

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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August was one of the hottest on record, with a sustained period of no measurable precipitation; were you able to use your density altitude training? We're coming to the end of the no-membership meeting period (June, July and August); if you're guilty of violating the 90 Day Attendance Policy (T-Craft Constitution and Policy & Procedures), you could have sat in on some training programs, or even a Board meeting, to avoid the discomfort. We got a photo from our membership for this newsletter; if you took some pictures (this or past summers), send the ones with your aircraft's best profile. Your Board continued working through the summer on measures providing us safe, affordable flying; your voice and ideas count, so you're encouraged to attend upcoming Board and General Membership meetings, and watch for notifications in your e-mail.



Joe Bejsovec's ground crew preparing for an early morning departure from Enterprise, Oregon

**From the
Membership
Director**

*Strive for a Perfect Landing -
Every Time*

Strive to make every Landing Perfect

- **Pick a spot every time you land and try to land on the spot.**
- **Set up for a short/soft field approach and landing every time.**
- **Work on being consistent – air speeds, flap settings, power settings as the conditions require.**
- **Practice a power-off simulated emergency landing on occasion to gain better judgment for a time when you might need it.**

Elements for the Perfect Landing

- **Good landings begin several miles out. Get weather, com frequencies set, and start pre-landing check lists.**
- **Let down to pattern altitude a few miles out.**
- **Get *s-l-o-w-e-d* down to downwind speed before entering the pattern.**
- **Maintain awareness of winds and traffic in the pattern.**
- **Maintain consistent air speed, power, and flap settings and use trim for a stabilized approach and landing.**

Recommended Landing Configurations

(Power setting approximate. Depends on Density Altitude and % Gross Weight)

	Flaps	C152 KTS	C172 MPH	C182 MPH	C182-93S KTS
Downwind	0-10	80-85 2000 RPM	90-95 2000 RPM	90-100 16" MP	85-90 16" MP
Abeam Touchdown	10-20	70-75 1500 RPM	80-85 1500 RPM	85-90 13" MP	75-80 13" MP
Base	20-30	65-70 1500 RPM	75-80 1500 RPM	80-85 13" MP	70-75 13" MP
Final	30-40	55-60 1500 RPM	65-70 1500 RPM	70-75 13" MP	60-65 13" MP

Winds and/or turbulence will require some modification of power setting and approach speeds. The general rule of thumb is to increase final approach speed by ½ of the gust. Example; if winds are 290@14G22KT there is a 8 KT gust. Increase approach by 4-5 Kts. Reduce flaps in strong winds and/or cross winds for more control and quicker response.

The FAA Airplane Flying Handbook, Chapter 8, does a great job of describing different types of approach and landings. It also covers several types of approach/landing mistakes and how to correct for them. You can download it free at: http://www.faa.gov/library/manuals/aircraft/airplane_handbook/

If you are having trouble in some area of your approach/landings, grab one of the clubs CFI's. We would be glad to help you.

Fly Smart, Fly Safe and Have Fun,
Jim Hudson

Membership: We have 72 members.

Attendance Policy: I would like to make a few comments about our attendance policy. Unfortunately there were about 20% of our membership who have had their flying privileges suspended at the end of August. One member commented that he thought a warning was usually given. If you recall, in the last newsletter, I commented that I was alarmed at the number of members who were past 90 days, and several more were in jeopardy. I believe it is the members' responsibility to keep track of their attendance, not the membership director. I recognize that from time to time there are circumstances in which a member has trouble making a meeting within this time frame, but you have to let me know. It is important that all members participate in the clubs activities and events. It is our club. The operation and wellbeing of the club is the responsibility of all of us.

Training/Events:

September – I will be gone most of September, therefore no Training/Safety Meeting is scheduled for September. If you have a topic that you would like to present, or one you would like to cover, please let me know.

NEW MEMBER NOTICE

T-Craft Board approved members must be formally accepted into the Club by member vote during a General Membership Meeting. The next General Membership Meeting is scheduled for 27 September 2011, 7:00p.m., in the EAA/CAP Building, Nampa airport.

Aircraft Maintenance

Contact Jim Eyre [cell:(208)794-0667] with squawks, and use the notification feature found on-line in [Schedule Master](#) to alert pilots intending to use impacted aircraft. Write the tachometer time on the Squawk Sheet clipboard found on the hangar wall. Sign your name, and include a phone number where you can be contacted. Document Hobbs time for all other recordings. Report leaks immediately.

NEW!! [Flying rates](#) effective 26 July 2011 [all hours recorded per hour “wet”]:

375	-	\$58.00
64R	-	\$84.00
686	-	\$86.00
91X and 0YD	-	\$121.00
93S	-	\$124.00

Fuel re-imburement for August 2011: **\$4.89gal.**

(Review your receipts and confirm \$.25/gallon is recorded. Report any discrepancies **ASAP** to Dennis Wheeler.)

***** Members wishing to maintain currency may attend the following meetings:*****

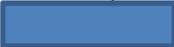
Next Board Meeting: 6 September 2011, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 27 September 2011, 7:00 p.m., EAA/CAP Hangar, Nampa, Id

Note from From a Concerned Member

I was signing out an aircraft tonight and noticed several things not up to speed. I am okay with bugs on the glass. I am often guilty if I get in a hurry as well. Today was different though and found radios still on, loose fuel cap (not completely tight) seat belts left unbuckled, locks on hanger not zeroed out. Some of this was similar to the condition of the 172 I flew to Garden Valley. It's probably just a case of being in a hurry and limited attention to detail. I am in no means offended and it is not an inconvenience but there are some folks who do get put off. Could we add just a gentle reminder about this in the next meeting and newsletter? Again, I am not disturbed by this and have been the violator in the past as well.

