

# T-CRAFT AERO CLUB

Volume 2, Issue 9: September 2005

## MONTHLY NEWSLETTER

### *How Consistent Are Your Landings?*

#### **General Information**

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

September 27, 7:00pm in the EAA/CAP Hangar

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

October 11, 7:00pm in the T-Craft Hangar

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

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

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

November 8, 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 [HERE](#) TO FIND OUT!**

#### **Special Announcements**

##### **FUEL RE-IMBURSEMENT PRICE FOR SEPTEMBER \$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.

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!**

#### **Aircraft Maintenance**

**375:** 22 hours until TBO. Cleaned lower plugs. Direction indicator INOP Removed, sent to be rebuilt. Intercom Squawked, be sure to check that your male headset plug is securely inserted into jack and making full contact.

**686:** 100hr. - replaced carburetor heat shroud. Mags, 500hr check. Right side instrument panel installed. Spring in right window replaced.

**64L:** Leaking oil, put epoxy on oil case. New alternator- \$810.99 in Pasco, WA. New flap switch installed. New rotating beacon power supply installed.

**91X:** 100hr- New Main gear tires. CHT gauge squawked. Probe was removed and checked showing accurate reading. Gauge ok.

**29Q:** New ignition switch. New attitude indicator installed 9/15.

**0YD:** 100 hour completed 9/14.

**NEW HOURLY RATES:**  
Due to the rising cost of fuel, the rates on all aircraft had to be raised. The new rates starting September 26 are as follows:  
152 \$43.00, 172's \$62.00, 182's \$85.00

**First Solo:**  
Paul Chase 09/08/05

**New Private Pilot:**  
Rob Carrico

**Phase I Wings Earned:**  
Bruce Robinett, & James Ferdinand

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**

**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.**

**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.**

## **From the Members**

The photo submitted by Jim Hudson is Paul Chase and his first solo landing.



We are still 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**

From watching airplanes land on a typical Saturday at Nampa it's clear that some pilots are able to land on a predetermined spot consistently, while others are not quite up to that standard. I think we all strive to make our landings better and one way to do that is working on being consistent as to where you touch down. Not only does this help you fly more precisely, but it's something that could really save your bacon in the event you are forced to make a landing somewhere other than a hard-surface runway. You might not have an obstruction-free mile of asphalt to land on in an emergency, or when flying to some of the back country airports.

Doing this correctly starts while you are still on the downwind leg. This is the time to check out the windsocks, scan for traffic in the air and on the ground, and choose a touchdown point. I like using the fixed-distance markers as my touchdown point. These are the two 100-foot long white rectangles painted on the runway 1,000 feet from the threshold. The VASI lights are designed to guide you to a touchdown on these marks, which gives you even more help in hitting your

## 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 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:

<http://www.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.

mark. Some people like using the runway numbers as their touchdown point, and that's certainly the right thing to do if the runway is short. If runway length is not a limiting factor, landing on the fixed-distance markers gives a little additional safety margin in the event of an engine failure. If you fly a power-on approach and you were planning on touching down on the numbers, you might come up short of the runway if you lose your engine on final.

Here's something to think about the next time you fly. Next time you are setting up for a landing at Nampa, try flying an approach where your main wheels first touch the runway right on the fixed-distance markers. Keep working at it until you can do it consistently. Don't be hesitant to contact a CFI to give you a few pointers on improving your landing technique.

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