

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

Volume 7, Issue 8, August 2010, T-Craft Aero Club Inc., All Rights Reserved

While our August newsletter comes a little late, it is with reward: quite a few of our membership have sent photos and stories to share. Our aircraft spent considerable time away from home, flying diversified flight plans, terrain, and environments (see the Membership/Safety Director's article below). Our student pilots have proven themselves with solos, private pilot certificates, and additional ratings. Our vice president has upgraded, updated, and improved our website – helping provide our membership and prospective members useful information concerning our Club and activities. Our next General Membership meeting is scheduled for late September; if you're new to the club, you need to make this meeting to be formally accepted (by vote) into T-Craft.



Reggie Sellers sent us this one. Can it fly?

From the Membership Director

Smoke and Fire

The fire season has abruptly arrived, with 50 fires started on Thursday, August 26th, adding several new TFR's to a few existing ones. In the week prior to this, one of our members told me about a flight in which he was engulfed in smoke unexpectedly on a VFR flight around Idaho Falls, and found himself in IFR conditions.

Two questions come to mind regarding these situations.

- 1) How can we obtain better information on smoke for our flight planning?
- 2) What can/should we do if caught in IFR or near IFR conditions?

To answer the first question I contacted Flight Services to see if there are any tools they have to help forecast smoke. There are some IR satellites that can detect hot spots, or fires, but the resulting smoke is very difficult to detect, especially the smoke layers. PIREPS of course are the best source, if any are provided. If we do encounter smoke, or clear conditions where we might expect smoke, it's always a good idea to give a PIREP to help our fellow pilots. The briefer I spoke to, whom himself is a CFI, has been monitoring the Idaho fire situation and said it is very

difficult to detect any smoke during the current period, especially with cloud cover. He said at times they can, but it is still difficult to detect the layers.

Where are the fires? The following web sites will help.

http://tfr.faa.gov/tfr_map_ims/html/index.html - FAA

<http://airspace.nifc.gov/mapping/nifc/index.cfm> - Will overlay TFR's on WAC or Sectional

<http://www.navmonster.com/> - Will show any TFR's along your route

http://activefiremaps.fs.fed.us/lg_fire2.php - This map shows large fires, some of which may include TFRs.

One thing to keep in mind is that TFRs may pop up suddenly. The graphical depictions on various web pages, including the FAA's, may not be up to date. The only source for the most current TFR's are from Flight Service.

Some things to keep in mind when there are known fires or TFR's:

Look at the wind aloft forecasts at the altitude you will be using to see what direction the smoke may be going.

Light winds may mean more dense smoke. However, remember winds aloft reports are forecasts and the real world may be different.

Inversions, early morning or late evening may cause the smoke to settle to lower altitudes.

Search out webcam's along your route – the NWS website listed below has links to various webcam locations.

Calls FBO's along your route and get a real person interpretation.

METAR/TAF's may report smoke and/or low visibility but are localized points for the specific airport.

The aviation weather expert out of the National Weather Service - Boise Office, David Groenert, provided the following websites and information that may help. This office is responsible for TAF's in our area.

National WX Service – Boise Office: <http://www.wrh.noaa.gov/boi/>

The Aviation Forecast Discussion page will provide some additional information requiring weather patterns and the possibility of smoke/visibility issues. There also is a link to web cams from various sources on this website.

David provided some information on the following websites that could be of some use. Neither of them can be easily translated directly to flight conditions or altitudes, but for the fires that have been detected they should give you an idea of where there would be smoke.

<http://www.firedetect.noaa.gov/viewer.htm>

This site uses satellites to locate the fires and smoke plumes. I think it runs on javascript so it might be slow to load. When clouds don't get in the way this can be a useful product. You can zoom in on a location and overlay different products (smoke densities) via the column on the right of the webpage. The headers in that column are hyperlinks that describe the variable.

<http://www.weather.gov/aq/sectors/pacnorthwest.php>

This site is geared toward those with air quality interests (like ID DEQ) but could be of some use for aviation. It's a gridded forecast of ozone and smoke. The image defaults to Ozone, but if you move your mouse over the gray Surface Smoke or Vertical Smoke Integration 'boxes' and the images will change. I don't have a key as to what value would represent lower visibilities, but it looks like the fire sites have values over 100 and I can imagine that somewhere between 20 and 50 you're starting to see reductions in visibilities.

Hopefully, this will help with the first question. An in depth study of flying VFR into IMC will be addressed later. For now here are some things to remember:

Be relatively current in your abilities to fly under the hood. If you're rusty, go up with another pilot and do some practice under the hood. If you think the hood is bad, real conditions are much more stressful.

If you do encounter IFR conditions, remember to:

Pray

Do a 180 if you can and get back to known good conditions.

Remember the 5 C's

Calm – Try to remain calm and keep the wings level. Aviate

Climb – If able – you will get better range for communications, clearance over obstacles, and possibly clear of the weather. Navigate

Communicate/Confess - Contact Flight Service or ATC for help. They may vector you to clear conditions. You also need to let them know you are in IMC conditions. Do not hesitate to declare an emergency. Use 121.5 for communications, and squawk 7700 on your transponder.

Comply – Do what FS or ATC tells you

Conserve – reduce power and conserve fuel.

AOPA Flight Safety has a few on-line courses which may help avoid these situations. Visit

http://www.aopa.org/asf/online_courses/

You may want to check out the accident case study titled "VFR into IMC" or the mini-course Weatherwise: "Ceilings and Visibility"

If anyone has any other suggestions, please let me know so that we can share with our members.

Have Fun, Fly Safe, and Fly Smart,

Jim Hudson

Membership/Safety Director



We welcome Steve Gidding, our new student pilot, fulfilling a lifelong dream.

