



T-CRAFT AERO CLUB

JUNE 2014 Newsletter

VOLUME 11, ISSUE 6

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Jim Hudson & Kevin Bentley
Garden Valley Fly-In

Have your photo featured here! brent@papaross.com

SCHEDULED EVENTS

JUNE/JULY

S	M	T	W	T	F	S
29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

✦ **T-Craft Board Meeting**
July 8, 2014 @ 7pm
Location: T-Craft Hanger

✦ **Safety Meeting**
Topic: TBA
July 22, 2014 @ 7pm
Location: T-Craft Hanger

Note: No General membership meetings June – August. The Next General Membership meeting is September 30th 7:00 pm at EAA/CAP.

FUEL REIMBURSEMENT

\$5.47

MEMBERSHIP STATUS

65 Members

Receive
an hour
Flight
Credit!

Sponsor a New Member and Recieve One Hour of Flight Credit (C152)

“TWENTY RULES TO LIVE BY” by Jim Hudson

I recently ran across some tips in the book “Advanced Mountain Flying Techniques, by David J. Hoerner. Many of these tips apply to any type of flight, and if reviewed frequently may prevent some accidents, or regretful situations. I’ve added a few additional comments (*in Italics*).

- 1) Be Prepared.
- 2) If caution isn’t used, people can get hurt.
- 3) When possible, fly the safest route, not the fastest.
- 4) In an emergency, fly the aircraft & maintain control all the way to the ground. Having control is the difference in surviving or not.
- 5) Never get into a hurry to get anywhere. Get-Homeitis kills people.
- 6) Once you choose a survivable landing spot, stick with it.
- 7) If you have a choice, don’t fly over road-less areas in the winter.
- 8) If the forecasted wind at the mountain tops is 30 knots, stay home. (*Less experienced pilots should be concerned at 20 knots*)
- 9) Fly early in the morning or late in the evening.
- 10) Up-air is good, Down-air is bad. Know where to expect either.
- 11) When entering low forward visibility, make a 180 degree turn immediately.
- 12) Never fly into fog or clouds while in the mountains.
- 13) Fly up the right side of a canyon, and leave plenty of room to turn around.
- 14) Never fly in freezing rain.
- 15) If a wilderness airstrip has a slope, always land uphill and take off downhill. (*In Idaho, many are along streams; land upstream and take-off downstream*)



Article Continued on Next Page

That's not flying, that's just falling with style.
 — Woody, Toy Story

GARDEN VALLEY FLY-IN!

A Great Time Had By All!

“TWENTY RULES TO LIVE BY”- Continued

- 16) Before attempting a landing or takeoff, know all flight characteristics of the aircraft you are flying.
- 17) Stay in ground effect during takeoff to build extra energy. This energy could save your life.
- 18) Only attempt a landing at airstrips where the pilot and aircraft are capable of landing.
- 19) When weather permits, fly two thousand feet above the mountains.
- 20) On a good day a low powered airplane can fly in the mountains, but on a windy day the same plane might not be able to handle the mountains.



Fly Smart, Fly Safe, Have Fun, and don't forget the "This is Stupid" Abort Now. Button



Jim Hudson
 Safety/Membership Director



CABIN FOR RENT

This cabin, available for rent, is located in McCall's Spring Mountain Ranch and owned by a club member. It has access to the clubhouse, year round hot tub, fitness center, seasonal swimming pool, and tennis courts. Internet available in the clubhouse. Located about a mile from downtown McCall, Payette Lake and the McCall airport. Dogs are allowed with a dog fee.

Transportation to cabin available from Airport: Taxi service from \$5-10 or the city bus can be taken for free.

CONTACT ACCOMODATION SERVICES in McCall @ **1-800-551-8234** and mention that you are a **T-CRAFT AERO CLUB** member.

For more information go to <http://www.accommodationservices.com/Unit/Details/52956>

T-CRAFT MEMEBERS receive a **15% discount** off rental rate on non-holidays. (September 1st - December 15th and March 15th - June 15th) Book 2 nights and get a 3rd night **FREE!**

News Letter Contributions
 Please send photos and your flying stories to brent@papaross.com for inclusion on future issues.

