

T-CRAFT AERO CLUB



The monthly newsletter of T-Craft Aero Club

COMPLACENCY- JIM HUDSON

Safety – Membership Director

We kick-off the new format of our newsletter with good advice on not becoming complacent.

Familiarity is a good thing when it comes to flying. The more familiar we are with the airplane, the airport, the airspace, the procedures, the route, and the weather, the more confident we will be when we finally get to the fun part--taking off and flying. However, too much familiarity and routine can slip into overconfidence or complacency.

To a new student pilot, absolutely everything is unfamiliar; from the arcane language the instructor speaks, the instruments in the panel, to the sight, sensations, and sometimes fear of training maneuvers. Learning to fly is an exciting endeavor, but as the training unfolds, it typically generates feelings of anxiety, confusion, and even fear. Familiarity, overconfidence, and complacency are not usually a factor.

Primary flight training and, later, training for the instrument rating, often follow periods of encouraging progress interrupted by occasional frustrating plateaus when nothing goes right and learning seems to stop. For student pilots, familiarity and confidence come gradually, often painfully, by making and recognizing mistakes, through diligent practice, and with careful guidance from their instructor.

Studies have found that confidence soars if a pilot stays active after earning the private pilot certificate. In fact, with a few hundred hours logged there can come a tipping point when that growing confidence is in danger of turning into overconfidence and/or complacency.

There's a subtle but important distinction between overconfidence and complacency. Complacency is when a pilot departs on a short



Preflight Habits

A common example of complacency is failure to do a thorough preflight inspection.

FLY BY



Garden Valley

As the new season approaches we thought we would make your heart beat a little faster with this photo sequence shot during the Garden Valley Fly-In. It might be early to get into your back-country site- but its the perfect time to get out and polish some of those back-country skills in the practice area.

cross-country flight without bothering to check the weather because it is a short trip, he's flown the route many times, and the weather sure looks good at the departure airport.

Overconfidence is the same pilot encountering deteriorating weather on the trip, and consciously deciding to press on VFR regardless. Complacency has to do with a more lackadaisical attitude, while overconfidence manifests itself in conscious decisions. The distinction is important. Overconfidence is easy to recognize and thus control. Complacency, on the other hand, is insidious, and it can afflict even the most conscientious and experienced among us.

A common example of complacency is failure to do a thorough preflight inspection. After performing dozens and dozens of preflight inspections that turn up nothing in the way of problems, a pilot may allow his diligence to erode to the point that the preflight involves nothing more than checking the oil level and giving the airplane a cursory, once-over glance. Kick the tires and light the fire. It's not a deliberate decision to abandon a formal, thorough preflight; it just happens. I often find that a new student will find something on a

preflight that many other members, including myself have overlooked. How many of us have forgotten to check the fuel tanks and sump for water or debris after filling up. Maybe we remember after we're buckled up and ready to fire up, but tell ourselves it's never been a problem before and fire up and go. It can't happen to me, right? We read frequently that it does happen. Fuel contamination sometimes results in a engine failure on take-off, which leads to attempt the impossible turn and a fatality! Allow yourself plenty of time to do a through preflight and never assume everything is OK.

Another common victim of complacency spreads is failure to use checklists. We don't consciously decide to stop using checklists; it's a bad habit we slip into. Checklists take time and effort to use and, besides, the important items we do from memory without having to resort to a printed or electronic checklist--or so we rationalize. Committing checklist items to memory is fine, but do you really want to bet that every "unimportant" item you ignore will never be a factor? What is that best glide speed when the engine fails or maneuvering speed when encountering turbulence?



Time to start thinking about the backcountry

Complacency spreads to lack of doing a thorough preflight trip planning; getting a pre-flight briefing, route planning, fuel, weight & balance, weather, airport conditions, NOTAMS, TFR's.

Complacency also spreads by letting our flight skills erode. Are you prepared to handle an emergency? What will you do if the engine fails on take-off or in flight? When was the last time you encountered a strong crosswind?

Take the time to do a thorough preflight. Use those checklists. Do a thorough job of flight planning, and keep your flight skills at a high level. It takes a lot of time and effort to stay confident and fly safely. Wipe out complacency and plan for the unexpected.

Fly Smart, Fly Safe, Have Fun,
and – Don't do anything Stupid!

NEW FORMAT- ROB ANDERSON

Secretary

Welcome to the new format. A few things changing. We want to provide you with news you can use about the club. We are also aiming at making it more streamlined and relevant. We also want to provide you with updates via other internet tools. Over the next few weeks I would like to hear what you use the news letter for. Also look for this to be a download versus something we place inside your email box.

Be patient and we will get these changes completed very soon.

Membership update

Please welcome the following new member who joined us this month.
Lauren Downer – Lauren is starting on her Private Pilot Certificate, she is a student at Emmett High School. Preston Riley is her instructor.

Pilot Ratings

Preston Riley has picked up a Tail Wheel rating!

Training

March 20th 7:00 PM – T-Craft Hanger: Spring/Summer Weather Forecasting Tools – Bill McGlynn



View of the Sawtooths

(Gerry Slabaugh photo)

Squawks

375

Right wing tip fairing was removed for stop drilling of cracks. Inside fairing was layered with epoxy.

93S

Annual this week -2/27 - 3/2.

Right Rudder Stop rivets replaced.

686

Left wing tip touched up where hanger scrapped

Be watchful when closing aircraft doors. If the door handle is in locked position and than door closed this could cause damage to door mechanism. And what a surprise you'll have when you realize you have left the aircraft keys in a now locked cabin!