

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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We began seeing many improvements in May, the Board of Directors having built three committees addressing critical issues; a Membership committee, which focus is to increase awareness of the advantages of our Club over aircraft ownership, as well as other rental agencies; the Costing Committee, which is exploring other means by which the Club can become more financially efficient; and the Documents Committee, who's responsibility includes updating Club documents. If you weren't able to make our May General Membership meeting, you missed a great presentation; more presentations like this one will be periodically shown, helping to remind us all why T-Craft has become such a great opportunity for the flying community. Our Flight Logging program has been functioning nicely over the past four months, returning statistical information both Billing and Maintenance can use. Be sure to check out the photo and story in our "Member Contribution" for this month; it's for the birds. Finally, the membership decided to retain the current newsletter title; "Runway 11 Rolling Thunder" was a bit over the top. Okay, just one more thing – the photo at the end of this newsletter.

From the Membership Director

System and Equipment Malfunctions

As we *start* to get into decent flying weather (last year at this time we were talking about Density Altitude and summer flying) it's a good time to dust off the POH and review Emergency Procedures and System Malfunctions.

We are fortunate to have our aircraft maintained in excellent condition, but Murphy's Law reminds us from time to time to be prepared for something to go wrong at the worse possible moment.

- Loss of the electrical system (especially at night) can be very distracting.
- Loss of Com Radio – Do you know how to troubleshoot or work Com 2? The September 2010 Newsletter covered Avionics pre-flight and manuals. A hand held com is helpful; do you remember how to use it, are the batteries charged?
- Engine roughness, partial loss of power.
- Fires – Engine Fire while starting, Engine Fire in the air, Electrical fires.
- Pitot/Static system problems – do you know where the alternate static pressure valve is located? Loss of oil pressure /overheating.
- Inoperative flaps / trim / throttle / mixture / heaven forbid control yoke (it does happen)
- Remember the Squawk codes: 7600 loss of Com, 7700 Emergency.

A good pre-flight also involves mental preparation and running some what-if scenario's through your mind if something unexpected happens. Have an idea of what you would do, and how you might prepare for some unexpected events.

Not only is this a good time to review the POH for these possibilities, but a review of the performance tables and procedures would also be in order as we eventually will get in some decent, and hot flying conditions.

In any situation – Remember the cardinal rule of flying:

Aviate – Navigate – Communicate

Fly Smart, Fly Safe and Have Fun –

Jim Hudson,
Membership/Safety Director

MEMBERSHIP NEWS

Membership Status: Currently at **71** Members.

Approaches:

Chris Rood joined us during our May general membership meeting. Chris' career in the USAF has provided him many air time hours, and we're glad he's joined us. As with all our military members, we thank Chris for his service to our country.

Please welcome into our club Ken Reed. Ken is a teacher and pilot putting his wings back on (getting current). Aviation runs in the family; Ken has a son who is currently a CFI pursuing a career in Professional Aviation at Utah State.

Departures:

We lost one member in May, Scott Silvester, our ATP / A10 pilot. Scott landed a job with the Airlines and is unable to continue in the club at this time due to his training and work schedule.

Congratulations:

Jeff Nase recently earned his Commercial Certificate – good job Jeff!



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.

June 4 th , 8:30-13:00hrs	MAF 5 th Anniversary fly-in, Greenleaf Air Ranch.
June 23 rd , 7:00p.m.	Training Meeting - DA / Maximizing Aircraft Performance
June 25 th , 8:00a.m.	Caldwell Airport Celebration of Flight Air Show
July 23 rd , 8:00a.m.	Garden Valley - T-Craft Annual Fly-In / Breakfast

UPDATE: Membership Committee

The goal of this committee is to raise awareness and attract new members to T-Craft Aero Club. Committee Members: Paul Chase, Mark Pfeifer, Preston Riley, Ben Brandt, Jeff Vanhoozer, and Jim Hudson (chairman).