Membership: 79 members.

Member resignations: Michael Wells

Solos: Bob Mowrey

New Private Pilots: Rob Anderson and Charles Merrell

Instrument Ratings: Chuck Moore

Training Meeting for 16 September 2010: "Working the Avionics in Our Club planes,"
7:00p.m., T-Craft hangar office.



Reggie Sellers with OYD at Smiley Creek for breakfast. Photo courtesy Reggie Sellers



Jim Faull's son snaps a departure shot from Sulfur Creek.

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., in the EAA/CAP Building, Nampa airport.

Aircraft Maintenance

Jim Eyre's phone is ph: (208) 336-0867. Call him with squawks, and use the notification feature found on-line in [Schedule Master](#) to notify pilots intending to use impacted aircraft. Write the tachometer time on the Squawk Sheet clipboard found on the hangar wall. Sign your name, and include a phone number where you can be contacted. Document Hobbs time for all other recordings. Report leaks immediately.

375 - Good little lady.

686 - Used AK450 ELT installed. Attitude indicator (\$550) replaced.

93S - IFR recertified (\$220). New fuel bladder (\$1,065) on right side. Replacement 0-470-U ordered from Western Skyways, Montrose, Colorado (\$26,750). Engine comes with a Five (5) Year or TBO, whichever may first occur, transferable Security Assurance Plan (100% Parts & Labor). Vacuum pump replaced with overhauled unit. Starter cable secured with new connectors (had been squawked as hard to start).

64R - Heat control problem resolved (fingers crossed). New battery installed. Continuing to work on resolving VOR squawks. ANNUAL scheduled for November 1-5.

91X - Bent trim tab on elevator replaced. Bird nest found under cowling during last oil change. It was quite an elaborate nest. Reggie Sellers spent considerable time cleaning out debris (where are the pictures Reggie?).

0YD - Hangar Queen doing ok.

Note: For those who like adding oil to the high marks on the dipstick -- please report early to our next plane wash to apply degreaser to our aircraft underbellies, especially **93S**. She likes her oil level at 8.5 to 9.0 quarts, so she'll blow out the one or two quarts you just added onto her belly.

T-Craft Aircraft Maintenance Director, Jim Eyre

FROM THE BOARD

Line Up and Wait Phraseology Change

Beginning September 30, 2010, the words "**Line Up and Wait**" will replace the words "Position and Hold" to instruct a pilot to enter the runway to await take-off clearance. Under the new "**Line Up and Wait**" phraseology, the controller will:

- State your call-sign;
- State the departure runway;
- State "**Line Up and Wait**".
- **Exercise Caution.** Be aware the phrase "Traffic Holding in Position" will continue to be used to advise other aircraft that traffic has been authorized to "**Line Up and Wait**" on an active runway.
- **REMEMBER: Never cross a hold line without explicit ATC instructions.**

You may not enter a runway unless you have been:

- Instructed to cross or taxi onto that specific runway
- Cleared to take off from that runway, or
- Instructed to "**Line Up and Wait**" on that specific runway.

If in doubt ASK! For additional information, go to:
<http://www.faa.gov/go/runwaysafety>

Next Board Meeting: 14 September 2010, 7:00p.m., T-Craft Hangar training room.

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

Flying rates effective 8/31/10 (all hours recorded "wet"):

375	-	52.00/hr
64R	-	\$77.00/hr
686	-	\$79.00/hr
91X and 0YD	-	\$109.00/hr
93S	-	\$112.00/hr

Fuel re-imbursement for July 2010: \$4.13/gal.

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

Upcoming Local and Regional Events*

- 9/11 **Ontario Air Faire**, Ontario, Oregon Municipal Airport; Roger Smith (208)739-3979, or OntarioAirFaire@AOL.com
- 9/8 **T-Craft Plane Wash and Barbeque**, 4:00p.m., T-Craft Hangar (additional hands are welcomed!)
- 9/16 **"Operating T-Craft Aircraft Avionics,"** 7:00p.m., T-Craft hangar office.
- 9/28 **T-Craft General Membership Meeting**, 7:00p.m. EAA/CAP Building

[If you have read, or know of events to come, please send your notice to the Secretary (jivanho@msn.com) for the newsletter.]

Websites of Interest

www.t-craft.org – the official website of T-Craft Aero Club Inc.
<http://www.nampaairport.org/airport/Category/news> - news of the Nampa, Id. airport
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.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 Contributions

We have a foreign exchange student staying with us for the school year. Her name is Magdalena, she is 16 years old, and is from Austria. Ben and Josh flew her to McCall for



breakfast last Saturday...it was her first time in a small plane. Josh reluctantly gave up his co-pilot seat on the way home, and Magdalena was able to take the controls for a little bit.

They had a great time! Magdalena says that she admires pilots now that she knows how many things they have to pay attention to, and that it was an awesome experience. – Ben and Vivian Brandt



Just got my private pilot! A dream since I was a kid and have had to put off since my first lesson in 1986...Rob Anderson



Above: Dean Bake with 686 west of Idaho City (left), and waiting out a storm in Glasgow, Montana (right). Photos courtesy Dean Bake.



Jim Hudson, Dan Johnson and I (Charles Merrell) flew into Sulfur Creek for breakfast on August 14th.



My wife and I were driving back to the valley Spokane and as we were headed around the North end of McCall airport we noticed a P-3 on downwind. I parked and got these shots of the P-3 from Aero Union landing from the North. That bad boy just cleared the fence as you can see in the second picture. Just a reminder that it's fire season and to be aware of the large traffic in the pattern in the mountains! -- **Ken Kaae**



Gordon Hall with 91X at Indian Creek. Photo courtesy Bert Osborne



Joe Besjovec training for another kind of rating.

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

