

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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General Information

October presented us some surprises; total flying hours were up almost 40 hours, and our membership grew to 81. Our monthly ground school gave attendees an opportunity to talk about “never again” moments. The Board has been working on our expenses, with an eye towards more efficient planning for our hard earned dollars (look for more detailed explanations where our dollars are going at our annual meeting in January). We took a hit, though, with a wing strike on a hangar door (93S). With cooler temperatures, aircraft performance will improve, but

remember to consult all available information (see Jim Eyre’s comments in this newsletter and our website) at your disposal to make sure you’re flying safely. Finally, we have included a feature story later in this issue from one of our members flying into Portland, Oregon. [above: Ben Brandt with Gordon Hall at Smiley Creek, Idaho, summer 2009. photo courtesy Ben Brandt]



[Above: Jim Hudson lunching in Stanley, Idaho summer 2009.]

From the Membership Director

There are so many aviation related web sites, a person could spend all his time on the computer and/or smart phone and never fly. However, as you all probably know, the web. These sites offer great resources for pilots, from weather, flight planning, training, education, entertainment, and much more. I’ve listed a few that I use on a fairly regular basis. I’m sure there are many more, and if you have

Fuel re-imburement for October 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: 10 Novemeber, 7:00 p.m., T-Craft Hangar training room.

Next General Membership Meeting: 24 November 2009, 7:00 p.m., EAA/CAP Hangar, Nampa, Idaho.

Pilot Resources via the Web

Flight Training Magazine Motto: A Good Pilot Is Always Learning

some good ones, please let me know. As windy and cooler weather approaches, you may want to explore some of these sites to get your virtual flying fix.

On Line WX – Several on-line sources can give you the same information you can obtain from a standard weather briefing that can help you visualize and interpret weather systems. However, you should still call for an official weather briefing at 1-800-WX-BRIEF (1-800-992-7433) to get the most up-to-date information (Notams & TFR's) and interpretation of weather systems.

NavMonster: <http://www.navmonster.com/> - Very friendly and easy to use. Presents WX along the route you designate, in plain English. Graphical Airmets/Sigmets/Prog Charts, NOTAM's, TFR's also airport directories/Google Earth maps, fuel, lodging.

Good visual tools, especially radar and satellite looping

NOAA ADDS Aviation Digital Data Service: <http://adds.aviationweather.noaa.gov/>

NOAA Std Briefing: http://aviationweather.gov/std_brief/ (a subset of ADDS)

<http://www.eldoradocountyweather.com/current/usradar.html> (Vivid Graphics)

<http://weather.msfc.nasa.gov/GOES/goeswestpacusir.html> (Infared/Visible/Water Vapor)

Direct User Access Terminal (DUAT) service for pilots. – Two service providers, also offers flight planning software and on-line filing of flight plans. Provides immediate on-line access to FAA approved information

DUAT: <https://www.duat.com/>

DUATS: <http://www.duats.com/duats.cgi#weather>

AOPA: <http://www.aopa.org/members/wx/> Requires membership, links to DUAT(S) for filing flight plan.

Aviation WX links by Lester: <http://metsun1.met.sjsu.edu/~lester/faq.html> - Good FAQ's on weather

Scott Dennstaedt's Aviation Weather Workshop: <http://avwxworkshops.com/> - Scott presented a training class in May.

TFR-s

NIFC – TFR's: <http://airspace.nifc.gov/mapping/nifc/index.cfm> (Can print section of Sectional with TFR)

FAA – TFR: http://tfr.faa.gov/tfr_map_ims/html/index.html

Web Cam's: Web cams give us a eye in the sky when were not there, or help determine if we want to be there or not.

ID State: Map with web cam links: <http://511.idaho.gov/default.asp?display=cams&area=&textOnly=>

Johnson Cr: <http://www.ruralnetwork.net/%7Eyellowpinecm/>

Flying B: <http://www.flyingresorttranches.com/>

Stanley: <http://www.sawtoothcamera.com/>

McCall: <http://www.mccall.id.us/government/departments/airport/airport.html>

Idaho Web Cams: <http://www.northwestwebcams.com/idaho-web-cams.shtm> - Also Oregon/Wash/Mont

Smiley Cr.: http://birice.vaisala.com/photos/03778B5F_06013F28_cam1.jpg

Bogus Basin: <http://www.bogusbasin.org/web-cameras/index.aspx> (good view of Mtn's North of BOI)

Brundage Mtn: <http://www.brundage.com/the-mountain/live-web-cams/>

Teton Mtn-Driggs: <http://www.tetoncam.com/>

Training and Interesting Sites

FAA: <http://www.faa.gov/> - A new friendly format.

FAA Learning Center: <http://www.faasafety.gov/gslac/ALC/default.aspx> - Free publications and training materials.

