



**T-CRAFT  
AERO CLUB**

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JULY

# NEWSLETTER

Volume 12, Issue 7

Safety Article – July 2015

## SLOW DOWN – TAKE YOUR TIME

We've had three accidents in little over a month involving planes running into things, fortunately on the ground. Two of the accidents involved putting the bird away in the hanger (same bay, different plane) and the most recent a tree allegedly jumped out in front of the wing. I've been in the club over 16 years and do not recall a trend with this many incidents in a short period of time. Over the years we've had other similar "ground" incidents of hanger rash, bent tail feathers, prop strikes, and taxing accidents. Fortunately, I can recall only one in-flight landing accident and we've had no injuries. In the history of the club we did unfortunately have a fatality and serious injury in one of our aircraft departing Jackpot at night.

We spend a lot of time training and thinking about how to deal with in-flight accidents, such as; avoiding bad weather, dealing with engine or system failures, avoiding maneuvering accidents, take-off or landing accidents. Maybe we should focus a little also on preventing "ground type" accidents such as; taxing, towing in/out of the hanger, fueling, and the importance of one final walk around to check for tow bar, gas caps, grounding cable, other obstacles in the way.

None of us want to be the one responsible for an accident, we feel terrible, can't believe we've done something so stupid, think of how we could have avoided it, loose sleep, on and on. I know, I've had my share. I've had a prop strike, struck a tree branch, bent a trim tab, left the tow bar on, and left a gas cap off. There have been several times that I've been in the "air" side of the phrase "I'd rather be on the ground wishing I was in the air, rather than in the air wishing I was on the ground"

Hopefully we can share something that others may learn from and avoid a similar reoccurrence. But time marches on, we tend to forget, and it happens again. I think many accidents can be attributed to getting in a hurry, getting distracted, and/or just not taking time to make sure things are right. Speaking for myself, that has been the case.

*continued on Next Page*

## SCHEDULED EVENTS

### AUGUST

S	M	T	W	T	F	S
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	1	2	3	4	5

- ✦ **T-Craft Board Meeting**
- ✦ **AUGUST 11, 2015 at 7:00 p.m.**

Location: T-Craft Hanger

Even though this is a board meeting, all members are welcome to attend.

Please email your pictures and flying stories to [blosborn@qwestoffice.net](mailto:blosborn@qwestoffice.net) so all the members can share in your airplane adventures.

Movement of aircraft has been taken care of. In our hanger on south side will be 375, 93S, 64R and 686 in last bay. Under shade hanger 910 will be 91X (spot 10) and 89E (spot 12).

27G will **remain** in Hanger 540-5 (told we will be able to get her out during north side work).

North side work to start Monday Aug 3rd.

## WELCOME NEW MEMBERS!

Dale Reese – Class II  
Jed Robinson – Class I  
Derek Dame--Class I

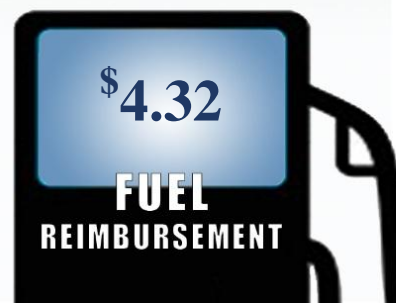
**NEWSLETTER CONTRIBUTIONS:**  
Please send your photos & flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.



**Membership Status**

**77  
MEMBERS**

Sponsor a  
New Member  
& Recieve  
1 Hour  
Flight Credit  
(C152)



“For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have seen and there you will long to return”

Leonardo da Vinci

**ACCOMPLISHMENTS FOR THE MONTH**

**High Performance Check outs**

Warren Kouba  
Travis Gibson  
Preston Rufe  
Dale Reese

**BFR's**

Dale Reese

**Back Country Level I**

Lucas Wilhite

CONGRATULATIONS!

**Policy Change**

The board has approved a policy change that will allow pilots (except students) to fly into Garden Valley without a full level 1 BC checkout. This exemption would allow a member to make solo flights into Garden Valley airstrip (U88) as an exemption to the T-Craft Backcountry policy. The reasoning for this policy is that Garden Valley is close, has a well maintained grass strip, has a good safety record, and is a good strip to practice and get prepared further for backcountry training.

This exception will require a checkout by a BC approved instructor. A check-out sheet is available on the club web site in the “Index” tab section, Backcountry-GV Checkout. Briefly the checkout will require two separate flights and a minimum of 10 landings and signoff by the instructor.

Jim Hudson safety article continued:

One very experienced pilot made the comment to me recently concerning our recent chain of accidents: “the only sure fire way to prevent accidents is to quit flying”. I don’t think that an option any of us want to take.

