

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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Hello March! Rain, rain, and more snow has hampered our flying, but enthusiasm grows as we anticipate flying the skies above and around Idaho; more club members are becoming interested in exploring aerial venues in Idaho's mountain country. Jim Hudson has discovered a "Forum" feature in Schedule Master that gives us an opportunity to communicate flying interests with other members; for instance, you can notify Club members of an open seat on your next flight, and perhaps invite another pilot who'll share the work and experience. *Be sure to read T-Craft member Dean Bake's story* later as he shares experiences from a recent trip he made to Montana; his photos are sprinkled throughout this



Fort Peck Reservoir in the NE corner of Montana.

month's newsletter (grab your Great Falls Sectional and follow along). Finally, many of our members have responded to our request for a newsletter name; we'll review them during our April general membership meeting, so dress appropriately for a food fight.

From the Membership Director

History of Safety Article Topics

In preparation for an article this month, I have been drawing blanks on what to write about. I thought I would go back and look at the last few years of safety articles to



Missouri River near Fort Peck Reservoir

find some topics that haven't been covered. I was amazed at all of the topics that have been covered and have compiled a summary of the last four years of articles written by myself and Jeff Beers. We also have some excellent articles before that by Phil Verghese. I have listed the topics and brief a description below and encourage you to go back and review some of these that spark an interest. One in particular that I

recommend is February 2010 “Being Safe is Cool”, which covers Angel Flight West “Safety above All Else” article. It is rather lengthy, but covers many areas that deserve a review. To find these (and other hidden gems on our web site) go to our website www.t-craft.org, click on the index tab, and then click on newsletters. Special thanks to Jeff Vanhoozer for his creativity and work in preparing our newsletters for most of this time period.

If you have topics that you would like me to write about, or if you would like to submit a safety article, please let me know.

Fly Smart, Fly Safe and Have Fun

– *Jim Hudson*, Membership/Safety Director

Here is the summary of safety articles:

2007– Jeff Beers

Jan	The radio is your friend – tips on the best use of using the Com radio.
Feb	No newsletter
Mar	Minimum Safe Altitudes – Review of FAR’s and reminder to maintain MSA.
April	Keep up Basic Navigation Skills – Don’t rely too much on GPS technology.
May	The Joy of Flying – Share the experience with others.
June	Check for Water in Fuel – Importance of fuel check each time.
July	Filing a Flight Plan – Importance of filing a flight plan
Aug	Emergency Procedures – Review of what to do when things go wrong.
Sept	AOPA Safety Quizzes – Fun and challenge of on-line courses and quizzes.
Oct	Pilot in Command – Meaning and responsibility of PIC.
Nov	Carburetor Heat – Importance on use of Carb Heat and when to use.
Dec	Happy Holidays Message.



686 parked and waiting for departure at GGW while the snow and ice from a blizzard the day before is cleared.

2008 – Jeff Beers

Jan	Ground Operations on Snow and Ice
Feb	Fun Day Trips – Fun places to go within an hour or so.
Mar	Good WX brings busy skies – alternates to Nampa – cautions to be aware of
April	Always fly the airplane – key points from Sparky Imerson – don’t get complacent
May	Summer and High Temps – DA and Performance
June	Practicing Landings – Go to nearby airports for variety and challenge
July	Make a Day of it – Fly, visit the Warhawk Museum, eat at the Café, just hang out.
Aug	Situational Awareness – Visual and listening on the radio.
Sept	Use Your Checklist – Importance of CL and use the whole thing.
Oct	Ask an Instructor – A good pilot is always learning, don’t be afraid to ask.
Nov	Winter Operations – Engine warm-up, maintaining temps, and other considerations

Dec Pinch Hitter Class – Agenda for PH training class

2009 – Jim Hudson

Jan Winter Flying Blues – what to do when you can't fly. (Jeff Beers)
Feb What is Your Abort Plan – what to do if your engine fails.
Mar Clarify Your Communications – Caution on using local landmarks for position.
April The Use of Checklists – Importance of check lists, no matter how much experience.
May Rocky Mountain Aviation Expo – Promoting our club with new materials.
June Density Altitude – Turns Bold pilots into Old pilots.
July Weight and Airspeed – How Va and other airspeeds change as weight is reduced.
Aug Talk to Me – Don't be afraid of the big bad wolf - ATC
Sept Collision Avoidance – Statistics and tips to avoid mid-air collision.
Oct Pilot Resources via the Web – list of several websites for various pilot services.
Nov Winter Operations – Jim Eyre and AOPA references.
Dec Engine Failure on take-off from Nampa – (Bill McGlynn). Specific advice for areas to land off each runway around KMAN.



North of LWT (Lewistown, MT), with weather improving on route to Three Forks, MT.

2010 – Jim Hudson

Jan Training Meeting Topics 1st half of 2010 – Suggestions for rest of the year.
Feb Being Safe is Cool – Angel Flight West, "Safety above all else" article.
Mar Where to Go – Ideas and resources on finding new destinations.
April Time for a Tune Up – Suggestions on tuning up your flight skills for summer flying.
May Expect the Unexpected – Non-standard patterns and near misses at KMAN.
June Density Altitude – Review of 2009 article.
July Dead Stick Landings – Benefit of practicing "simulated" engine out landings.
Aug Smoke and Fire – Watch out for smoke and fire related issues and TFR's.
Sept Aviate, Navigate, Communicate – Focus on our Avionics equipment and com ck lists.
Oct Master the Fundamentals - The need is to bring about a more professional attitude.
Nov Slow Flight – Importance and tips on performing flight at minimum controlled airspeed.
Dec Review and Renew – Review your flying accomplishments and future goals.