FAA News Magazine: http://www.faa.gov/news/aviation_news/

NTSB Accident database: <http://www.nts.gov/ntsb/query.asp>

N-Number Look Up: http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx

AOPA Air Safety – On-line training courses: http://www.aopa.org/asf/online_courses/

AOPA Air Safety – On-line Short Quizzes: <http://www.aopa.org/asf/asquiz/prevquizzes.cfm>

AOPA Aircraft Owners and Pilots Association: - Everything else: www.aopa.org

FAA Boise FSDO Flight Standards District Office: http://www.faa.gov/about/office_org/field_offices/fsdo/boi/

Idaho Division of Aeronautics: <http://www.itd.idaho.gov/aero/>

Oregon Dept of Aviation: <http://www.oregon.gov/Aviation/index.shtml>

Idaho Aviation Association: <http://www.flyidaho.org>

Written Exam Practice: www.mywrittenexam.com

Flight Tracker: <http://flightaware.com/> Track your own flight if a Flt Plan is filed – tracks airspeed/altitude

iPilot.com: <http://www.ipilot.com/> - An assortment of Aviation Info & products

Nampa Airport: <http://www.nampaairport.org/airport/index.html> (also has webcam)

Google Earth - Plan and Fly a virtual flight: <http://earth.google.com/>
Angel Flight: www.angelflightwest.org – Charity Flight Organization

A huge list of Aviation Resources including lots of free publications:
http://www.bruceair.com/aviation_resources/aviation_resources.htm

YouTube Video & Podcasts – MP3 format for ipod or MP3 players.

Free Pilot tip of the week: <http://www.pilotworkshops.com/>
Student Pilots Journal: <http://www.studentpilotjournal.com/>
The finer points of flying: <http://www.thefinerpoints.net/> - videos and podcasts
YouTube – How to Fly an Airplane: Quality varies
http://www.youtube.com/results?search_type=&search_query=how+to+fly+an+airplane&aq=f

You should be able to click on any of these links from this document to pull up the web page.

Enjoy, Fly Safe and Have Fun,
Jim Hudson
Membership & Training Director

Incident

We had an incident last month in which 93S had a encounter with the hanger swing door while taxiing. The cause was taxiing too close to the hanger. Fortunately there was little damage done, but there was enough force to bend the pin that secures the hanger door. We really have to remember those 15-25 foot extensions out there that are called wings, and pay attention to where they are in relation to non-movable objects. In addition ALL incidents, however minor you think they are, must be reported in order for maintenance to inspect for any possible internal damage to determine airworthiness.

Newly approved T-Craft Members must be accepted into the Club during our full Membership Meeting. The next General Membership Meeting is scheduled for November 24, 2009.

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We welcome our newest members: John Driebergen and David Blue.

Membership

Club membership remains at 80 members. Remember to pick up a "learn to fly brochure" and/or a T-Craft club brochure to hand out to friends and associates who may be interested in flying. The brochures are located next to the key box. Word of mouth is still the best advertising for our great club. Remember, any member who brings in another member receives 1 free hour of C152 flight time.

Safety/Training

November 12th - Take-Off Emergencies with focus on Nampa. Bill McGlynn will update a similar seminar he gave a couple of years ago.
December 17th - Topic TBD - Suggestions welcome

Accomplishments

October was a great month for Newly Minted **Private Pilots** in our club. Congratulations go to
Chuck Moore - Darin Hunt Instructor
Kathy Jones - Jim Hudson Instructor
Bert Osborn (photo right) - Jim Hudson Instructor



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: Nothing to report.

13686: Wheel fairings will be removed; prop to be balanced.

4464R: First annual performed 2 weeks ago; new wingtip strobes installed; stall horn repaired; brake lining replaced; rivets replaced in fuselage; instrument filters replaced; tow bar attachment bolts replaced; prop balanced; wheel fairings removed.

1891X: Nothing to report.

800YD: Oil pan heater will be installed.

7593S: Nothing to report.

Cold Weather Operations

Seems like only yesterday that I packed up the heaters and power cords to store for the summer. Well now it is time again for the heaters and all those power cords strung around the hanger floor. I remind everyone to step with caution and inform your passengers to tread cautiously while in the hanger.

If you are not familiar with our winter heating setup and have questions please ask. You will find two (2) power cords going to each aircraft plus a small floor heater with dryer vent tubing attached to foam pads. One (1) power cord attaches to a plug found near the oil dipstick. This plug is on a line coming from the oil sump pan heater. Oh yes – 64R oil pan heater plug is found in left nose cowling. One (1) power cord plugs into the floor heater. The foam pads fit into the air intake openings in nose cowling. Please note that the **floor heaters** are thermostatically set so **please do not adjust**. If you find one not working correctly make it a squawk on Schedule Master//paper squawk sheet. The lightweight blanket over upper cowling helps hold the warmth in.

When doing preflight unplug both power cords. We don't want the floor heaters running while aircraft is out of hanger.

***More detailed information is found in **Cold Weather Operations** on T-Craft web site. ***

One last thought – even with our pre-heating arrangements the engine block requires a bit of time to reach operating temp. Please allow for the needle to come off bottom and approach the green before putting power to her for your static run up. The engine will bless you with long life and safe flying. –
Jim Eyre, Director of Maintenance

[Immediately report **leaks** to Maintenance.]