However, if we take our time, not be in such a hurry, follow the check list methodically, don’t get distracted, and do a final check around the plane, we might avoid some similar “ground” type of accidents save ourselves lots of grief.

Fly Safe, Have Fun, Slow down and enjoy the flight.

As always,

Jim Hudson  
Membership/Safety Director

Fly Smart, Fly Safe, Have Fun, and don’t forget the “This is Stupid” Abort Now.  Button

# SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

## N1227G

\$50 / Hour



N1227G is still being repaired. The wing repair is progressing. Check with Jim Eyre for the specific details.

## N67375

\$55 / Hour



N67375 is still flying along. If you want an extremely economical, safe flight, 375 is the plane for you.

## N4464R

\$75/ Hour



N4464R suffered wing damage on the back country strip at Garden Valley. She will be down for an undetermined period of time. Read the following story on how a short lapse can lead to problems.

## N13686

\$77 / Hour



N13686 is back on line. 686 suffered damage to its elevator and was grounded for a short period of time.

## N1891X

\$111 / Hour



N1891X is still going strong. She is a great bird to fly. Everyone should get checked out in her.

## N9989E

\$114 / Hour



If you want to take your boss, your girl friend, your wife or someone that you just want to impress on a great airplane ride, take them to McCall in N9989E.

## N7593S

\$114 / Hour



N7593S stays in demand. Book her well in advance for an extended cross country trip. Very comfortable.

Summer flying rates are the best in the country. Kudos to Dennis Wheeler for negotiating a great gas price.

**Monthly Membership Dues \$70**



## FLOWN PILOTS FLOWN PLANES BILLED PLANES

### Top 3 Most Flown Pilots

1. Mark Turner 23.3 hours
2. Bill McGlynn 15.1 hours
3. Jim Hudson 14.5 hours

### Top 3 Most Flown Planes

- Plane Hours:
1. 686 69.9 hours
  2. 64R 64.9 hours
  3. 93S 41.3 hours

### Top 3 Revenue Planes

- Plane Revenue for the month:
1. 686 \$5,942.00
  2. 64R \$5,387.00
  3. 93S \$5,204.00

**JULY 2015**

### COMPLETED BFR'S

Dale Reese

## WORRIED?

Aircraft late?  
Didn't call as planned?  
Did not arrive at their planned destination?

**Call Idaho State Communications  
208-846-7600 or 800-632-8000**

1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.

**A SPECIAL THANKS TO  
Nik Jones, Paul Chase  
and Jim Hudson for their  
articles. Thank you Jim  
Eyre for moving the birds**

Membership is up;

In addition to 77 regular members we have 3 social members. The fact that 3 people want to stay involved with T-Craft even though they aren't flying with the club speaks well for the friendship and camaraderie that can exist among the members. Reserve some time to come to the next plane wash. Work with some of the guys cleaning the birds then stay for the barbecue afterwards. Make it a point to visit with members after a meeting. You will find that the guys in the club are a great bunch to hang around with.

This is a picture of the left wing of 4464R. Jim has the plane back in Nampa.



The following is Paul Chase's post on what happened to 64R's left wing . The post makes for a good read and reminds us all that this could happen to any pilot. Always remember that when your aircraft is moving safety is always the first concern. Our maintenance director has often made the statement, partially in jest and partially seriously, that he is the guy that spends our money. We have had three accidents with our airplanes in the past couple of months and need to be mindful that lapses in safety lead to money being spent.

By Paul Chase

My trip to Warm Springs Creek last Friday evening was wonderful. This was my first camping experience in a tent under the wing. Also this was the first camping date with my wife, without kids, in over 10 years.

When ready to head back I did my preflight and calculations and packed up with proper weight and balance. We checked out the runway for the best route around the gopher holes and taxied to the end of the runway. By this time we had a slight headwind and take off was smooth.

I had made a choice to land at Garden Valley on the way back to use their wonderful showers and bathrooms. After landing in Garden Valley we taxied down and slowly pulled into the mowed area for parking being careful to watch the tie down ropes/chains. Partly for good alignment and partly because of being taught not to taxi directly over tie downs for the possibility of sucking a rope or chain up onto the prop.

My mistake was to become complacent with my surroundings. I should have never assumed that just because it's a mowed designated parking area doesn't mean that it's free of possible obstacle reachable by a wingtip. My right wheel was almost stopped but I was turning the aircraft to the right placing too much attention to the tie down points and other aircraft when I felt the thump and then felt the aircraft yaw a little to the opposite direction. A foot and a half to the right and I would have missed the only tree that was just off the edge of the parking area.

