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Aircraft Tires *Bill McGrath*

For months now we have been reminding club pilots to apply the brakes with care so as not to lock up the wheels on the club's aircraft. A recent tire failure while landing has underscored this problem. Sooner or later we are going to have an incident where a plane is damaged or someone is hurt.

With this in mind, we need to be more vigilant when doing our preflights. I urge you all to push back the planes while examining the main gear tires. If you find flat spots, or, worse yet, cord showing, **THE AIRCRAFT IS NOT SAFE TO FLY**. It is your responsibility to verify that the plane is airworthy. If you find that there is an unsafe condition with the tires, please note who the previous pilot was, and send me an e-mail with his name. The club is going to begin charging this excessive wear to the person who causes it. If you don't check the condition of the tires, and the person who flew the plane before you damaged the tires, you will be held responsible. The onus is on you: check the condition of the tires before you depart. Damage not detected during the preflight will be attributed to the pilot who last flew the plane. Don't get stuck with someone else's bill.

We all know the scenario: you want to make that first turnoff to the apron so you don't run up tach time. However, if you jump on the brakes, and destroy a \$150 tire, it's going to cost you more than an extra tenth of an hour. So, a word to the wise: lighten up on the brake application, or you're going to be paying for the

new tire and the labor to replace it. There is no excuse for this abuse of our planes. We all have to share in the costs of keeping our planes airworthy, but to the extent that we can, we're going to pass off attributable costs to the perpetrators.

Tires and Technique *Bob McKinion*

Pilot-in-command time starts from engine start to engine stop, provided that you have made a take off and landing. But, before you start the engine, make sure that the pre-flight is complete. This also means that the tires are safe. If you find an unsafe tire during preflight, it is assumed the previous pilot damaged the tire and did not notice and report the damage. So, do not fly with an unsafe tire and let the next pilot assume you did the damage.

Tires are damaged on landings. Landing with your feet on the brakes or not aligned with the runway are common mistakes and is dangerous. Another common mistake is to lock the wheels in order to save the failed short field landing and make the turn off that will save you a couple of minutes of taxi time. If you taxi at low RPM, the cost is negligible and you are building PIC time. So, practice good landing techniques and make all landings with a minimum use of brakes. Braking is more effective after flap retraction and the airplane has slowed considerably.

Please stay safe. Feel free to call me anytime with questions, thoughts or anything else.

Intermittent GPS

There have been reports of trouble with the Garmin 430 in 93M intermittently reporting satellite integrity problems. The unit and the installation have been checked without finding anything wrong. The avionics shop has suggested checking the satellite status page under the navigation group. All aviation GPS units require reception from 5 different satellites in order to accurately determine the aircraft's position. You can view the Garmin manual by visiting the following link:

http://www8.garmin.com/manuals/GNS430_PilotsGuide.pdf

Calendar
Plane Wash and Fly-In Dates:
February 9th, 2008

November BOD meeting:
December 10th, 7:00 pm,
Network Analysis at Stellar
Airpark.