From the Board

While the Club's financial health has seemed to stabilize, we still have 15 openings in our membership. The Board (Jim Hudson) has set out Club brochures in key areas in our office and hangar. Take these with you and hand them out to others interested in piloting opportunities with our club.

You may have noticed some changes in the T-Craft Website (www.t-craft.org). Vice President Chad Kinkela has worked hard to make improvements. Contact him with your ideas and suggestions.

Finally, Jim Hudson has set out in our hangar Personal Minimums sheets for our preflight use. Make good use of them, and feel free to suggest improvements.

Upcoming Local and Regional Events Nothing Available at thisTime



Left: Joe Bejsovek attends the 2009 Ontario, Oregon Air Faire.



Right: Ben Brandt lining up for landing at Smiley Creek, Idaho, summer 2009.

Right:
91X at Moose Creek, Idaho,
summer 2009
[photo courtesy Bill McGlynn]



Member Feature Article

I always like flying to Portland, Oregon (PDX) because you never know what they might throw at you. PDX is a very busy Class C airport and always seems to pose some sort of challenge to the incoming GA traffic. Last time I went over, they were jammed up with jet traffic and had me fly downstream on the Columbia until abeam the tower, then turn 180 degrees back upstream, called my base abeam the numbers, and asked me to land and exit the runway as soon as possible, (traffic on a 5 mile final).

This time as I prepped for the trip I checked out the NOTAMs on Pilotgeek.com (which I highly recommend - www.Pilotgeek.com), and there were pages full of them for PDX. After many minutes deciphering, I determined that runway 28R was closed for construction, as were the associated taxiways and all the approaches. Runway 28L was closed for 3 hours every night, and runway 3-21 could not be used for departures. All in all it made me wonder if I wanted to use PDX at all knowing that it would be a fur ball. I decided I would plan for PDX, but if it looked like a long hold somewhere I would opt for one of Portland's other fine facilities, such as Pearson (VUO), just across the river.

The weather was great except for some wind on the day of departure. Since I was departing late afternoon I paid particular attention to the Lifted Index for the time of flight, which gives insight to the stability of the air mass. It showed 'neutral', meaning that the air mass would be stable (little or no turbulence), and although there was some wind caused bumps near the Strawberries, it was a smooth ride.

As I neared Portland I started listening to ATIS. Once I reached Cascade Locks I called PDX approach. Lots of radio traffic, but not as bad as I had imagined. They acknowledged my call, gave me a squawk, and vectored me on a heading of 270 degrees over Vancouver, Washington.

After awhile the air traffic controller asked me if I knew where the Vancouver Mall was. I answered "No," so she left me on 270. A few minutes later she told me to turn toward the tower, and switched me to the tower frequency.

I quickly learned who was busiest in the tower. The tower controller told me he had several airplanes ahead of me but wanted me to fly directly over the tower and plan for Runway 3. He called back few minutes later to tell me he was going to try to fit me in between landings and takeoffs on the intersecting runway (28L) and would need my help.

I acknowledged and sat up straight thinking "Here it comes." I was almost over the tower when I hear "Cessna Zero, Yankee, Delta, I need your best forward speed now, sir, to make this work". I acknowledge and go full power. "Cessna Zero, Yankee, Delta, begin your decent at your discretion, I will call your base. I will need you to exit quickly off the runway just past the intersection at Mike. I might ask you to land long - are you able?" I reply affirmative, still trying to absorb all the info he just poured in my ear.

I'm not rattled and feel confident, but now accelerating past 130mph and about 800 feet over the airport I realize this is going to be a challenge. He talks to two or three other aircraft, and then it's my turn..."Cessna Zero, Yankee, Delta, turn your base now, cleared to land runway 3, exit as soon as possible past runway 28L intersection, landing traffic for intersecting runway is on a 10 mile final".

I acknowledge cleared to land and will exit the north side of 28L as soon as possible. I simultaneously pull the throttle nose up on 0YD to get the speed down, then set two notches of flaps, followed by one more while making my turn. I'm barely past the end of the runway about to turn base and way too high, so I start a forward slip as I turn final and offer, "Tower, Zero, Yankee, Delta can land long now if it helps," and I'm thinking 0YD may be going around. The controller came back, "Ah...Zero, Yankee, Delta, you are approved for landing long."

I keep my foot into the rudder until I come all the way around and pointing down the runway, a bit surprised that my altitude is just about right. I touch down just before the intersection and turn promptly on Mike. The controller promptly calls "Thank you for your help Zero, Yankee, Delta. Hold there on Mike and contact ground." He then cleared the other aircraft to land.

Never a dull moment at PDX!

I noticed some of the traffic sharing their gratitude, saying "See ya' Steve," as they left the tower frequency. I got the impression the controller is one of those guys that's been there for a long time and is really good at this, like a fine conductor. The landing was like being a part of a well orchestrated symphony that had come off just as planned. I felt satisfied that I had kept up my end of the job, the experience helping to teach me to be a better pilot.

Another reason I love to fly! – Bill McGlynn

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.

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.
