

# T-CRAFT AERO CLUB

## MONTHLY NEWSLETTER

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July was a hot one! Hopefully everyone made good use of our Membership Director's Density Altitude computations for safe flight. A number of our membership shared in another Garden Valley Fly-in. There is a great piece in this issue involving "dead stick" landings. Our members soloed, as well as achieved their private pilot licenses. Finally, we'd love to have some of your stories and photos for our next issues of your newsletter. Send them to: [jlvanho@msn.com](mailto:jlvanho@msn.com).



David Blue is awarded his Private Pilot license. Congratulations! Photo courtesy Jim Hudson.

## Dead Stick Landings

**Have you ever tried** a dead stick landing? During a recent BFR I was giving, I had the pilot do one during a simulated loss of engine emergency landing. He said that he had never done one before and was glad we did. I'm not sure the 1<sup>st</sup> time I did one, but I remember that I was a little nervous and not quite sure what to expect. It took me a few times to be able to judge the approach so that I could make the runway without having to add any power during the glide.

**From the  
Membership  
Director**

Start out by practicing a simulated emergency, power off landing in the pattern. A dead stick landing helps you judge your approach and set up the landing without power, which is a good skill to have in case you really needed it sometime.

Here is the procedure I recommend:

- Start out as you would in a normal pattern.
- Pick out a target touchdown point about 1/3 from the end of the runway. In a real emergency you don't want to aim for the end of a field; you might not see some obstacle until its too late.
- Pull the power to idle with carb heat on and make sure you're leaned properly in case you misjudge and need to add power. Don't wait too long to add power if you need to. It might hesitate slightly as you add power back.



Spin Training over Caldwell, 2010 Caldwell Air Show. Photo courtesy Jim Hudson.

- Announce that you'll be doing a simulated emergency landing, since it may not be the normal approach others are expecting.
- Pitch to best glide speed while keeping the runway in sight. Full up trim works for most of our birds to get very close to best glide speed.
- Turn base earlier than you normally would with power and angle towards the runway. You don't want to end up short, so angle towards final instead of a nice square base.
- Don't put in any flaps until you know you have the field made. Once on short final, add flaps and/or slip as necessary and maintain normal approach speed as you target your aim point.
- Maintain a little higher final approach speed into the flair and slowly bleed off excess speed as you flair. Touch down as normal.

Practice this approach until you can judge your touchdown point close to your target. As you gain experience doing this in the pattern, practice from higher altitudes and further distances from the airport to see if you can judge the glide, approach and landing to the airport. Try from 2,000' to 4,000' ft AGL and 3 to 6 miles out to see if you can glide to the airport and make the landing. If Nampa is busy, go to a more remote airport like Homedale or Murphy.

Be nice to the engine when practicing this exercise and avoid shock cooling. Reduce from cruise power gradually, instead of just pulling it to idle abruptly. It is recommended to reduce power at a rate of 100 rpm/min or 1" of MP/min. Also, every few minutes in idle mode, add a little power to clear the engine of unburned fuel.

In a real emergency you have even less power than idle, but this practice should give you the skill to judge an approach and landing should you loose your engine.

These are fun exercises that can develop the skills necessary to judge a power off or dead stick landing, should the need ever arise. If you're not comfortable doing these yourself, call up one of the club instructors.

Have Fun, Fly Safe, and Fly Smart,

Jim Hudson

Membership/Safety Director

**Membership:** We currently have 79 members.

We gained an old member back -- Aaron Miller, and lost one member -- A.J. Ellis.

**Training/Events:** At this time no training classes are scheduled for August, unless a member would like to conduct one.

**Congratulations go out to:** David Blue, who earned his private pilot certificate this month, and Gregg Havens who "soloed"



Gregg Havens gives us a "thumbs up" -- he just soloed! Photo courtesy Bill Zervas.

## 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 28 September 2010, 7:00p.m., in the EAA/CAP Building, Nampa airport.

## **Aircraft Maintenance**

Jim Eyre's cell phone is ph: (208)794-667. Call him with squawks, and use the squawk feature found on-line in Schedule Master to notify pilots intending to use impacted aircraft. Write the tachometer time on the Squawk Sheet. Sign your name, and include a phone number where you can be contacted. Document Hobbs time for all other recordings. Report leaks immediately.

## FROM THE BOARD

From time to time some scheduling issues arise which cause a need to remind members of some scheduling courtesies, and also some features on Schedule Master that you may not know were there or have forgotten about. Some common issues that frustrate members are;

- 1) Forgetting to cancel a schedule and leave the plane sitting in the hanger.
- 2) Forgetting to cancel any portion of a schedule when returning early.
- 3) Canceling at the last minute without a good reason.
- 4) Making "blind" schedules in the future, blocking out times with no intended plans, and then not canceling or changing until the last minute.

Obviously there are things that come up (weather, accidents, illness, etc) which are cause for a schedule to be

changed at the last minute or possibly forgotten.

