

# PYFC News

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## *In Brief*

- Congratulations to Craig Thorpe on passing his Private Pilots check ride in December.

## *Quiz*

Who was the first president PYFC?

Answer: Roswell Smith

What equipment was used to ground tow the PYFC gliders in 1953?

## **Weekend Manager Schedule**

Matt Abraham 1/8  
Ruben Alconero

Fred Ames 1/15  
Neil Atkins

Eric Baxter 1/22  
Tom Bogojevski

Howard Bozenhard 1/29  
John Bradley

Kevin Bragg 2/6  
Paul Browne

Alan Brodine 2/13  
Brian Brodine

Dennis Bullard 2/20  
Vanessa Carlson

Brad Champlin 2/27  
Mike Coppola

## **Cirrus Update**

Well, the Cirrus has arrived. Two of our CFIs (Gordy and Ruben) have been checked out to train others in it. The training materials have been distributed (available from [www.orlandowebsservices.com/gordy/CirrusAircraft.zip](http://www.orlandowebsservices.com/gordy/CirrusAircraft.zip)). We have purchased a ground power unit to aid in familiarization of the avionics package without running down your bank account. In addition we have added a Garmin GNS 430 module to the simulator to help out with the training. All in all the airplane is ready for you to try it out. Congratulations to Jim Gray who was first PYFC pilot to complete a VFR checkout.

A couple of other noteworthy items. First, since the Cirrus does not have a recording tachometer we will be charging on Hobbs time, the rate will be approximately \$112 per Hobbs hour to begin with. Second, we are planning on having a PYFC wide get together to show off the Cirrus and discuss the airplane with any member who is interested. The date has not been set since we would like to pick a time when the weather will be a bit better than it has been lately so stay tuned.

## **At the Clubhouse**

Our combined Board of Directors and regular membership meeting will be held on January 20th at 6:30. You can also look forward to Dave Shaw reviewing carburetor icing at the January meeting, honest, this time he really will present!

At the December meeting the Board of Directors approved the 2011 budget. If all goes according to plan we should be in pretty good financial health. Of special interest, the price of flying the airplanes will be returning to their previous rates, that is, the 150s will be \$60 per hour, the 172 and Cherokee will be \$75 per hour and the Cub remain at \$42 per hour.

Just a quick note, we had a billing SNAFU for the November bills, everyone who had selected Automatic Payment in MyFBO was not billed against their credit card, that is why the charge on your credit card for the December bill is twice as much.

## Standard Briefing: What are your minimums?

Ceilings, cloud clearance, visibility, current experience and so forth, the FAA has established a plane load (and more) of minimums. The question each pilot must ask themselves is, "For any given minimum am I confident I will be a safe pilot at that minimum"? The assessment of that question should include consideration of recent and total experience, training and certification. Minimums to consider are not only weather related but equipment and currency related. Equipment related may be such things as inoperative equipment (are you comfortable flying with the ADF inoperative?) or given the flight planning, how much fuel will you have when you land? Currency related items might be you have a tail wheel within the last year (a PYFC requirement), but that was 11 months ago, should you really just hop in the J3? Or you had your IPC 3 months ago and haven't shot an approach since then, do you really want to launch for that airport tonight which is already at published minimums? Also remember some maximums are also "minimums", such as will the flight test your personal endurance? Now most of these examples are pretty extreme, but the point here is to get you thinking about the more mundane personal minimums you should have and while you are thinking about them, it might not be a bad idea to write them down. For further information see the following article on the FAA website [http://www.faa.gov/training\\_testing/training/fits/guidance/media/Pers%20Wx%20Risk%20Assessment%20Guide-V1.0.pdf](http://www.faa.gov/training_testing/training/fits/guidance/media/Pers%20Wx%20Risk%20Assessment%20Guide-V1.0.pdf).

## Looking for EAA members

At the December club meeting there was a brief discussion regarding offering Experimental Aircraft Association (EAA) Young Eagles flights in PYFC club aircraft. If you are unfamiliar with it, the Young Eagles program offers a free flight to youngsters ages 8 to 16. The point of the program is to introduce kids (and their parents!) to aviation. We are looking for volunteers to either help with the program on the ground or to fly the Young Eagles. In order to fly Young Eagles flights you must be a member of the EAA, however, if you are not an EAA member there will be plenty to do working with the kids. If you are interested in helping out, please contact Eric Baxter at 315-536-1263 or email me at [secretary@pyfc.org](mailto:secretary@pyfc.org).

## Landings

A couple of months ago I was out flying in 714NX on a beautiful late fall morning. I was just out for a sightseeing flight. After flying a route south along Keuka Lake, I traveled north along the west side of Seneca. At this point I wasn't ready to end the flight so I took advantage of the winds aloft to practice some turns about a point. I have to admit it had been quite a while since I had last tried the maneuver and the first few probably would have appeared to a ground observer as eggs about a point. But after a few attempts I seemed to be tracking much better. After I landed I thought about that flight and the possibilities each flight we take presents us with. I have read other places and you probably have too that with each flight you should strive to improve or learn something. Improvements can be knocking the rust off of a skill you haven't practiced since your check ride. Learning can be as simple as making a note of how well you do a maneuver and if you feel it isn't up to your personal standards getting with a CFI the next time you go flying to work to improve that maneuver until it does meet your standards. I know I don't always take that approach but I will try to set a goal to learn or improve at least one thing on each flight. The PYFC provides us with a wonderful opportunity to fly at what are easily the lowest rates in the region, we should strive to make the most of that opportunity each and every time we fly. Safe landings.