A POSITION CALL THAT TOTALLY MADE SENSE...

Last summer, my son and I were flying from McCall to Sulphur Creek for breakfast. Considering it was a morning in the middle of the summer, I was surprised not to hear more radio traffic from all our good weather visitors in the Idaho backcountry. I had just reported that I was just south of Jug Mountain when I heard a familiar voice reply with a position call - it was Ray Arnold flying his C180. Ray responded to my call loud and clear and on the heels of my broadcast, which made me think he was nearby. What didn't register was his location. He said he was over some "pond" that I had never heard of. I pushed the PTT button on the yoke of 93S and said, "Good Morning Ray, where are you off to on this fine morning?". Ray responded he was headed down the South Fork of the Salmon but didn't want to crash into me this morning. I told him I appreciated that but could he say again where he was, I was just west of the Needles, (spikes of rock jutting straight up just southeast of Jug Mountain). Once again, Ray replied with a fix I had never heard of, but I judged he must be off to my 2 or 3 o'clock so we started a concentrated search in that direction. After about 15 seconds, we spotted Ray's landing light at our 2 o'clock, off in the distance. I let him know we had him in sight and were no factor, to which he wished us a good breakfast, and that was that.



As I droned on, I thought more about Ray's fixes and a bit surprised I didn't know where they were, considering I have been exploring Idaho by car, foot or plane for more than 30 years. This made me think about all the summer flying visitors and how lost they must feel when someone announces they are over "Dogpatch Gulch", with a loud, crystal clear transmission. I heard a visitor, (strong German accent), last summer make a position call that



and Mackay Bar southbound at 8500 for McCall". At the time I thought, "...that is a lot of space", but then again, if I'm near there I can call out to him and get a bit more refinement. In the meantime, I have a very good idea of where he is - not bad. I think in the summer months especially, this is a better way of announcing your position than "I'm over the Smith Place". We have a lot of flyers around that don't know the "Smith Place" or that they sold the place three decades ago - matter of fact, there are a lot of Idaho flyers that never knew the *Smiths* or their *Place* and would like to not crash into anyone on their way to breakfast on a fine Idaho summer morning.

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totally made sense and I have begun using it myself - especially when I know there are far-off visitors cruising our skies. He said he was between two well known points that are on the sectional, (not a Forest Service topo map) - "Cessna 82 Lima is between Elk City



IN THE KNOW

Web Page Updates.

A new checklist is available for our C152 that includes some items on the electronic ignition recently installed. The addendum to the POH for the electronic ignition is also available. These are located under the "Fleet" tab.

90 DAY POLICY

Congratulations, nearly every member has been at a meeting or event within the last 90 days. For most members, it is not difficult to meet this policy requirement. As you all know, one of the big benefits of our club are the camaraderie, educational opportunities, wide range of experience, and fun that we have at our meetings. There are circumstances from time to time that members have difficulty in meeting the policy. In these cases, please bring your situation up to the board.

JIM HUDSON

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

MONTHLY DUES \$70



N67375:

\$62.00 per Hour

Electronic Ignition (EI) installed. New fairings installed on struts. Bolt on alternator holding bracket busted and prevented backing out by safety wire. New muffler installed due to elongated crack outside of cowling on old one. Attitude Indicator replaced.



N13686:

\$86.00 per Hour

Crack in spinner repaired. Patch (both sides for balance) and painted. Functional and safe.



N4464R:

\$84.00 per Hour



N1891X:

\$125.00 per Hour



N7593S:

\$128.00 per Hour



N9989E:

\$128.00 per Hour

Reached the 50 hour mark on engine break-in. All looks good. No leaks found. Oil level at 8.5 which is good. I have released her from the tight restrictions but hope members will still treat the engine fairly as they should with all their aircraft.

PLEASE READ!

Special Note Regarding N67375

EI Switch for system must be left ON. There is no reason to turn it off. Doing mag check is same as usual but may get slight hesitation switching back to both as EI is readjusting. Copy of POH Supplement is in aircraft and all members are encouraged to read prior to first flight with EI. See note on Schedule Master.

COMPLETED BFR'S

JUNE 2014

Bert Osborn – Darren Hunt, CFI

Don Allen – Jeff Beers, CFI