



T-CRAFT AERO CLUB

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MARCH

NEWSLETTER

Volume 12, Issue 3

SATURDAY, APRIL 4TH, 2015

8:00 am - 1:00 pm

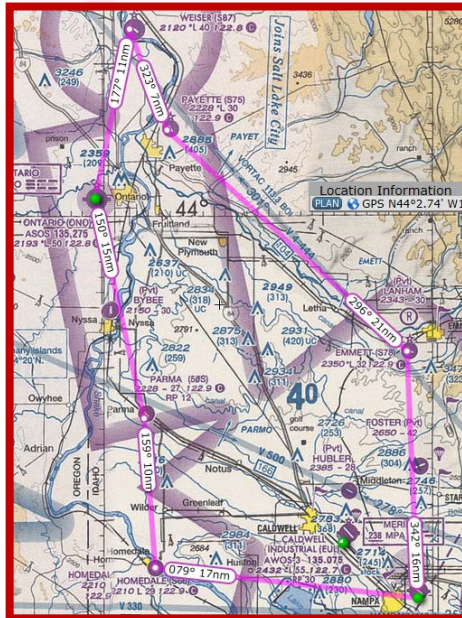
**Best hand – 60% of pot,
2nd place – 20% of pot,
3rd place – 10% of pot**

*Join us for lunch
starting @ 11:30 am
at the T-Craft hangar!*



- ‘Game’ starts Saturday, March 28th...you have seven days to fly to the various airports listed below and take a selfie (make sure that some proof of your location is visible in your picture);
- \$10 per hand buy in;
- Show up at the T-Craft hangar on the 4th and show your date stamped picture to a designated T-Craft representative to receive your cards;
- One card per airport, per player will be distributed;
- You may have as many players as your aircraft can legally carry;
- Airports include: Homedale, Parma, Ontario, Weiser, Payette, Emmett and Nampa;
- You must be at the T-Craft hangar by 1:00 on Saturday the 4th.

\$5 Cheeseburger
chip
drink



SCHEDULED EVENTS

MARCH/APRIL

S	M	T	W	T	F	S
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		

- ✦ **General Membership Mtg/WX Class by Bill McGlynn**
March 31, 2015 @ 7pm
Location: T-Craft Hangar
- ✦ **Poker Run**
April 4, 2015 @ 8am to 1pm
Location: T-Craft Hangar
- ✦ **Back Country Seminar**
April 7, 2015 @ 7pm
Location: T-Craft Hangar
- ✦ **T-Craft Board Meeting**
April 14, 2015 @ 7pm
Location: T-Craft Hangar
- ✦ **Emmett Wings and Wheels**
April 18, 2015 @ 8am
Location: T-Craft Hangar
- ✦ **General Membership Meeting**
April 28, 2015 @ 7pm
Location: T-Craft Hangar
- ✦ **Plane Wash**
May 6, 2015 @ 3pm - 8pm
Location: T-Craft Hangar



Membership Status

66
MEMBERS

Sponsor a
New Member
& Receive
1 Hour
Flight Credit
(C152)

NEWSLETTER CONTRIBUTIONS:
Please send your photos & flying stories to brent@papaross.com for inclusion on future issues.

\$5.26

**FUEL
REIMBURSEMENT**

“For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have seen and there you will long to return”

Leonardo da Vinci

More About Brakes

Article Provided By Jim Eyre

Ben Brandt had some very good comments in December’s Newsletter about “Brakes.” From conversation with brake manufacturers & our maintenance technicians, I’ve distilled their experiences with aircraft brakes into basic information & things member/owners can do to get the most out of our brakes while saving money (yours).

Simplified – pressing on the toe brake moves a mechanical linkage connected to the master cylinder & pushes a piston inside the master cylinder to increase pressure on the hydraulic fluid stored inside the sealed cylinder. Fluid pressure increase is transmitted through lines to the brake assembly on the landing gear wheel. When pressure is removed from toe brake, a spring pushes the piston back to full off position, allowing fluid from brake assembly to be pulled back toward the master cylinder. A compensating mechanism in the master cylinder helps assure that any excess fluid goes to the fluid reservoir so that brake doesn’t drag or worse lock up. There is a self-adjusting mechanism & pin in the brake cylinder, so that as the brake linings wear, the piston travel is adjusted so that the same travel of the piston is always required to apply the brake.

The brake piston is designed for use with a brake pad that is within tolerance. There are no wear indicators for brake pads. Minimum thickness for brake pads is generally 0.100 inch. Brake pads are checked at oil changes, 100 hour & Annual. We replace them if approaching wear limits as it’s much cheaper than fixing damage that will occur to the disk if we let pads wear out.

Once the pad is worn below tolerances, the piston will extend too far, potentially leading to a brake fluid leak. The O-ring may come out of the caliper, resulting in loss of brake fluid & early brake failure & elevated pucker factor.