2011 – Jim Hudson

Jan Flight Following – What is Flight Following, why and how to use it.
Feb On-Line Education – FAA Wings program and AOPA listing of on-line courses.

Membership: Currently at 71 Members.

New Members: Please welcome Mark Pfeifer, as a Class II member. Mark is a 3,000 plus hour pilot with an ASEL Commercial certificate and instrument rating. He's spent most of his time in one of those strange low wing birds - a Piper Comanche 260. Welcome Mark!!

Resigning Members:

We lost three members in March, Robert Switzer, Gil Walker and Brandon Hopkins.

Training/Events: All training meetings are at 7:00 PM at the hanger, unless noted otherwise. The Board meets on the 2nd Tuesday of each Month.

April 18 th , 7:00p.m.	T-Craft Hanger - Survival Training- Reggie Sellers Presenter
April 23, 7:00a.m. - ?	Emmett Wings and Wheels – Breakfast, take/off, landing contest, Balloon breaking, flour bombing, Car show – Fun for the whole day
April 30 th 8:30a.m.	FAAST Team "2011 National Safety Stand Down" - AvCenter
May 11 th , 4:00p.m.	Plane wash at the T-Craft Hanger
May 18 th , 7:00p.m.	EAA/CAP Meeting Room - Flying the Backcountry - Training and Seminar
May 21 st , 11:00a.m.	Nampa City Parade America
June 21 st , 7:00p.m.	T-Craft Hanger - Maximizing Aircraft Performance
June 25 th , 8:00a.m.	Caldwell Airport Caldwell Celebration of Flight Air Show
July 16 th , 8:00a.m.	Garden Valley - T-Craft Annual Fly-In / Breakfast

(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 26 April 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.

--Jim Eyre, Maintenance Director

FROM THE BOARD

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

Next Board Meeting: 12 April 2011, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 26 April 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 March 2011: \$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 (jivanho@msn.com) a quick e-mail.

Websites of Interest

The official website of T-Craft Aero Club Inc., www.t-craft.org

Nampa, Id. Airport news, <http://www.nampaairport.org/airport/Category/news>

Survival, and back country gear, www.cubgearstore.com

www.shortfield.com

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 Flight Safety on-line courses, http://www.aopa.org/asf/online_courses/

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

<http://www.aopa.org/index.html>

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

<http://www.aopa.org/asf/publications/advisors.html>

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

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

Runway safety, <http://www.faa.gov/go/runwaysafety>

<http://faasafety.gov/>

https://faasafety.gov/gslac/ALC/course_catalog.aspx

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://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>

<http://aviationweather.gov/adds/metars/>

http://aviationweather.gov/adds/icing/icing_nav.php?icg_type=CIPSEV50&height=max&fcst_hr=0

<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>
Magnetofun - http://www.undaaerospace.com/cbt_files/virtualengine/Magnetofun/virtual%20Engine.swf

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 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), 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.

From Member Contributor Dean Bake

In a recent work trip to NE Montana in mid-March I had quite the experience. The trip up was pretty much uneventful with overcast skies at 8K to 10K feet until I reached the Bozeman, MT area when it cleared out with sunny skies. I made it to Wolf Point that day in time to make a 3:00p.m. meeting I had scheduled earlier that day. After a long 5 days on my project that included a weekend away from home it was time to make the return trip.

The week out forecast for the return trip home showed a window for the trip on Tuesday or Wednesday with maybe a little weather to contend with. Well Monday night and Tuesday had blizzard warnings and about 10 inch of snow fell in Glasgow. As you can see by the photos of the return trip home the weather was a little less than favorable. After discussions with my CFII I was convinced to give it a try I really was just fighting the first hour of flight in low ceiling conditions. The Weather was stable in the Glasgow area with Low Ceilings 2500 feet all morning and the light snow had stopped. After a departure from Glasgow to the east following the Milk River conditions got a little worse before they got better. Once I got to the Harlem it became apparent that I could head south instead of continuing east to Havre and on to Great Falls. So I turned south and headed direct to Bozeman, MT. After about a half hour of VFR on top the clouds below cleared out. I stopped for fuel in Three Forks which is a nice little airport west of Bozeman.

(Dean's story continues below)



Ennis Reservoir at the dam.

It was already late in the day and the ceilings were looking favorable to get home, so I headed south over Ennis, MT, encountering strong head winds. I cleared the continental divide, just before dark really set in while flying near Dubois, ID. From there I took on some night flying. The great visibility offered a great night time view of the light of INEEL in the distance. On the way to Arco I skirted the southern edge of the Idaho Mountains. When I was nearing Gooding I started to get into some light snow. After talking to Flight watch concerning the Boise area weather, I learned the ceiling there was dropping, so I decided to divert to Twin Falls for the night. The Tower was closed, so I had to self-announce my arrival into Twin. After a short night's rest I was back up to finish the trip into Nampa. The weather around Twin was not great that morning, with light scattered rain, but I was able to skirt around the worst of it and get home.

It was a good learning experience that brought me to the edge of my abilities but did not exceed them. I added to my experiences by flying in low visibility (at least low to me), flying in snow and rain, and logged some additional night cross country hours. I think we all need to have these types of experiences to help us grow in our abilities. Good luck in your flying adventures.

Thanks for the opportunity to share this flight,

Dean Bake



Dean says this photo is closer to home, but he doesn't say where. Any guesses?

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 future editions. We love piloting, and we love seeing the places our aircraft are flown.

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