



# T-CRAFT AERO CLUB

## DECEMBER 2014 Newsletter

VOLUME 11, ISSUE 12

T-Craft Aero Club Inc., All Rights Reserved

### SCHEDULED EVENTS

#### DECEMBER/JANUARY

S	M	T	W	T	F	S
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

- ✦ **T-Craft Board Meeting**  
January 13, 2015 @ 7pm  
Location: T-Craft Hanger
- ✦ **Safety Meeting - TBD**
- ✦ **General Membership Meeting**  
January 27, 2015 @ 7pm  
Location: T-Craft Hanger

### FUEL REIMBURSEMENT

**\$5.26**

### MEMBERSHIP STATUS

**60**

**Members**

Sponsor a New Member and Recieve One Hour of Flight Credit (C152)

**Don't Miss it!**

## GENERAL MEMBERSHIP MEETING AND ANNUAL ELECTIONS

January 27<sup>th</sup> @ 7:00 pm

Meeting will be held at the  
T-Craft Hanger

HAPPY NEW YEAR FROM T-CRAFT AERO CLUB

Have your photo featured here! [brent@papaross.com](mailto:brent@papaross.com)



### The Lawn Chair Man (true story)

Larry Walters went to the local Army-Navy surplus store and purchased 45 weather balloons and several tanks of helium. He securely strapped the balloons to his sturdy lawn chair and anchored the chair to the bumper of his jeep and inflated the balloons with the helium. Larry packed several sandwiches and a six-pack of Miller Lite and loaded his pellet gun figuring he could pop a few balloons when it was time to descend. Larry's plan was to lazily float up to a height of about 30 feet above his back yard and come back down in a few hours. Things didn't quite work out for Larry. When he cut the cord anchoring the lawn chair to his jeep he streaked into the LA sky as if shot from a cannon. He didn't level off at 30 feet but 16,000 feet. At that height he couldn't risk shooting any of the balloons. So he stayed, there, drifting cold and frightened for more than 14 hours when he found himself in the primary approach corridor of LAX. A Pan Am pilot first spotted Larry. He radioed the tower and described passing a guy in a lawn chair...with a gun! Radar confirmed the existence of an object floating 16,000 feet above the airport. LAX emergency procedures swung into full alert and a helicopter was dispatched to investigate. The offshore breeze began to flow and carried Larry out to sea. Right on Larry's heels was the rescue helicopter. The helicopter ascended to a position several hundred feet above Larry and lowered a rescue line. Larry snagged the line, with which he was hauled back to shore. As soon as Larry was hauled to earth, he was arrested by waiting members of the LAPD for violating LAX airspace.

### A Must Read from the FAA Safety Circular!

*Be prepared by recognizing a bad situation before it starts, understanding how your body will react to that situation, and having what you need to help your hypothalamus out.*

Article provided by  
[http://www.faa.gov/news/safety\\_briefing/?cid=TW112](http://www.faa.gov/news/safety_briefing/?cid=TW112)

Click Here to Read full Article:

**Chilled  
to the Bone**

*How Cold Can Affect Both Body and Mind*



## "RESULTS OF DAMAGE TESTING"

It seems the US Federal Aviation Administration (FAA) has a unique device for testing the strength of windshields on airplanes. The device is a gun that launches a dead chicken at a plane's windshield at approximately the speed the plane flies.

The theory is that if the windshield doesn't crack from the carcass impact, it'll survive a real collision with a bird during flight. It seems the British were very interested in this and wanted to test a windshield on a brand new, speedy locomotive they're developing.

They borrowed the FAA's chicken launcher, loaded the chicken and fired. The ballistic chicken shattered the windshield, went through the engineer's chair, broke an instrument panel and embedded itself in the back wall of the engine cab. The British were stunned and asked the FAA to recheck the test to see if everything was done correctly.

The FAA reviewed the test thoroughly and had one recommendation: "Use a thawed chicken."



## • IT'S COLD OUTSIDE!

Cold, Heaters are set out with power chords and blankets. Take time to hook up the heater and power chord before you fly when cool outside for about 30 minutes. Most damage to an engine is the initial start. We use Multi-viscous oil when cool. Maybe grab an extra one for the flight management deck. 64R power chord is in the front.

## "BRAKES" by Ben Brandt

Brakes, Brakes, Brakes. A recent conversation with fellow pilots got me thinking about our maintenance costs. A quick trip around the hangar and discussions with pilots who frequently watch our club aircraft land at the Nampa airport suggest we spend more on brakes and tires than we need to. Ask yourself these questions to help reduce maintenance costs;

- 1) Do I use the brakes to make the taxi-way or do I allow the aircraft to roll down to the next taxi-way using the wind resistance and rolling friction of the tires to provide all the stopping power need to slow the aircraft sufficiently?
- 2) Do I find myself using the breaks to slow the aircraft when taxiing to and from the hangar?