Initiatives so far:

- **Internet** – Investigate and implement methods to increase our visibility to students and pilots on the various search engines such as Google and Yahoo, and social networks such as Facebook and Twitter. Mark Pfeifer, and Jim Hudson
- **YouTube** – Create a T-Craft Infomercial on YouTube – looking for an owner.
- **Adopt an Establishment** – Club Members are requested to adopt an establishment to request and be responsible to place club brochures and material. Also to check and restock accordingly. Some examples are; Warhawk Museums, Café's at Nampa and Caldwell airports (possibly others), Idaho Dept. of Transportation, Boise Pilot Shop, Precision Flight (Gary Iverson) etc. The club will provide brochure holders and brochures. Please contact Jim Hudson to sign up and get your materials.
- **New Club Logo Contest** – We are investigating new apparel, shirts, hats, jackets, etc. for our members as a way to promote the club. We need a new Logo, and a contest will be forthcoming to tap into the creative side of our membership. – Paul Chase

- **Attract Young Members** – Unfortunately we are all aging!! GA in general has problems attracting new pilots, and we as a club also need to find ways to attract younger members. We are seeking ideas – Preston Riley
- **Educating Members / Club Benefits** – We will be visiting various topics to better educate members of the benefits of our club. We'll focus on topics in our monthly newsletter, membership meetings, and web page – Ben Brandt / Jeff Vanhoozer.

If you have ideas or skills that could help, please contact Jim Hudson.

(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 27 September 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.

SAFETY NOTICE: It is recommended that no persons occupy aircraft during refueling.

FROM THE BOARD

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

Next Board Meeting: 14 June 2011, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 27 September 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-imburement for May 2011: \$4.03/gal.

Our treasurer has been vigilantly studying purchasing opportunities for our next load of fuel. The task is complex, requiring communication with the F.B.O. to make sure our current supply falls below a specific gallon limit, and closely monitoring the constantly shifting prices for 100LL fuel. Stay tuned.

(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

www.t-craft.org, the official website for T-Craft Aero Club Inc.
<http://www.nampaairport.org/airport/Category/news>, Nampa, Id. Airport news
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/>, Idaho Aviation Association Calendar of events
<http://www.aviation.state.or.us/>, Oregon State
http://www.aopa.org/asf/online_courses/, **AOPA Flight Safety** on-line courses
<http://www.aopa.org/letsstoflying/>, AOPA's "Let's Go Flying!"
<http://www.aopa.org/index.html>
http://www.aopa.org/asf/online_courses/
<http://www.aopa.org/asf/publications/advisors.html>
http://tfr.faa.gov/tfr_map_ims/html/index.html, FAA
http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/
<http://www.faa.gov/go/runwaysafety>, Runway safety
<http://faasafety.gov/>
https://faasafety.gov/gslac/ALC/course_catalog.aspx
<http://airspace.nifc.gov/mapping/nifc/index.cfm>, TFRs on WACs or Sectionals
<http://www.navmonster.com/>, TFRs along your route
http://activefiremaps.fs.fed.us/lg_fire2.php, Large fires, some including TFRs
<http://www.weather.gov/aq/sectors/pacnorthwest.php>
<http://www.wrh.noaa.gov/boi/>, National Weather Service – Boise Office
<http://www.firedetect.noaa.gov/viewer.htm>, Fire Reporting
<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>
http://www.undaerospace.com/cbt_files/virtualengine/Magneto/virtual%20Engine.swf, Magneto Fun!
http://www.faa.gov/news/safety_briefing/, FAA Safety Briefings

Member Contribution

A couple weeks ago I was performing a pre-flight on a Cessna 182 that sits outside (the owner will remain unnamed). I noticed bird excrement on the propeller and some debris (dry twigs) in the forward area of the cowling at its opening. I found much more excrement and debris after opening the cowling cover to the oil filler tube. Having made these observations, I removed the top cowling cover. As you can see, the bird (starling?) was very busy. It took me over 2 hours to disassemble and reassemble the cowling, and remove this nest. Sure is nice to have our fleet inside! -- Chuck Moore



What's another good reason to perform a thorough preflight inspection? [photo courtesy Chuck Moore]

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.

Delete the remainder of any unused flight time from ScheduleMaster 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 ScheduleMaster. 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".

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary at: jvanho@msn.com.



Bert Osborn and Gordon Hall rode 93S to Winnemucca, Nevada. Does it look like Gordon is bracing himself for the trip home, and es'plainin' where the money went? [photo courtesy Bert Osborn]

Thanks to all who have sent us stories and photos for our news letters. Be sure to send us yours.

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