

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

Volume 7, Issue 4, April 2010, T-Craft Aero Club Inc., All Rights Reserved

April brought us bursts of sunshine and fun. Our annual back country training program turned out an astonishing 42 attendees, including 11 guests, preparing to visit remote and challenging regions in our great state – and beyond. If you're planning to fly, make sure you've attended a Club function in the last 90 days. There's a mix of snow and green in the landscape, so have your passengers take photos for our upcoming newsletters. You'll find a story from member Ben Brandt later in the newsletter. Finally, as unusual as it might seem, **the volcano in Iceland** (name withheld to protect the newsletter editor embarrassment) may affect flight in North America. Stay tuned. (Can you spot the light aircraft in the photo of the erupting volcano?)



Flying rates effective March 26: 375 - \$52.00/hr, 64R - \$77.00/hr, 686 - \$79.00/hr, 91X and 0YD - \$109.00/hr, and 93S - \$112.00/hr (all hours "wet").

Please review your receipts and confirm \$.25/gallon is recorded. Report any discrepancies **ASAP** to Dennis Wheeler.

Fuel re-imburement for April 2010: \$4.13/gal.

Next Board Meeting: 11 May 2010, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 25 May 2010, 7:00 p.m., EAA/CAP Hangar, Nampa, Id.

From the Membership Director

April Training Topic: "Spring Cleaning and Time for a Tune Up"

For our club's backcountry pilots, the policy requires a minimum of one hour practice of mountain flying maneuvers within 30 days of heading off to the backcountry. It would be a good idea for all of us to review some of the basic maneuvers we all learned as private pilots as we ramp up into our spring/summer flying. Some of the maneuvers recommended for the backcountry tune-up are:

- Short / Soft field take-off techniques. – Departure Abort Plan.
- Climb-out – best rate performance and leaning.
- En-route / Canyon flying (can practice some along the Snake)
- Slow Flight (Stall horn sounding) skills in level flight, turns, decent, climb
- Approach configurations, speeds – power settings various conditions.
- Stalls – power on/off at Full load if possible.
- Simulated Emergency Procedures at altitude and in the pattern.
- Canyon 180 turn
- Approach / Airport fly over – check out
- Short Field and spot landing techniques.
- Forward slips.
- Taxi / Parking (simulated soft field)

You don't necessarily have to do these all in one tune-up flight, but do work them into some of your next few flights. If it's been a while, and/or you're uncomfortable doing some of these maneuvers, give one of the club instructors a call for a tune up. You can choose tasks and have them apply towards your FAA Wings credit or part of a BFR. A good review of the respective POH(s), check-lists, and PTS standards is also in order.

It's also a good time to do a little spring cleaning of your flight bag and other flying accessories; organize and clean things out, update your charts, AFD's, and other reference material. This is a lot more fun than cleaning the garage or washing windows (my wife didn't see this).

Another flying season has arrived and its time to prepare and take advantage of the great flying weather and opportunities we have in Idaho.

Have Fun, Fly Safe, and Fly Smart,

Jim Hudson
Membership/Safety Director

Membership: We currently have 77 members.

This has not been a good month for membership. Since our last meeting, we have lost five members; Bret Armacost, Bill Zervas, Russ Bjork, Jamie Hastings, and Don Burton. Bill Zervas will continue as an approved instructor for our club and contribute in training sessions. I've had some questions as to why members leave. The reasons vary from moving, taking on new jobs, retirement and other interests, to the economy, etc. In most every case, the resigning member expresses much regret in having to leave the club, and in some cases give up flying. Last year at this time we were lower in membership, but saw a surge in new members in the spring and summer. Hopefully we will see another surge this year, since our financial model for 2010 is based on 85 members. We all need to do our part to solicit new members. The Nampa Airport Fest, May 22nd will provide an opportunity to bring new blood into the flying community and our club. I'm still looking for help in our aircraft display, booth and charity flights.

Training:

As I had mentioned earlier, we had a record turnout for the Backcountry Training Session last week. Copies of the presentation and video will be available in the club library soon. We will have another backcountry session in June, with emphasis on backcountry weather.

May training session; May 13th at 7:00 PM. Andy Marosvari, a Boise Air Traffic Controller will host our training session on ATC services and will be able to tell you everything you ever wanted to know but was afraid to ask about ATC. Andy is an instrument rated pilot, has his own plane and is a member/pilot for Angel Flight West. Andy knows ATC from a pilot's perspective, which is not always the case with many controllers.

Congratulations [Preston Riley](#) on your Instrument Rating! And good luck on your pursuit of your Commercial!

NEW MEMBER NOTICE

T-Craft Board approved members must be formally accepted into the Club by member vote during a General Membership Meeting. The next General Membership Meeting is scheduled for 25 May 2010, 7:00p.m. in the EAA/CAP Building, Nampa airport.

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.

375 - Annual completed with minor discrepancies.

686 - Annual completed with minor discrepancies. Passenger side door handle replaced. Please note crease on outside of door where handle was unnecessarily twisted/pushed against panel.