Brakes and tires are wear items and we expect to replace them from time to time. However, many, if not most pilots use more braking than is necessary leading to flats spots, excessive tire wear and worn out brake linings. If you find that you are using the brakes when you don't want to or shouldn't need to here are a few things you can try;

- 1) Find the lightest, thinnest soled shoes you own and make them your flying shoes. Many pilots struggle with adding brake when they don't intend to or unknowingly because of their footwear. Heavy, stiff, thick-soled boots or shoes reduce your ability to feel the rudder pedals and subsequently your ability to control your brake inputs. A quick flight in a tail-wheel aircraft with have you hunting for your high school wrestling shoes!
- 2) Reduce power early to avoid using your brakes to slow or stop the aircraft when taxiing. You should never use the brakes to slow the aircraft unless the throttle has been reduced to the lowest possible idle position. Leaving power in and riding the brakes to control aircraft speed is a poor piloting!
- 3) Use the next taxi-way, if you need to brake to slow the aircraft don't, allow the aircraft to roll to the next available taxi-way. If you are fast on approach and you dynamite the brakes to makes the earliest available taxi-way it doesn't make for an impressive short field. If you're fast use the next available taxi-way and work on your approach speeds.
- 4) Watch your approach speeds. Keep your approach speeds within the window given for each aircraft (recommended approach speeds are on our checklists). The given window for each aircraft provides plenty of margin and the additional float you get when you are too fast can make for an eventful landing. Obviously, extremely gusty conditions may require a change in approach but for normal conditions you will find your landings are much better and consistent if your approach speed is within the limits provided. If you find you are having trouble getting your approach speeds down practice slow flight, slow flight, slow flight.

One of the best things about being a pilot is the opportunity to learn and become a better pilot each time we fly. Thanks for your efforts to protect and maintain our investment.

## WORRIED?

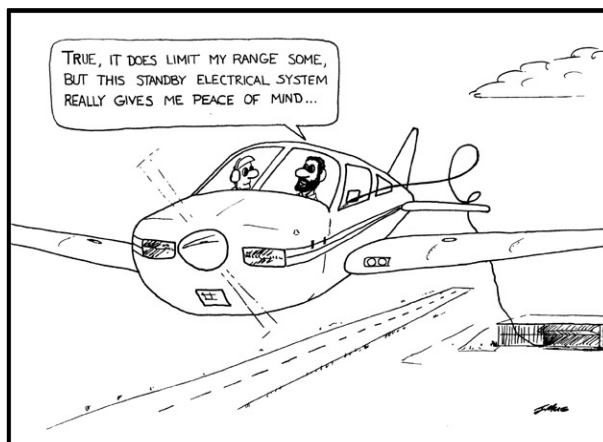
Aircraft late?  
Didn't call as planned?  
Did not arrive at their planned destination?

Call Idaho State Communications  
208-846-7600 or 800-632-8000

1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.

## News Letter Contributions

Please send photos and your flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.



# Airplane Maintenance

"Squawks" are problem listings that pilots generally leave for maintenance crews to fix before the next flight. Here are some squawks submitted by US Air Force pilots and the replies from the maintenance crews.

**(P) = Problem (S) = Solution**

- (P)** Left inside main tire almost needs replacement
- (S)** Almost replaced left inside main tire

---

- (P)** Test flight OK, except autoland very rough
- (S)** Autoland not installed on this aircraft

---

- (P)** Something loose in cockpit
- (S)** Something tightened in cockpit

---

- (P)** Evidence of leak on right main landing gear
- (S)** Evidence removed

---

- (P)** DME volume unbelievably loud
- (S)** Volume set to more believable level

---

- (P)** Dead bugs on windshield
- (S)** Live bugs on order

---

- (P)** IFF inoperative
- (S)** IFF always inoperative in OFF mode (IFF-Identification Friend or Foe)

---

- (P)** Friction locks cause throttle levers to stick
- (S)** That's what they're there for

---

- (P)** Number three engine missing
- (S)** Engine found on right wing after brief search

---

- (P)** Aircraft handles funny
- (S)** Aircraft warned to straighten up, "fly right" and be serious

## PLEASE NOTE!

Winter Flying Hours are in effect starting in December and will continue to be through February.

COMPLETED BFR'S

DECEMBER 2014

None for the Month

### ACCOMPLISHMENTS

Mike Bracke – *Instrument Rating*  
Gordon Hall, CFI

# SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

## MONTHLY DUES \$70



**N1227G:**

**TBD**

In the hanger, getting her primed and primed for release. Purchased new bags for the logs and keys.



**N67375:**

**\$61.00 per Hour**

Annual scheduled for February 9<sup>th</sup> through 13<sup>th</sup>.



**N4464R:**

**\$83.00 per Hour**

Annual complete, plastic panel delayed until engine. Got LEDs, right main and brake linings replaced. Pilot seat rail was worn, replaced.



**N13686:**

**\$85.00 per Hour**

Annual scheduled for April 6<sup>th</sup> through 10<sup>th</sup>. New lights LED.



**N1891X:**

**\$123.00 per Hour**

Mothballed. Annual scheduled for April 27<sup>th</sup> through May 1<sup>st</sup>.



**N9989E:**

**\$126.00 per Hour**

Annual scheduled for February 9<sup>th</sup> through 13<sup>th</sup>. Pilot door stop pin gone, new screw and nut (shear capable).



**N7593S:**

**\$126.00 per Hour**

Annual scheduled for March 16<sup>th</sup> through 20<sup>th</sup>.

TOP 3

### Most Flown Pilots

Brent Ross	13.1
Todd Goode	10.3
Bert Osborn	8.9

TOP \$ BILLED PLANES

686	\$3120
89E	\$2255
64R	\$946

### TOP 3 FLOWN PLANES

686	36.7 hrs
89E	17.9 hrs
64R	11.4 hrs