When something like this happens to you it's like you're in a bad dream and you literally feel sick at that very moment. After we shut the aircraft down and pushed her into the parking spot we were originally shooting for I took a moment to calm down and gather my thoughts.

Literally for the next few days you go over it in your head asking yourself "where did things start to go wrong, where did I make my first mistake and what can I glean from this experience to learn and grow as a pilot."

I could have stopped out further and pushed the aircraft back into its parking area by hand. In all honesty, what it boils down to is that I should have kept my head on a swivel even while taxiing until completely stopped. I should have paid more attention to my surroundings and known that tree was there. What's at my wingtips should be just as important as what was right in front of me and this is where I failed.

I called Jim Eyre and he contacted Mike from Aero Services and the three of us all drove up to Garden Valley the very next morning to check out the plane and it was flown back to the hangar to be fully checked out and repaired.

I want to thank those that have told me that this is an accident and this could happen to anyone. Some humble few shared their own accidents big and small. Somehow these words of encouragement don't necessarily take away the sick feeling but I appreciate them just the same.

My biggest disappointment is that when something like this happens it's not just affecting me it's affecting all the good members of our club. I don't discount the fact that there are those that had 64R scheduled for the day or at some point in the week or whatever time the repairs take. I know how it's hard to juggle schedules to be able to fly with your families or friends and I know there are those that are trying to get hours they need to advance to their next level in flying.

I want to sincerely apologize for that if this has affected you in any way. If you have any questions or comments please feel free to call me or email me and I would be happy to talk with you and answer any questions you might have.

If you have any questions as to how the repairs are going to get 64R back on line Jim Eyre can fill you in on that.

Thank you.

Paul Chase

Thanks to Nik Jones for the following article and pictures. He had a great trip to Air Venture. We should all think about flying back, if for no other reason than to see what it's like.

### **EAA Air Venture – Oshkosh, WI – 2015**

By Nik Jones

This year was the first time I made it to EAA Air Venture at KOSH. It has been on my bucket list for many years, and I finally made it happen. I flew commercial into Louisville, KY and made the 9 hour drive north to Wisconsin with my Uncle and his camper. Not as exciting as flying there in a small GA plane, but having all the amenities of camping in comfort was a nice trade-off. I was not prepared for the sheer magnitude of this aviation show. Over the course of the week it was daily routine to see B-17's, Ford Tri-Motors, F-22's, P-51's, B-29, Good Year Blimp, and many other uncommon aircraft flying overhead. I found myself looking up and saying "There goes the B-17 again" like it wasn't a big deal. I barely got around to seeing everything in the six days that I was there. My favorite areas included the Homebuilts, and Warbirds, but the Seaplane Base, Vintage Aircraft, Ultra-Lights, and EAA Museum did not disappoint.

I attended many seminars including two on Mountain Flying. The first was by CC Pocock. He is based out of South Africa and has written a book titled Bush & Mountain Flying. I haven't had a chance to read it yet, but will plan on doing a review in a future newsletter to see if it may interest others in the club. The second mountain flying seminar that I attended was by Lori MacNichol. This is the first time I have had the pleasure to listen to her speak, and was by far one of the highlights of my trip.

I was honored to be able to meet Bob Hoover, and also listened to him speak about his experiences in the war and as a test pilot in the F-86. Other seminars I attended included: Rod Machado – being the comedian he is, Burt and Dick Rutan- on the Voyager flight, and Jason Schappert of MZeroA – Ipads in the cockpit.



Bob Hoover made my day



Aeroshell Aerobatic Team



Selfie in front of the busiest tower in the world (for a week)



KOSH





Back in Kentucky I got a little stick time in my Uncle's RV-7A. A little faster and more maneuverable than what I am accustomed to. I owe it to my Uncle for getting me into Aviation. When I was a kid, he took me for a ride in a C172 up in Pullman, WA. That flight was my inspiration to become a pilot. It was so long ago, he said he barely remembers it. I remember it like yesterday. I am lucky enough to see him several times a year. He flies an A300 for UPS, and occasionally makes the trip to Boise.

If you've never been to Oshkosh, but have kicked around the idea, I can tell you it is an amazing event. My pictures don't compare to what you can find on the aviation news sites, but the memories will last a lifetime. I'm already thinking about going again next year.



Icon A5 – This is my new boat. Not very practical in Idaho, but it does have a good story and ingenuity behind it.



The airshows begin



Airbus A350XWB performing a flight demonstration



Night airshow and fireworks on the flight line.



