

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

Volume 6, Issue 9, September 2009, T-Craft Aero Club Inc., All Rights Reserved

General Information

We enjoyed some great flying weather for just about the entire month. The good weather prompted a good gathering at our **September airplane wash** (see photo right). Gordon Hall (Facilities Director) gathered up the extra hands and got the hangar washed out, and the track wheels on the doors lubricated. **Frank Lester** (photo below), Idaho State Aeronautics Safety Director and Editor of Rudder Flutter, spent an evening with us discussing **Search and Rescue procedures**, as well ELT equipment and specific features each system includes - including the new 406 frequency.



Fuel re-imburement for August 2009: \$3.57/gal.

Current flying rates: 152 @ \$51.00/hr wet, 172s @ \$72.00/hr wet, and 182s @ \$98.00/hr wet.

Please review your receipts and confirm \$.25/gallon. Report any discrepancies a.s.a.p. to Dennis Wheeler.

Next Board Meeting: 13 October 2009, 7:00 p.m., T-Craft Hangar training room.

Next General Membership Meeting: 27 October 2009, 7:00 p.m., EAA/CAP Hangar, Nampa, Idaho.

From the Membership Director

Collision Avoidance

During my recent CFI refresher class, the following points were raised concerning collision avoidance and some things we can do to avoid a collision.

Here are a few facts concerning midair collisions:

- Most occur within 5 miles of an airport.
- Approximately 80 percent of traffic pattern collisions occur on final approach.
- Two-thirds of collisions near airports occur at non-towered airports.
- Most occur during daylight hours and in VFR conditions.

Although many resources can be used to avoid midair collisions, including the use of exterior lights, radio transmissions, and air traffic control services, the most important is the ability to effectively see and avoid other aircraft.

Visual Scanning:

Without proper training, pilots have a natural tendency to simply sweep their eyes across the sky. Since this is not an effective way to see and avoid other aircraft, you must learn visual scanning techniques. The FAA recommends eye movements of 10°, focusing for one to two seconds on each segment of the sky.

Blind Spots:

Keep your head on a swivel; look around door posts and other cockpit obstructions.

Lift the wing of a high-wing airplane in the direction of the turn and clear the area for other aircraft before you turn.

Situational Awareness:

Listen to traffic and formulate a picture of surrounding traffic. However, do not rely on the radio, not everyone has a radio, or uses it, or you or they could be on the wrong frequency. Ask for clarification if you can't spot another pilot reporting her position.

In the Pattern:

Follow standard pattern entry and departures, however be aware and expect non standard operations. Be particularly alert before turning or reporting the crosswind, downwind, base, or final legs within the airport traffic pattern. Look for aircraft above and below you, you might not be as fortunate as the two Florida pilots below, who collided about 200' AGL and landed together.



A few quotes related to this topic.

"It is a good thing to learn caution from the misfortunes of others."

-- Publilius Syrus

"Nobody who gets too damned relaxed builds up much flying time."

— Ernest K. Gann,

"Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier."

— Andy Anderson

Fly Safe and Have Fun,

Jim Hudson

T-Craft Membership/Safety Director

P.S. – Our Membership is now 79, up from 77 last month. Keep talking about the Club, and the many, many benefits it offers to our pilot friends.

Collision Avoidance Checklist	
✓	Before taxiing onto a runway, check for traffic on final or on the runway.
✓	During climbout, accelerate to cruise-climb speed upon reaching a safe altitude to improve forward visibility and perform shallow S-turns if the pitch attitude is too high to see directly ahead.
✓	Familiarize yourself with special procedures at airports where you intend to operate.
✓	Check NOTAMs for such items as parachute and glider operations.
✓	Never overfly an airport where skydivers may be landing, but stay clear and perform a normal 45° downwind entry.
✓	Use your landing light when near an airport to make your aircraft more visible.
✓	At uncontrolled airports, report your position on the CTAF or Local Airport Advisory (LAA) frequency. Be alert for aircraft not using a radio.
✓	Descend to pattern altitude several miles before reaching the airport. Do not descend into the traffic pattern.
✓	Avoid continuous turns of more than 90° while in the traffic pattern.

Newly approved T-Craft Members must be accepted into the Club during our full Membership Meeting. The next General Membership Meeting is scheduled for 29 September 2009.