Thanks,



Upcoming Local and Regional Events

(See Jim Hudson's note above.)

If you have read or know of events to come, please send the Secretary (jlvanho@msn.com) a quick e-mail.



Congratulations Steve Giddings – Private Pilot!

Websites of Interest

www.t-craft.org, the official website for T-Craft Aero Club Inc.
<http://www.nampaairport.org/airport/Category/news>, Nampa, Id. Airport news
www.cubgearstore.com, Survival, and back country gear
www.shortfield.com
www.backcountrypilot.org
<http://www.flyidaho.org>, Idaho Aviation Association,
<http://www.itd.idaho.gov/aero/>, Idaho Aviation Association Calendar of events
<http://www.aviation.state.or.us/>, Oregon State
http://www.aopa.org/asf/online_courses/, ***AOPA Flight Safety*** on-line courses
<http://www.aopa.org/letsstoflying/>, AOPA's "Let's Go Flying!"
<http://www.aopa.org/index.html>
http://www.aopa.org/asf/online_courses/
<http://www.aopa.org/asf/publications/advisors.html>
http://tfr.faa.gov/tfr_map_ims/html/index.html, FAA
http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/
<http://www.faa.gov/go/runwaysafety>, Runway safety
<http://faasafety.gov/>
https://faasafety.gov/gslac/ALC/course_catalog.aspx
<http://airspace.nifc.gov/mapping/nifc/index.cfm>, TFRs on WACs or Sectionals
<http://www.navmonster.com/>, TFRs along your route
http://activefiremaps.fs.fed.us/lg_fire2.php, Large fires, some including TFRs
<http://www.weather.gov/aq/sectors/pacnorthwest.php>
<http://www.wrh.noaa.gov/boi/>, National Weather Service – Boise Office
<http://www.firedetect.noaa.gov/viewer.htm>, Fire Reporting
<http://aviationweather.gov/adds/metars/>
http://aviationweather.gov/adds/icing/icing_nav.php?icg_type=CIPSEV50&height=max&fcst_hr=0
<http://www.wrh.noaa.gov/satellite/?wfo=boi>
<http://www.ghcc.msfc.nasa.gov/GOES/goeswestpacus.html>
<http://www.wrh.noaa.gov/zoa/cwa.php>
http://www.undaerospace.com/cbt_files/virtualengine/Magneto/virtual%20Engine.swf, Magneto Fun!
http://www.faa.gov/news/safety_briefing/, FAA Safety Briefings

SAFETY NOTICE: *It is recommended that no persons occupy aircraft during refueling.*

Reminders

Answers concerning our Club, Policies, or even locating a **New Member Application Form** for your friend or family member can be found on the T-Craft website: www.t-craft.org.

T-Craft Business Cards and Pamphlets are available. Share them with friends and acquaintances in the community who may be looking for piloting opportunities.

Delete the remainder of any unused flight time from ScheduleMaster immediately after landing. Somebody may be able to use that time.

T-Craft Members are responsible for keeping their **contact information** (phone numbers, email addresses, postal address) updated in **ScheduleMaster**. To check or update your information, login to ScheduleMaster, click the "User" tab at the top, then click the link that says "Click here to edit your user info".

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary at: jvanho@msn.com.

Thanks to all who have sent us stories and photos for our newsletters. Be sure to send us yours.

Test Your Knowledge



These guys just crossed in front of you in the traffic pattern. Choose the correct answer: 1) your brand new ANR headset can take it, 2) you will note the other pilot's "N" number and refer to it regularly during your conversation with the FAA, 3) you're at the wrong airport, 4) you're cruising at a flight level well above your aircraft's service ceiling limit, 5) you're playing "Wingman" with this photo taped to your instrument panel, 6) some of the above, 7) none of the above.



You're taxiing to runway 29, and you see an Anotov 227 taxiing toward your favorite runup spot. You should 1) race the Anotov driver to the runup area, 2) declare a wardrobe emergency, 3) using your best Russian accent, ask the other pilot if he would kindly wait while you perform your runup – that it will only take about 20 minutes – because you're a "student pilot", 4) remind the Russian pilot to dim his headlights – and his engines – before your single engine land plane is "assimilated", 5) key your microphone and calmly ask Nampa UNICOM what the **##%@ this airplane is doing on YOUR airport!** **Choose all that apply.**

FROM THE BOARD

Fellow members (owners) of our fine fleet of aircraft,

I again want to stand on my soap box and proclaim that at times too much oil is being put into our planes.

Ever wonder why the under carriages always look so oily and dirty? It's mainly because if the oil is above a certain level the engine will compensate by blowing the excess out the breather tube and subsequently onto the belly.

I know the POH tells you not to fly with less than a certain amount of oil. However, those figures were established many years ago as part of a CYA for engine manufactures (oil companies love the figures).

Jim Hudson is redoing the check lists for aircraft. Suggested oil minimum/maximum quantities will be noted. Try and use the following: **375** (4-6 qt.); **686/64R** (6-7 qt.); **91X/OYD/93S** (7-8 qt.). Do not fill beyond the top number. (During an oil change you'll see where we put in some extra to compensate for internal engine parts and oil filter.)



If you're a concerned pilot – and we all are - a low engine oil level will be signaled by a rise in oil temperature and a decrease in oil pressure. Therefore watch for a stable oil temperature.

An added note about the **OYD alternator belt**: you will find that it is not as tight as the other 182s. This is according to people that build the alternator, and why engineers positioned the belt bracket as they did. If too tight the belt will cause extensive damage to the alternator and seriously impact our repair bills.

If you have any questions please give me a call at Ph: (208)794-0667.

Be safe, enjoy, and have fun flying.

Jim Eyre - Maintenance Director



You've been interdicted!

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