



Summer Rate Special

Once again, those sad days of summer are upon us. With school done, Father's Day in the rear view mirror and the dog days straight ahead, it's no wonder that psychiatrists fill up their couches when the weather gets warm.

Flying Club members too face their share of challenges. "It's so doggone hot," they say, "that I'll have to climb into the Flight Levels to get my cabin temperature down to something comfortable." Of course, reaching the Flight Levels in a 152 is not an easy task. It takes many hours of practice, a steady hand on the mixture, and (thanks to the rising cost of fuel) pockets deeper than the wrinkles on Ol' Sarge's face. And even then you'll probably need to modify the airfoil, turbocharge the Lycoming, and carry your own oxygen.

While we here at Flying Aggie Central do not advocate flying 785 at 18,000 feet, we will make it easier to stretch that single-digit climb rate into cooler temperatures. For the third year in a row, we're offering members the opportunity to purchase flight time in advance and receive a 10% bonus.

Old-timers know how it works, but for the benefit of you fledglings out there, pay attention:

Rule #1. Minimum \$750 prepayment required, and we'll kick in an extra 10% to your account.

Rule #2. This money can only be used for flight time...dues payments must still be made each month.

Rule #3. Provided that you remain an Active member, your balance never expires! It is not transferable or refundable, and will expire on termination of your membership.

Also as we've done in years past, we're providing a 10% discount on all flights of 2 hours or more. That way, the 90 minutes it takes to reach comfortable temperatures will cost just a little less.

You can combine the two offers to save even more! But hurry...when August 15 rolls around, the two hour

summer special, cont

deal will end, and you won't be able to add any more money to your prepaid account (but of course you'll still be able to use your account until the balance is gone).

If you decide to take advantage of the prepaid flight time offer, put a note on your check or let John Walter know (979-260-8966 x107 or bookkeeper@flyingaggies.org).

New Members of the Month 5/15 to 6/15

122 active members and 9 inactive members
Welcome to our newest members:

Wade Berger
Ronnie Nettles

Picture of one of our contestants, N733CP in our last Kramer/Noel Fly-in and Bombing Competition held at Coulter Field.

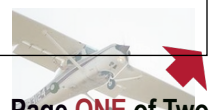


President's Corner

Howdy Texas A&M Flying Club members.

For those of you that don't know me, my name is James Cozby and I have been given the honor to serve as your president for the next year. I am currently in my fifth year of school working on completing my master's degree and come September I will have been a member of this club for four years. A few of my goals for the club are to increase club member participation, improve club communications, and to continue raise funds so that we can update our fleet. To get this started, the first thing I have done is established a club phone tree. This means that everyone should expect to receive a phone call from a board member every month to keep you updated on what all is going on. We have a great club, I am very excited about what all is going to happen in the upcoming year. I hope that everyone is having a great summer, and cannot wait to see all of you guys in the fall.

Sincerely,
James Cozby, President



Maintenance Notes

Upcoming Events and PR

Howdy Flying Aags!

Hopefully everyone is having a wonderful summer so far. I would like to remind everyone that our plane wash for next month will be on the 11th rather than the 4th, and also that there will be no general meetings this summer. We are however, looking for something fun to do to keep members like myself busy and out of trouble. I am planning on sending out a group email asking for ideas, so please reply back with anything fun that you can think of! I am looking forward to hearing some ideas! Good luck to those of you in summer school and I hope everyone is having a great summer!

VP of Public Relations,

Plane Update

N49785: 785 is off for new radios to be put in. Back Soon.

Annual Upcoming

N631TK: Flying Good!

N93124: Flying Good!

N5400J: Flying Good! Annual in August

N5452D: 52D is good to go with New Mags!

-Always Lean The Aircraft; Prevents Fowling Spark Plugs, Prolongs Engine Life

-Do not put more then 6qts Max into the 152s and 00J. No more then 8qts in 52D. If not a super long cross country do not add oil till almost 4qts and then fill to 5qts. Full oil is not nessisary or recommended for shorter flights (under 3-4 hours).

-Make sure you do not leave oil funnels, rags or bottles (full or empty) in the aircraft

-Please clean up the interiors after each flight for the next people to use it

-Always fill out a squawk sheet (above computer) if there is any discrepancies with the aircraft and put in the right aircraft box.

CFI Notes and Help - TRIM IS YOUR FRIEND by Steven Mapel

There are several ways to trim an aircraft. In the hands of a knowledgeable pilot, some methods will bring the aircraft into trim in a few seconds. Other methods will insure the aircraft is never in trim in less than 15 minutes. If you trim your aircraft, only to find yourself a few hundred feet off your altitude a short time later, then pay attention.

A common mistake that many pilots make is not properly trimming the aircraft after leveling off from a climb. This common tragedy results in pilots that are constantly fighting to maintain altitude. Follow these simple steps to making trim your friend. First and foremost remember that when you trim an aircraft for level flight, you are trimming for a particular airspeed! What that means is: if you trim the aircraft for a level flight attitude and subsequently change your airspeed, you are no longer trimmed for level flight.

Often times when leveling off from a climb, the aircraft must transition from climb speed to cruise speed. So, if you trim before the aircraft reaches it "airspeed equilibrium" the aircraft is not trimmed. The most common mistake I see are pilots that level off and reduces the power at the same time. They then trim the aircraft while it is accelerating from climb to cruise speed. Then later they find themselves climbing and wonder what the hell, I just trimmed this POS.

What happened is: they leveled off at 65 knots and trimmed the aircraft for level flight at let's say 85 knots and then the plane continued accelerating to 105 knots. The aircraft wants to maintain the trimmed speed of 85 knots and it climbs to do so. So, how to level off step by step: First, bring the aircraft to a level attitude by pushing forward on the yoke and using the horizon as a reference (you should know what level flight looks like in the windshield, if not then pay attention in the future). Second, wait a few seconds and then pull the throttle to your cruise RPM.

Note: do not pull the power and level off at the same time. When leveling off from a climb maintain full power for a few seconds after leveling in order to reach your cruise airspeed quicker. Next, wait a few more seconds after setting your RPMs and then trim the aircraft until the yoke is not pushing against you. You should have it level, cross reference your instruments to make sure. Next, relax your grip on the yoke while watching the aircrafts attitude on the horizon.

If the nose rises or dips, then bring the nose back to level using yoke pressure and then adjust your trim (never fly with the trim). Repeat until the nose remains where you put it. From there monitor your attitude, altitude, and VSI and make small adjustments as necessary. Do not trim for updrafts and downdrafts, ride them out using yoke pressure.

Level off the same way every time and remember: level off, then adjust power, and then trim.



Hey - I'm John Romero and I'm the new (again) Newsletter Editor for our wonderful Texas A&M Flying Club. If you have any news, announcements or banter that you would like to discuss - feel free to contact me and get your voice heard at john.romero@greenoverblue.com

Newsletter Editorial

Copyright 2009 - Texas A&M Flying Club (TAMUFC). TAMUFC is a club of airplane owners and not renters. As such, we ALWAYS treat the plane with respect, as if we own it - not rent it. We have pride in our airplanes and enjoy all of the benefits of ownership - without the maintenance hassels or unexpected ownership bills. We will participate in activities for our club including plane washes and meetings.