Special Announcements

Club members soloing this month include, below from left to right:
Charles Merrell, and Dan Johnson. Awesome!
[photos courtesy Jim Hudson]



Bill Zerfas (left) has been hard at it again. This time he's picked up his CFII Certificate. Where's this guy going to stop? Great job, Bill!

Aircraft Maintenance

WARNING: Information provided may not be accurate. Consult Schedule Master and clipboards on hangar wall for the most recent information concerning your aircraft.

Got a squawk? 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.

67375: Primer lines cleaned; wheel shimmy squawked again.

13686: Pilot side shoulder harness retainer repaired.

4464R: No. 1 radio re-installed after repairs; mag check found a broken coil – repaired; strobe lights will be installed during the October 2009 annual.

1891X: Nothing to report.

800YD: Nothing to report.

7593S: Fuel dipstick is incorrectly calibrated; engine may be burning more oil than usual.

All of us are aware of **the new ELT frequency (406 MHz)**. T-Craft is not rushing to replace our current models. The industry is producing replacement models with the new freq but the cost has remained high (\$900 - \$3000). A company called **ACK Technologies** is making a unit called the ACK E-04 (www.ackavionics.com) which is currently in final stages of certification. The system uses a lithium battery with a five-year life. ACK is saying it will put the E-04 on market for \$599. We suspect that as more units come on the market and competition stiffens we will see lower pricing on 406 technology. When these become available we will replace our ELTs during each aircraft Annual which will help spread the cost out. A Personal Locator Beacon, along with our current ELTs, is a practical option in the interim.

– Jim Eyre, Maintenance Director

[Immediately report **leaks** to Maintenance. Carry the Board Member Contact List with you on trips away from the Nampa airport.]

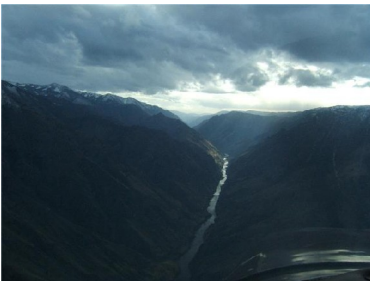
Use good judgment adding oil to an engine. Read "**Aircraft Oil Usage**" on the T-Craft Website for more information.

Tire pressures are critical to ground performance. Know where to find the tire pressure gauge and portable compressor, and what pressures are required for the tires on your aircraft. Factor this time into your flight schedule and you won't be rushed and forget other critical elements.

From the Board Although good lighting in our hangar and office are essential to our pre-flight preparations, and our post flight recording and debriefing, make sure lights are turned off, and non-essential electrical equipment is unplugged. This helps improve safety, as well as hold down our power bill. The copy machine should be checked by all pilots coming and going to make sure it's also shut down when not in use.

The Board is continuing to hear from pilots coming into the hangar and finding their scheduled aircraft dirty. Don't be a bitter lug: wipe off your smudge marks, vacuum out the crud, and clean off the airplane's chin, and flap leading edges. As we have recommended in the past, make time in your flight schedule to clean the aircraft you flew.

The Secretary is finally figuring out how to make the Club Newsletter a little more interesting and readable. Send him your photos, and be sure to accompany the pictures with a tall tale.



Left: Hell's Canyon spring 2009.
Right: Tom Dale and OYD in the timber
summer 2009.
[photos courtesy Jim Hudson]



Upcoming Local and Regional Events

September 29th : 7:00 PM AOPA Air Safety Free Seminar - What Went Wrong? **HILTON GARDEN INN**, 7699 West Spectrum Street, Garden Room, Boise, ID 83709

Just in case you didn't have enough 'destination' airports on your list where you could grab a meal, in comes Ed Holder's Old Prairie Store, located southwest of the Smith Prairie (2U0). You can catch a buffet brunch the first Saturday of every month in the restaurant, or check into the hotel. If roughing it is your passion, there's a campground at the facility. Monitor 122.9 as you make your way in. The telephone to the facilities is: (208)868-3275.

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.

T-Craft Business Cards and Pamphlets are available. Share them with friends and acquaintances in the community who may be looking for piloting opportunities.

Limited quantities of **T-Craft Gift Certificates** are still available. Contact the Board of Directors for more information.

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), 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.

.....



Roy Scotton takes his family for a ride in 686 over the Fourth of July weekend. [photo courtesy Roy Scotton]



Scott Armstrong and Gordon Hall jumped the border for Winnemucca, Nevada earlier this year.
[photo courtesy Gordon Hall]