93S - She has been using more oil than usual. Oil was very dark on last 50 hour oil change. Oil filter had no visual metal particles when cut open. Several owners have said they had increased oil consumption when oil started looking dark. After changing the oil consumption stabilized. Some change oil as often as 35 hour intervals. Our engine has 1890 hours (2000 TBO). If we have to change the oil more frequently we will do so. I want to get her into this fall before considering engine change. Compressions continue to be good. We feel the engine is still strong. So the watchword for those that fly her is to not only check oil level (8-9 qt. is adequate) but also note how dark the oil is getting. Note also that left main and nose tires have rubbed spots. Small nick in prop was filed out.

64R - Landing light has been replaced. We are continuing to search for better solution. Avionics issues to be addressed in next couple weeks. ADF placarded as INOP.

91X - Annual completed. CHT/Oil Temp/Oil Pressure instrument set was replaced. Thought we might have to replace a fuel bladder but leak found around drain fitting. She should be ready and eager for BC season.

OYD - The Apollo 820 FlyBuddy GPS requires replacement battery. No field replacement authorized. Factory says unit so old it requires new software to acquire satellites. Factory would be very happy to completely update this unit for only \$400! They assured me this unit would continue to be supported in the future. My humble opinion - the unit is not worth putting money into. Unit placarded as INOP. – Jim Eyre, Maintenance Director

[Report **leaks IMMEDIATELY** to Maintenance.]



[The photographs above are of a pilot observing the volcano in Iceland, and the volcano seen at night.]

Upcoming Local and Regional Events

May 13 th	7:00 PM/ Boise Airspace / procedures / Q&A with ATC Controller Andy Marosvari, T-Craft Hangar
May 22 nd	Nampa Airport Festival, Nampa, Idaho (See March 2010 T-C Newsletter for event schedule)
June 5 th	Caldwell Celebration of Flight - Air Show:
June 12 th	Jerome Annual Fly-In & Community Appreciation Day – Breakfast
June 15 th	6:00 PM - Greenleaf Fly-In
June 17 th	7:00 PM /Density Altitude Review (suggested topic), T-Craft Hangar
June 21 to 23	Aviation Career Exploration (ACE) Academy, limited to 30 high school students: go to www.itd.idaho.gov/aero for more information
July 17 th	TBA/Garden Valley Fly-In Breakfast / Flying fun, Garden Valley, Idaho

For those of you who haven't attended the last general or board meetings, I wanted to update you on our most recent fuel purchase. On Feb. 26, 2010 we purchased a tanker load (8,665 gallons) from the distributor in Salt Lake. Our cost including taxes and the \$0.25 storage and flowage fee to AV Center is \$4.13 per gallon. This is why the board adjusted the hourly aircraft rates up slightly as announced in the last newsletter. Your fuel credit for off field purchases will be \$4.13/gallon. I certainly will continue to make every effort to purchase our fuel at the lowest possible price. I was able to avoid an additional \$0.10/gallon higher price by watching the market and ordering when I did (it's gone even higher since). You may have noticed that the Nampa FBO price is \$0.63 higher (\$4.76) than ours. This supply should last us through most of the summer. Call if you have questions. Best wishes. – *Dennis Wheeler*, Treasurer

From the Board

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 pilot opportunities.

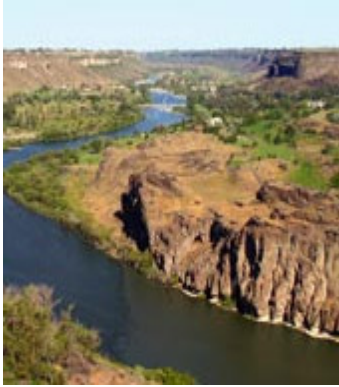
Properly sign out your aircraft, including the correct designation; for example, Local, Cross Country, Maintenance, Replacement Aircraft Search, etc. If an aircraft moves, breathes, or sneezes, it **MUST** be correctly documented for maintenance and billing.

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.



[Websites of Interest](#)

www.cubgearstore.com - survival, and back country gear

www.shortfield.com

www.backcountrypilot.org

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

<http://www.itd.idaho.gov/aero/> See Calendar of events

<http://www.aviation.state.or.us/> Oregon State

<http://www.nampaairport.org/airport/Category/news/airfest.html> - Nampa Airfest 2010

<http://www.aopa.org/letsstoflying/> - AOPA's "Let's Go Flying!"

[Can you identify the famous Idaho landmark in the photo above?]

[Member Contribution](#)

The attached picture is from my recent tail wheel instruction. The guy on the left is Pat Driscoll. He is an excellent instructor and the only CFI I could find in the valley who gives tail wheel instruction AND has a plane that is insured for tail wheel

instruction. For those interested in earning their tail wheel endorsement, Pat can be reached at 861-6707 and his email is



avspecguy@gmail.com. The plane I used for training was a Super Decathlon, 180 hp, CS prop. It is a little expensive, but an extremely fun aircraft to fly and has excellent ground manners for a tail wheel aircraft. Pat expects to have a Cessna 140 available later in the year for a more economical option.

The tail wheel training was quite an experience. My feet seem to be paying much more attention to all aspects of flight, especially taking off and landing. Also, I was lucky enough to have good crosswinds for 75% of my training. I still need a lot of practice, but I feel that it was some of the best money I have spent for training thus far. Oh ya, I was successful in earning my tail wheel endorsement! – Ben Brandt