

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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May went by quickly, accompanied by a flurry of Club activity. The plane wash turned out a great crowd; we were glad to see so many of the families of our members participating. Our Membership Director continues bringing us speakers and topics of importance: an ATC employee talked with our members about current ATC procedures and safety issues; we shared in discussions concerning Back Country flying and Search and Rescue Procedures; and T-Craft set up and airplane and display booth for the Nampa Air-Fest, receiving quite a few people and questions about joining our organization, even as the weather was turning sour. The next General Membership meeting will be the last Tuesday of September 2010; be sure you keep current and observe our 90 Day policy (you can attend our

Board meetings through the summer) – contact any Board Member for dates and times. Be sure to read our Member Contribution at the end of this Newsletter; Ben and Vivian Brandt have shared another story for our readers – with photos of their trip to Alaska. [photo (above left) courtesy Ben and Vivian Brandt]

NOTE: It is important you plan for all phases of aircraft use. This includes all preflight and post flight requirements. Members have found hangar door pins hanging in their safety cradles (and NOT secured in the floor receptacles). You are exposing our aircraft to risks if you do not secure our hangar doors completely. If you find yourself in a hurry, slow down, and do a mental walk-through of everything you need to do to make sure you're in compliance with T-Craft policy.

From the Membership Director

“Expect the Unexpected”

In the last three flights I've been on this week I witnessed four unexpected communication and/or pattern entry calls, one of which was a near miss. The first two incidents involved the same aircraft, a light sport (nothing against LSA's; it just happened to be the case). Last Sunday in 64R with a student, we had come in from the practice area for a few touch and goes. As we were on base for 11, the LSA announced he was approaching from the south and that he would be crossing over the airport and entering the pattern for 11. I don't recall him giving a distance or altitude. A few minutes later, the next call was that he was entering crosswind to enter 11 for touch & go's. We were just touching down on 11 and looking for the crosswind traffic when we saw him cross overhead of us towards the 11 half of the runway, at what looked to be lower than pattern altitude. I asked him if that was what he considered a cross wind entry, and he came back with “that was a mid-field cross wind”. OK, that's a new one on me.

Another Cessna (C180) took off just after we did for touch & go's to join the pattern with us and the LSA. The LSA was landing behind the C180. As we were on the downwind, the C180 was turning crosswind and the LSA was taking off. The LSA called out a cross wind departure. That seemed normal, except shortly after calling crosswind, the C180 who just turned downwind let out an explicative – Holy S.... The LSA did another mid-field style crosswind right in front of the other Cessna. The C180 driver said the LSA went right in front of him about 300 ft or so. More exchange of words with the C180 guy suggesting the LSA get some remedial training – no comment back from the LSA as he left the area (fortunately) and did not hear another word from him. We didn't see the near miss. The C180 guy landed and was a little shaken up, as one could imagine. Neither of us got a tail number or type of the LSA.

Later the same day, I was coming back from the practice area in 91X and had just crossed over mid field from the practice area for a tear-drop entry for 11 over the cheese factory. As I was over mid-field, a guy called out that he was coming in from the north and would be entering on the base leg for 11. As I completed my turn to enter the downwind, I was looking for him, but didn't see him. I asked him where he was when he said over the golf course. I still didn't see him and was about to do a 360 when we spotted each other as I saw him turning on final. He had heard my communications coming into the pattern and should have entered the downwind behind me, but I guess he was in a hurry. At least he called out his intentions.

There followed two more incidents the following day. One was a familiar bird in the pattern not responding to any calls. Of course one doesn't need a radio at uncontrolled airports, which might even be better than giving a confusing call. That is somewhat frequent and they probably forgot to switch frequencies. Another was a call, "Nampa traffic, XXXXX taxiing to 30 for take-off." We were on downwind for 29 and didn't see anyone taxiing towards 29, so we assume he was in Caldwell.

A few years ago a guy said he was landing 12 in Caldwell, when in fact he was landing on 11 Nampa. After landing on 29 Nampa, he saw us and we saw him, and he diverted as we were on rollout. It's easy to get Nampa/Caldwell calls mixed up. It's fairly common to call out Nampa traffic out of habit when we're somewhere else, but in most cases we realize it right away. Getting the airports mixed up is another matter.

These things are not that uncommon, and you may have had similar occurrences. Never assume the other pilot is giving the correct call outs, or maybe they have their own creative pattern procedures. Most people use the recommended patterns and pattern entries, but then there are many exceptions. Just another reminder to keep the head on a swivel, be alert, and expect the unexpected as you enter or are in an airport area.

Have Fun, Fly Safe, and Fly Smart,

Jim Hudson
Membership/Safety Director

Membership: We currently have 80 members.

This month we gained back a former member, Reggie Sellers, and Reggie recruited a friend, Jared Martens to join our club. Welcome back Reggie, and welcome Jared.

Achievements:

Jim Faull – Completed Phase 2 Wings Pilot proficiency program.

Bert Osborn - Completed Phase 1 Wings Pilot proficiency program.

Training/Events:

We had several great training opportunities in May. Andy Marosvari, a Boise Air Traffic Controller, answered several questions and informed us on some new procedures coming soon.

May 20th Frank Lester from the State Division of Aeronautics, presented a safe pilot session on search & rescue protocol, responsibilities, and tools such as PLB's, the SPOT locator, and the new 406 MHz ELT's.

