

# T-CRAFT AERO CLUB

## MONTHLY NEWSLETTER

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Off we go into the wild blue yonder of 2011. The room was packed during our Annual Meeting and Elections; we learned that flying rates are remaining steady (for the mean time); the Membership chose Ben Brandt to lead our club as our new president, Dennis Wheeler will remain our treasurer, Reggie Sellers was elected our new Billing Director, Gary Lindstrom was elected to fill out the remaining year in the Facility Director's position, and Todd Goode returns as our Vice President.

The club secretary is asking the membership to solicit ideas for a name for the newsletter: something like "*Runway 29 Rolling Thunder*"; members are asked to eagerly respond, or else this name will be permanently embossed on the type head.



Robb Starr caught this photo of the Burns, Oregon airport this winter.

### From the Membership Director

### FLIGHT FOLLOWING

What is flight following and what can it do for us as VFR pilots? With flight following, VFR pilots are in continuous radio contact with a radar controller at either a Terminal Radar Approach Control (TRACON- like out of Boise) or Air Route Traffic Control Center (ARTCC). ATC's first priority is separating and sequencing of IFR traffic, and VFR flight following is provided on a "workload permitting" basis. I have requested and used flight following on VFR flights many times, and have only been denied service once in Montana, for a very short period of time.

Flight following assists VFR pilots in three important ways:

1) Flight following provides traffic alerts. It's like having an extra pair of eyes in the cockpit. Not only are you watching for traffic, but a controller watching a radar screen is also keeping an eye out for you and providing separation and alerts from other aircraft, terrain, and severe weather.

2) Flight following can help with navigation. If you ever get lost there's someone on the radar screen that knows exactly where you are. He or she will be more than happy to help get you back on your course; however you must make the request for radar vectors. And additionally, if weather starts closing in on you, ATC is ready to help steer you toward something better.

3) Finally, in the event of an emergency you are already talking to someone. You don't have to worry about fumbling around for a frequency then trying to describe your position to someone. The person is already there knows your location. All you have to do is call for help and tell them what your intentions are.



Flight following is not just for cross country trips. In the recent Boise tower tour, a question was asked to the controller if it is OK to request flight following out in the practice area. His answer was along the lines; it's a free service, and until it's not free – don't hesitate to ask for it. They are happy to provide this service to us. He also reminded us that it is very helpful to the controllers that we contact approach/departure on any northerly bound routes from Nampa or Caldwell, and return flights from the north into Nampa. The glide path for approaches into BOI Runway 10L/10R is 4500' just a few miles north of Nampa. There are numerous times when aircraft bound for Boise have to be diverted due to unidentified aircraft around the area north of the Nampa/Caldwell airport. We are not in Boise Airspace just north of Nampa, but close enough to interrupt traffic into Boise. There are also Sky Diving operations around Star that can be avoided with the help of Boise ATC.

There's probably only one reason why many don't use this service. They are intimidated by the radio work. And there's no reason for this, it's really quite simple.



Suppose you are leaving Nampa for McCall. After departing Nampa and heading north, announce to local traffic that you are leaving the airport frequency and going to Boise approach. Contact BOI approach on 126.9 (if you're not N. of BOI extended centerline you soon will be). Tell them who you are (aircraft type and tail #), where you are (off Nampa northbound), and what you want (would like flight following to McCall). They will establish communications (read your tail # back), and give you a squawk code, and possibly altitude and/or heading instructions. Read back the squawk code and any other instructions. They will ask you for your altitude, and may ask you to ident. You may continue flight following with St. Lake Center 128.05 after you get

out of Boise radar coverage area, around Horseshoe Bend. You will have to fly high enough (8,500' or higher) to get on St. Lake Center Radar coverage.

You can request flight following in any direction you head, by requesting it through the appropriate BOI approach/departure frequency when leaving Nampa. They will give you the contacting frequency for the

next ARTCC. If you are out in the middle of nowhere, you can start flight following by contacting the appropriate ARTCC frequency. The Airport Facility Directory provides a listing of remote outlets for ARTCC frequencies, for example Squaw Butte is St. Lake Center at 128.05. If you can't find a location near you, contact Flight Service and they should be able to provide the nearest ARTCC frequency. You will have to be at a high enough altitude in order to get radar coverage, which is generally at IFR minimum altitudes. When you contact a center frequency to request flight following, provide them the standard information; who you are, where you are, and what you want.

Flight Following is free and provides some additional security and peace of mind. Try it – I think you'll like it. I found the following link that provides some additional information you may find helpful on flight following: <http://www.avweb.com/news/avtraining/183268-1.html> If you have any questions, give me a call.

Fly Smart, Fly Safe and Have Fun,

*Jim Hudson*

**Membership:** We have one new member join our fine organization, Scott Silvester. Welcome, Scott !!

Scott adds to the diversity of our club, bringing his Air Force (A-10) flying and training experience to us. With Scott we currently have 73 members.



**\*\*\*\*We need to focus on membership this year and get our numbers back up. Let me or any of the board members know of any ideas or suggestions you have to promote our club.**

Talk to all your family, friends and associates and let them know they can “put wings on their dreams” by joining T-Craft.

