

# T-CRAFT AERO CLUB

Volume 2, Issue 10: October 2005

## MONTHLY NEWSLETTER

### *Lighten Up!*

#### **General Information**

##### **General Membership Meeting:**

October 25, 7:00pm at the EAA/CAP Hangar

##### **Plane Wash:**

October 28, 3:00pm at the T-Craft Hangar

##### **Board Meeting:**

November 8, 7:00pm in the T-Craft Hangar

##### **General Membership Meeting:**

November 29, 7:00pm at the EAA/CAP Hangar

##### **Board Meeting:**

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

**DO YOU HAVE QUESTIONS ABOUT THE CLUB? POLICES? OR GETTING A NEW MEMBER APPLICATION? WE HAVE THE ANSWER! CLICK [www.t-craft.org/faq.htm](http://www.t-craft.org/faq.htm) TO FIND OUT!**

#### **Special Announcements**

##### **FUEL RE-IMBURSEMENT PRICE FOR OCTOBER \$3.689**

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.

#### **Aircraft Maintenance**

**375:** Tail light replaced. Nose shimmy squawk corrected. Replaced fuel sump drain to correct fuel drip squawk.

**686:** She is doing ok.

**64L:** Avionics squawk. Radios checked good in hangar. Tightened knob on #2 radio. Note that annual is scheduled for Nov. 28-Dec. 2.

**91X:** Oil leak noted around a cylinder head cover. Replaced gasket. Oil and filter changed.

**29Q:** Source of fuel smell in cabin was from fuel line vent tube couplers above the headliner. Replaced all couplers. Replaced taxi light.

**0YD:** Avionics squawk (again). Checked all connections/wires. Worked good in hanger (txm/rec). Will continue to try and capture the gremlin(s) responsible.

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. **AND DON'T FORGET TO LIST YOUR NAME AND PHONE NUMBER!**

**New Commercial Pilot:**

Jeff Beers 10/04/05

**New CFII Earned:**

Phil Verghese 10/05/05

**Phase II Wings Earned:**

Jim Faull

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](mailto:james@t-craft.org)

## Reminders

**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.**

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.

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.

## From the Members

*I recently flew 29Q down to San Diego and back and thought I would send on some pics... This one is flying through LA airspace on my return trip, with ATC vectoring a C5B off my right wing - not something you experience everyday in the Treasure Valley, (by the way, I liked it that SoCal departure vectored him and not me). --Bill McGlynn*



[More pictures at www.t-craft.org/scrapbook.htm](http://www.t-craft.org/scrapbook.htm)

We are interested in stories and/or pictures of trips from the membership! Please remit to [james@t-craft.org](mailto:james@t-craft.org) or call James Ferdinand at 724-3309.

## From the Membership Director

### Lighten Up!

Here's a quick tip to make your flying a lot smoother: lighten your grip on the controls. I find a lot of pilots I fly with have a death grip on the yoke, and that has a couple of negative effects. The most noticeable thing is that their control of the airplane tends to be pretty abrupt and jerky. They even sometimes move the ailerons and elevator when they turn their head or shift in their seat. Another side effect of having a tight grip on the controls is that it tends to make the pilot a bit more tense. I've seen the tension from the hand on the controls transfer up to the shoulders, neck and sometimes it seems even to the brain.

## From the Board

The Board of Directors has reviewed requests from the general membership and voted to change the T-Craft Club Policy on refueling the aircraft. ALL AIRCRAFT are now NOT to be refueled after flight. Each Pilot will be responsible to fuel the aircraft before flight to provide for lighter fuel loads if desired. The Club is providing fuel dipsticks for each aircraft and will all be in place by Sunday, September 25. Please do not let the dipsticks go home with you! The entire Club policy can be reviewed on our web site at the following link: [t-craft.org/Reference/ClubPolicy.pdf](http://t-craft.org/Reference/ClubPolicy.pdf)

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.

Of course it's hard to fly with a light touch if the airplane is out of trim. The trim wheel is your friend: it helps to hold the elevator where you want it. When the airplane is out of trim, then the pilot is working much harder than he should be because he has to hold the elevator where he wants it rather than letting the trim system do its job. Not having the airplane trimmed is often what causes people to grip the controls too tightly.

Next time you are flying, try relaxing your grip on the control yoke. It doesn't take more than a couple of fingers on the yoke to guide the airplane where you want it. Check that the airplane is in trim by letting go of the control yoke completely every once in a while. If the nose suddenly drops or climbs, then you weren't in trim. Remember to put the elevator where you want it, and use the trim wheel to take the pressure off the controls. Do not "fly the trim wheel" by trying to make your control change on the trim wheel instead of on the elevator.

One of my flight instructors told me that control yokes come from the factory perfectly smooth and the molded finger grips on the controls are the result of pilots squeezing them too tightly. I'm not sure if that's true, but the story helps me remember to fly with a light touch and to keep the airplane in trim.

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