Saturday, May 22nd Nampa Airport Fest. It turned out to be a miserable day, however we did have a good showing and eight folks signed our interest sheet. Thanks go to Ben and Vivian Brant, Chuck Carlson, Chuck Moore, Loren Dahl, Jim Schiers, and Jeff Vanhoozer for helping with our booth and aircraft display.

A video of the April Backcountry Training Presentation is now in the club library. Thanks go to Vivian Brandt (Ben's wife) for making this video for us.

June Training

June 17th 7:00 PM. Bill McGlynn and backcountry weather, I'll give a review of SAR (search and rescue) procedures, and possibly some hanger flying with some of our BC pilots.

July 17th - Garden Valley Fly-In Breakfast. If you would like to take one of the birds up to the fly-in, let me know and we can switch the schedule in your name. As in the past, some club instructors will be giving free instruction at Garden Valley and possibly other close strips. However the members pay for the aircraft. I'm not sure of the instructors going up, but in the past several of the instructors have ridden up and back with a member(s) to experience landing at GV. More details will be coming.

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 28 September 2010, 7:00p.m. at the EAA/CAP Building, Nampa airport.

Aircraft Maintenance

May 2010 has turned out to be the "month of tires". Jim Eyre's cell phone is ph: (208)794-667. Call him with squawks, and use the squawk feature found on-line in Schedule Master to notify pilots intending to use squawked aircraft of important information critical to use of that aircraft.

375 – Left main tire replaced.

64R – Right main tire replaced. No. 2 VOR operating "better".

686 – Nose wheel replaced; right main tire is "rubbed".

91X – Ammeter malfunction corrected by AeroServices.

93S – Left main tire replaced. Engine due for rebuild this year (watch for oil discoloration and oil consumption – report immediately to Maintenance). Pilot seat breaking down; use cushions found in 375 bay under counter.

0YD – Right main tire is rd.

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.

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

Upcoming Local and Regional Events

- June 5th **Caldwell Celebration of Flight - Air Show.** 5 June 2010, Caldwell, Idaho (EUL) airport. Seminar Topic: Wings Over Idaho – An Aviation History, 10:00 a.m., presented by Arthur Hart. Seminar Topic: Airstrip Observation: Designing Your Approaches and Departures, 10:45 a.m., presented by Lori MacNichol (WINGS credit)
- June 12th **Jerome Annual Fly-In & Community Appreciation Day – Breakfast**
- June 15th **Greenleaf Fly-In**, 6:00 PM
- June 17th **Density Altitude Review** (suggested topic), T-Craft Hangar 7:00 PM /
- 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 17th **Garden Valley Fly-In Breakfast**, Garden Valley, Idaho

The next General Membership meeting will be held the last Tuesday of September 2010. Meanwhile,

From the Board

Members wishing to discuss Club business or concerns can contact any Board Member (you can find the Board Member roster on the T-Craft website). The Board also encourages Members to attend the monthly Board meetings through the summer, held the second Tuesday of each month, to help them fulfill their Club attendance requirements.



As with all materials aircraft, the Board purchases what it feels is the best glass cleaner for our equipment. Unfortunately, this stuff costs us almost \$14.00 a can, so we hope you're using it judiciously.

We wish to thank all of you sending in your photos and stories. We hope you'll continue sending more (forward to the Secretary at jlvanho@msn.com). We wish you a safe and happy summer of piloting!



[Our May 2010 plane wash was very well attended – by members and families alike. Todd Goode's daughters pitched in, as well as the “Unknown Belly Washerman”. Photos courtesy Jim Eyre.]

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 May 2010: \$4.13/gal.

Next Board Meeting: 8 June 2010, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 28 September 2010, 7:00 p.m., EAA/CAP Hangar, Nampa, Id.

[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>

<http://www.aopa.org/letsgoflying/> - AOPA's “Let's Go Flying!”

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.

Member Contribution

We left Nampa early on the morning of the 22nd of April in a DHC-2 (de Havilland Beaver) headed for Wolf Lake Alaska. Headwinds lengthened the first two legs of the trip but overall the weather couldn't have been better. We flew from Nampa to Port Angeles Washington and then on to Ketchikan the first day. Headwinds made fuel management key in the 520+ NM final leg of the day. We arrived in Ketchikan as it was getting dark with just about an hour of fuel left on board. The following day we flew the final two legs, Ketchikan to Yakutat and



Yakutat to Wolf Lake. The flight over the Kinik glacier was incredible!

We spent a little over two weeks in Alaska giving us an opportunity to take in the Alaska Airmen's Expo in Anchorage, the STOL contest in Valdez and a lot of lying. The scenery was incredible, the people were friendly and everyone LOVES airplanes in Alaska, it is truly a pilot

Mecca. Experimental takes on a new meaning in Alaska, I included a picture of the "Barnacle" as an example of one of the more extreme [see photo at right].

Flying to Alaska is relatively uncomplicated if you overfly Canada. If you land, there is a little more work to do. If you are interested in flying to Alaska AOPA has excellent resources to help you navigate regulations, weather and route selection.



-- Vivian Brandt



We were blessed with great weather and fun during our plane wash. Hope to see you all out there next time!



Happy trails to you until we meet again!

