number.

THE ANNUAL REPORT IS NOW AVAILABLE TO MEMBERS ONLINE BY REQUEST.

Please send request to James Ferdinand at james@t-craft.org

Reminders

Please be very careful to ONLY wash the windscreens in an up-and-down motion. Also, along with your normal post-flight, make sure the keys and fuel card are in the bag and left in the box at the hangar.

If you use or find the booster seat cushions in an airplane, please return them to the table behind 375 after your flight. That way they are available for the next person that needs them, rather than just flying around unused in the back seat of an airplane.

USE TACH TIME FOR SQUAWKS PLEASE. This helps the maintenance team tremendously!

The sign-out sheets have not changed. Continue to use HOBBS Time for sign out sheets. This will continue to be the way you are billed.

From the Membership Director

Going Beyond the \$100 Hamburger

Getting tired of the same old routine flights to familiar destinations? One thing you can do is to change your routine. After a few trips to McCall for breakfast, I think most of us don't go through all the steps of planning out the flight, selecting checkpoints, estimating times, etc. We know how to get there and about how long it will take, so it's easy to get complacent and just take off in the general direction of our destination without formal plan in hand.

Here's a suggestion for keeping your flying skills sharp. Next time you are planning a flight somewhere, try to make a plan that uses all 3 types of navigation techniques: dead reckoning, pilotage and radio aids to navigation (VOR, NDB). If you've got a GPS, try not to use it during this exercise. Go back through the steps you did for your first few cross-countries. If you are having problems with those, find a flight instructor to help refresh your memory.

Then see how close you can get to your estimated enroute time and predicted fuel burn. Sometimes the actual winds aloft are quite different than the forecast. Calculate your actual groundspeed while in flight, and make a revised estimate of your remaining flight time.

Get some practice with flight following and getting updated weather from Flight Service while you are in the air. Try to file a pilot report with flight service at least once per cross-country flight. Challenge yourself to land within 10 minutes of your predicted arrival time and within 3 gallons of your predicted fuel burn. If you miss those goals, try to figure what happened. Possible sources of error are your preflight calculations, your in-flight calculations, the actual airplane performance compared to the POH performance numbers, and differences between how you planned the flight versus how you executed the flight.

From the Board

Backcountry Flying Policy Needs Your Input. In an ongoing effort to upgrade and streamline T-Craft policies and procedures the board is now reviewing the existing backcountry flying policy. Your suggestions on this topic would be welcome. Please contact Phil Verghese (phil@pfactor.com, 322-7709) or Dennis Wheeler (dwheelz@msn.com, 344-5399) with your suggestions. Final recommendations will be reviewed with the general membership before being implemented. Thanks for your help, -- Dennis.

Please keep your 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.

Once you get consistently good at planning and executing these flights to airports you are comfortable with, stretch yourself some more by exploring some new airports. Being able to fly yourself dramatically expands the range of places you can go for a quick weekend trip.

Please let [Phil Verghese](#) know when you earn new wings levels, or pass other milestones like first solo, new ratings, etc.