**Training/Events: All training meetings are at 7:00 PM at the hanger, unless noted otherwise.**

February 10<sup>th</sup> – Going after that next rating or certificate. We will be discussing the requirements and reasons to obtain an instrument rating, and/or commercial or CFI certificate.

Boise Tower Tour – I am working another tour to handle the overflow from last month. There are a few openings, so let me know if you would like to get on the next tour.

March 10<sup>th</sup> – Weather Forecasting. Bill McGlynn will give us a tune-up to get ready for more great flying this year.

April – Reggie Sellers Survival Training

May – Back Country Refresher

June – Flight Planning Software Programs

July 16<sup>th</sup> – Density Altitude and Performance, in conjunction with the Garden Valley Fly-in.



Below are some future topics that have been suggested for training. If you would like to give us some training in an area with which you're familiar, please let me know.

- 1) Do's and Don'ts of Cross Country Flying – route planning, flight following, etc.
- 2) Interesting places to go on a tank of gas
- 3) Easy to remember – Pilots rules of thumb
- 4) What happens if you screw up – Accident / Incident / Violate FAA Regulation
- 5) GPS use for VFR flights.
- 6) Engine loss and emergency landings.

(Members can participate as meetings presenters or contribute safety articles by contacting Jim Hudson.)

## **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 22 February 2011, 7:00p.m., in the EAA/CAP Building, Nampa airport.

## **Aircraft Maintenance**

Contact Jim Eyre [cell:(208)794-0667] with squawks, and use the notification feature found on-line in [Schedule Master](#) to alert 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.



**You've been interdicted!**

# FROM THE BOARD

**Winter Flying Hours are in effect from December through February.** You can fly all three of your Minimum Hours in one of these months, or two of these months, or one hour in each of these months. Contact a Board Member if you have any questions.

**\*\*\* Members wishing to maintain currency may attend the following meetings\*\*\***

**Next Board Meeting:** 8 February 2011, 7:00p.m., T-Craft Hangar training room.

**Next General Membership Meeting:** 22 February 2011, 7:00 p.m., EAA/CAP Hangar, Nampa, Id.

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

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

**Fuel re-imbursement for September 2010: \$4.03/gal.**

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

## Upcoming Local and Regional Events

(See Jim Hudson's note above.)

*If you have read or know of events to come, please send the Secretary ([jlvanho@msn.com](mailto:jlvanho@msn.com)) a quick e-mail.*

## Websites of Interest

The official website of T-Craft Aero Club Inc., [www.t-craft.org](http://www.t-craft.org)  
Nampa, Id. Airport news, <http://www.nampairport.org/airport/Category/news>  
Survival, and back country gear, [www.cubgearstore.com](http://www.cubgearstore.com)  
[www.shortfield.com](http://www.shortfield.com)  
[www.backcountrypilot.org](http://www.backcountrypilot.org)  
Idaho Aviation Association, <http://www.flyidaho.org>  
Idaho Aviation Association Calendar of events, <http://www.itd.idaho.gov/aero/>  
Oregon State, <http://www.aviation.state.or.us/>  
AOPA's "Let's Go Flying!", <http://www.aopa.org/letssofarflying/>  
FAA, [http://tfr.faa.gov/tfr\\_map\\_ims/html/index.html](http://tfr.faa.gov/tfr_map_ims/html/index.html)  
TFRs on WACs or Sectionals, <http://airspace.nifc.gov/mapping/nifc/index.cfm>  
TFRs along your route, <http://www.navmonster.com/>  
Large fires, some including TFRs, [http://activefiremaps.fs.fed.us/lg\\_fire2.php](http://activefiremaps.fs.fed.us/lg_fire2.php)  
**AOPA Flight Safety** on-line courses, [http://www.aopa.org/asf/online\\_courses/](http://www.aopa.org/asf/online_courses/)

<http://www.weather.gov/aq/sectors/pacnorthwest.php>  
National Weather Service – Boise Office, <http://www.wrh.noaa.gov/boi/>  
Fire Reporting, <http://www.firedetect.noaa.gov/viewer.htm>  
Runway safety, <http://www.faa.gov/go/runwaysafety>  
[http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/airplane\\_handbook/](http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/)  
<http://aviationweather.gov/adds/metars/>  
[http://aviationweather.gov/adds/icing/icing\\_nav.php?icg\\_type=CIPSEV50&height=max&fcst\\_hr=0](http://aviationweather.gov/adds/icing/icing_nav.php?icg_type=CIPSEV50&height=max&fcst_hr=0)  
<http://www.aopa.org/index.html>  
<http://www.wrh.noaa.gov/satellite/?wfo=boi>  
<http://www.ghcc.msfc.nasa.gov/GOES/goeswestpacus.html>  
<http://www.wrh.noaa.gov/zoa/cwa.php>

## 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](http://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 ScheduleMaster, 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](mailto: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](mailto:jlvanho@msn.com).

*Thanks to all who have sent us photos for our newsletters. We encourage anyone with a camera and a steady hand to submit your stories and pictures for our February 2011 edition. We love piloting, and we love seeing the places our aircraft are flown.*