It’s much cheaper to replace worn brake pads than to have to do repairs & component replacement because the pads wore out & metal-on-metal wear wrecked the disk & parts of the caliper. Brake pads run \$18-20. Two are needed per brake plus labor for R&R. A disk is \$100-120 plus labor. So it is foolish to tear up a disk because of delay in replacing linings.

Retained heat is the enemy of brakes – brakes create heat, but they also have to shed it. As the lining heats up, it loses its effectiveness. For modern disk brakes like on our aircraft, that’s usually not a problem unless the pilot is one of those who taxis at 1300 rpm while riding the brakes!

When brake linings are replaced, there is a conditioning process required usually done by maintenance. It involves hard stops from a fast taxi. This imparts the glaze to the linings that is important to good braking action. There is no hard & fast rule on how long linings & disks will last. A great deal depends on conditions in which the airplane is operated, or not operated (pilot rides the brakes while taxiing).

Include the brakes on your preflight – look at the condition of the visible parts & check for corrosion, cracks & frayed hoses. Check for leaks in the parts of brake lines that can be seen. Any red hydraulic fluid drip or puddle under a brake is a concern – don’t fly the airplane until maintenance looks it over & any repairs/fluid added as needed are made. Otherwise you could be begging for a brake failure – and Murphy’s Law as applied to aviation means it will happen at absolutely the worst time. Makes one wonder how your event would turn out!

Use the brakes when necessary as it helps fight corrosion, the bane of brakes. Also, the glaze that was built up on the brake pads during initial conditioning is renewed through use. Non-use allows the glaze to degrade, reducing brake effectiveness.

When taxiing, don’t ride the brakes – stay completely off them unless you need to decelerate quickly (maintain situational awareness). Pull the throttle to idle before applying the brakes. When turning or taxiing crosswind, put the rudder to the stop before applying the brake – you may not need the brake. Before landing (and for that matter during takeoff), assure your toes are low on the rudder pedals – think, “Heels on the floor.” Oh, and BTW don’t ride the brakes when taxiing.



SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

N1227G
\$55 / Hour



Windscreen on order, last item then she will come on line.

N67375
\$61 / Hour



N4464R
\$83 / Hour



N13686
\$85 / Hour



PTT wearing out, will need to replace yoke grip or wire external to yoke.



FLOWN PILOTS FLOWN PLANES BILLED PLANES

Top 3 Most Flown Pilots

- | | |
|-----------------|----------|
| 1. Brent Ross | 14.7 hrs |
| 2. Mark Turner | 10.1 hrs |
| 3. Joe Bejsovec | 6.2 hrs |

Top 3 Most Flown Planes

- | | |
|-----------|----------|
| 1. N13686 | 37.2 hrs |
| 2. N4464R | 28.8 hrs |
| 3. N7593S | 28.1 hrs |

Top 3 Most Billed Planes \$

- | | |
|-----------|--------|
| 1. N7593S | \$3541 |
| 2. N13686 | \$3162 |
| 3. N9989E | \$2633 |

N1891X
\$123 / Hour



Out of mothball, back on line March 30th

N9989E
\$126 / Hour



Annual completed March 13th

N7593S
\$126 / Hour



In Annual

Monthly Membership Dues \$70

CLEANING SPARK PLUGS

Excessively rich mixture can cause problems

One reason we perform magneto checks prior to takeoff is to ensure the spark plugs are clean of carbon deposits. These deposits are caused by excess fuel in the cylinders that doesn't properly burn off. If the rpm drops too much on your check, be sure to clean the plugs with this simple procedure:

1. Set the power to at least 2,000 rpm.
2. Lean the mixture until the rpm drops.
3. Enrich the mixture only enough to keep the engine running without sputtering.
4. Wait a minute or two.

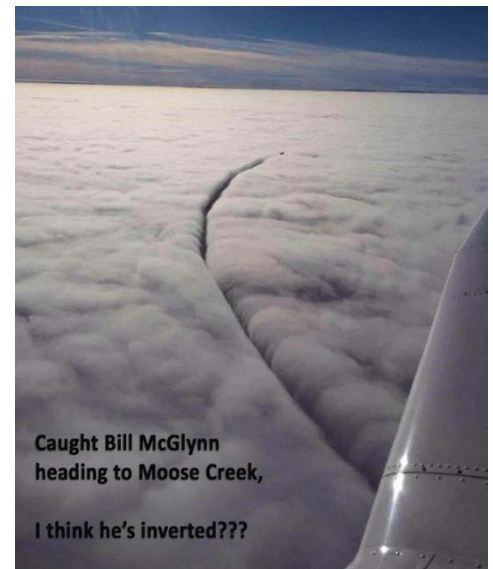
Now, check the magnetos again. If you still have an unsatisfactory check, it may be time to go to maintenance.

Want to avoid this in the future? Lean the mixture aggressively while taxiing.

DON'T MISS IT!

2015 Spring Weather Seminar
By **Bill McGlynn**

March 31st at The T-Craft Hanger
Starting at 7pm



Caught Bill McGlynn heading to Moose Creek,

I think he's inverted???

