

T-CRAFT AERO CLUB



The monthly
newsletter of T-Craft
Aero Club

RADAR COVERAGE- JIM HUDSON

Safety – Membership Director

Leverage the safety measures that are available. It cost you NOTHING to call ATC to have them provide the service that they are paid to provide. They have always been very cordial and friendly and willing to help.

At the recent FAA Safety meeting about Nampa Airport Operations, we were fortunate to have one of the very best and experienced air traffic controllers in the area, Andy Marosvari, give a presentation on ATC in and around the Boise Class C area. In the past few years, Andy has given our club tours of the Boise Tower, and a safety presentation in 2010 at our club. Andy's presentation can be found on our web page under the News tab; Boise ATC presentation.

In both presentations Andy gave some good tips for operations in and around Boise, and some areas of concern.

Danger Zones when Not in Contact with BOI Approach/Departure
We are only 3NM to the western edge of BOI class C airspace, and at times some pilots are reluctant to contact Approach/Departure and skirt around the airspace.

Although this is within regulations, there are some areas where this can be hazardous with the potential for mid-air collisions. Without Mode C verification, controllers have no idea if your Mode C is accurate and causes great concern for a potential mid-air collision. It cost you

NOTHING to call ATC to have them provide the service that they are paid to provide. They have always been very cordial and friendly and willing to help.

The following areas are of concern:

•North departure from KMAN or Arrival to KMAN from the north.

Leaving Nampa/Caldwell to the north or arriving from the north crosses right over the arrival for RWY 10 or the departure corridor for RWY 28 departures.

Most ILS and RNAV arrivals are joining final between 10-15 nm west of Boise (abeam Nampa) between 4500' and 6000'. Contact ATC when departing to the north or arriving.

•East departure from KMAN under KBOI airspace.

Staying under the shelf on the south side of BOI when heading east puts you crossing through a busy corridor of Guard helicopters going back and fourth south to the restricted area, also below 4200'.

PROP WASH



Continue to keep it clean...

Just in time as we get ready for the Garden Valley fly-in on July 14th- we have our birds nice and clean. As a reminder- be sure you also clean your plane after flying and familiarize yourself with the right way to service the bird. I.E- Using an up-and down motion on the windshield and not over tightening the oil cap.

•Arrival Over the top of KBOI to KMAN/KEUL from the NE.

Crossing over the top of BOI airspace without contacting ATC is also not too smart. There is lots of traffic from all directions flying at those altitudes in setting up arrivals into BOI.

ATC Cheat Sheet/Tower Phraseology – There is a ATC cheat sheet available on our web page that has the frequencies, phraseology, and sequence of contact points for arrival into or departing out of BOI airport. Also is a listing of some common and not so common phrases you may hear from the tower if you are practicing in BOI. Look on our web page under the Index, A's for ATC Cheat Sheet.

Radar Coverage – BOI can provide radar coverage service (traffic advisories -collision avoidance) in nearly a 50 mile radius from KBOI. It is a free service that we pay for, why not use it.

Flight Following- If you are planning to use flight following on a trip, inform BOI Approach/Departure of your intention when you initially contact them. They will assign a different squawk code than normal for the local area, will

sequence your flight to Salt Lake or Seattle Center, and hand you off to center when you leave BOI radar service area. This saves everyone time and reduces the chance of miscommunications.

If you're intimidated by controllers/phraseology, you can listen to several towered airports, including BOI on www.liveatc.net. For more fun, click on the FlightAware link to watch traffic arrive and depart, or even your own flight if you were on a flight plan. Oh yes, there are smartphone apps for liveatc also.

Fly Safe Fly Smart, Have Fun, AND don't do anything Stupid.

Jim Hudson
T-Craft Safety & Membership Director



Back Country Survival Checklist

This month the club provided a basic (hands-on) survival seminar for members. Below is the basic list of we went through in class– and with all list like this– modify to your needs, experience, and terrain and weather you are flying in. Additionally if you have passengers, you will want to increase these items as needed.

Signaling

Whistle

Mirror

Strobe

Smoke

Shelter

Space Blanket (red or orange)

25' Para Cord

Fire Kit

Striker

Tinder

Cotton Balls/ Dryer Lint

Rubber Inner-tube (1×3)

Candles

First Aid Kit

Navigation

Map

Compass

GPS

Water

Minimum 70 oz

Ceramic Filter

Puri Tabs

Head Gear (fleece hat and/or boonie hat- should be hunter orange)

Solid fuel tabs

Small metal cup

Power Bars/ Energy Bars

Air Force Survival Knife

Multi-tool

50' Para Cord

Light-weight fleece shirt

Lights

Head Lamp

Small Flash Light

Aviation survival is often focused on the aircraft mishap- and we often forget that a survival situation can begin simply when we fly into the back country on a Sunday afternoon and when leaving a beautiful grass strip we had to ourselves for the day...becomes a little more permanent when the battery dies or the starter fails.

In the July news letter we will have coverage and photos of the seminar.



For many of us flying was a dream since childhood. For others it is a dream to share with those still in those formative years. What might seem ordinary to us as pilots is an extraordinary adventure to our passengers.

Here is a special salute to those who fly with kids of all ages and keep the dream of flying alive in the hearts of the young.