You all know that policy item #15 states "All reserved aircraft must be canceled if the reservation cannot be kept. One hour per day at the scheduled aircraft rate may be assessed at the discretion of the Board for failure to do so". Fortunately most members are considerate of others and this policy has rarely had to have been used.

There are some features on schedule master that may help you avoid forgetting a schedule:

1) You can have an email reminder sent to yourself anywhere from 1 to 10 days in advance of a schedule. You can select up to 6 reminders.

To set this up, go to the Schedule page. Click on "View your Notifications".

Under "Reminders" set the time of day in the "send at" box. Choose the number of days in the "# days before schedule#" box. Email 1 is your default email. If you have 2 emails you can set a reminder for both. You could also set up the 2nd email as a text to your cell phone. Then click on the "add" box to set the reminder.

2) When in the Schedule page, you can also click on "View your Schedules" to see a listing of all of your schedules.

3) An old fashion paper calendar or newer phone calendar is also helpful to keep track of your schedules.

4) Schedule master can be accessed via the phone to schedule, check schedules, and/or cancel a schedule. Call Schedule Master's toll free number: 800-414-6114 . It will ask for you user and ID number, then and follow the voice prompts. It's real easy to cancel a schedule this way, and a little more difficult to make one, since you can't see what's open.

Another feature that is useful is the "Schedule Alert Notification" If a member has a plane scheduled for a time that you would like, you can click on their schedule bar for that time and a notification window will pop up. If you click "Submit" it will send you an email if the person cancels their schedule. It will not schedule you, but just give you a notice.

A side note concerning schedule master. About 2 years ago a change was made in which members can no longer update their BFR or Medical dates. If your date gets past due, schedule master will automatically restrict you from scheduling. You need to let me or one of the board members know when you get a new medical or complete a BFR and we will make the update.

If any of you have any suggestions and/or questions regarding scheduling or using schedule master, please call or send me an email. – Jim Hudson, Membership/Safety Director

**Next Board Meeting:** 10 August 2010, 7:00p.m., T-Craft Hangar training room.

**Next General Membership Meeting:** 28 September 2010, 7:00 p.m., EAA/CAP Hangar, Nampa, Id.

**Flying rates effective 7/31/10:** 375 - \$52.00/hr, 64R - \$77.00/hr, 686 - \$79.00/hr, 91X and 0YD - \$109.00/hr, and 93S - \$112.00/hr (all hours "wet"). (Review your receipts and confirm \$.25/gallon is recorded. Report any discrepancies **ASAP** to Dennis Wheeler.)

**Fuel re-imburement for July 2010:** \$4.13/gal.

## **Upcoming Local and Regional Events\***

7/26-8/1	<b>EAA AirVenture</b> , Oshkosh, Wi.
9/11	<b>Ontario Air Faire</b> , Ontario, Oregon Municipal Airport; Roger Smith (208)739-3979, or <a href="mailto:OntarioAirFaire@AOL.com">OntarioAirFaire@AOL.com</a>
8/15-8/19	<b>Reno Air Races</b> , <a href="http://www.airrace.org">www.airrace.org</a>

\* If you have read, or know of events to come, please send your notice to the Secretary for the newsletter.

## [Websites of Interest](#)

[www.cubgearstore.com](http://www.cubgearstore.com) - survival, and back country gear  
[www.shortfield.com](http://www.shortfield.com)  
[www.backcountrypilot.org](http://www.backcountrypilot.org)  
<http://www.flyidaho.org> – Idaho Aviation Association  
<http://www.itd.idaho.gov/aero/> See Calendar of events  
<http://www.aviation.state.or.us/> Oregon State  
<http://www.nampaairport.org/airport/Category/news>  
<http://www.aopa.org/letsstoflying/> - AOPA's "Let's Go Flying!"

## 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](http://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.

**Properly sign out your aircraft**, including the correct designation; for example, Local, Cross Country, Maintenance, Replacement Aircraft Search, etc. If an aircraft moves, breathes, or sneezes, it **MUST** be correctly documented for maintenance and billing.

**Delete** the remainder of any unused flight time from **Schedule Master** 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 **Schedule Master**. To check or update your 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".

Ask any Board Member for a copy of any of the Minutes, or you can e-mail the Secretary ([jlvanho@msn.com](mailto:jlvanho@msn.com)), and have a copy sent right to your home.

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary, [jlvanho@msn.com](mailto:jlvanho@msn.com).

## [Member Contribution](#)

This was an incredible experience. I took the plane off and did lazy 8's, stalls, steep turns and did everything but the last 50 feet of landing it. Rob was an awesome pilot/instructor. I think I am moving to Florida...HA!

Reggie Sellers

Thanks for your photos and stories. We hope you'll continue sending more (forward to the Secretary at [jlvanho@msn.com](mailto:jlvanho@msn.com)). We wish you a safe and happy summer of piloting!



The End