



PUTTING WINGS ON

YOUR DREAMS

VOLUME XIII

ISSUE 5

Understanding Our Aircraft's Avionics.

This article was originally published in August 2013, and its time for a refresher. In addition to this update, the safety meeting this month will be on Avionics.

Since the last article, some of our equipment has changed, we've added several new members, and in recent months we have had numerous squawks on avionics issues that in some cases were operator error. Last summer, one of our aircraft was unable to communicate with the temporary control tower in McCall. After our aircraft landed, ATC looked up the tail number and called me. In discussing this with the member they did not understand how to work the avionics, nor were they aware of the temporary tower (check NOTAM's).

We have all learned that our priorities while flying should be in order: Aviate, Navigate, and Communicate. However, we can become very distracted and unsettled when the communications part of our piloting responsibilities presents problems. Communication in itself can be difficult or stressful, especially with ATC in some cases. Avionics equipment problems or lack of knowledge on how to operate the avionics equipment can compound our communication woes and in some cases lead to serious consequences, or even have fatal results.

It is important to understand the operation and features of the avionics in each plane we fly. To help in that regard, I've updated the club web page with a diagram and listing of the avionics equipment in each plane. All of the avionics manuals are available in pdf format. Go to the "Fleet" tab on our web page; <http://www.t-craft.org/fleet.htm>. In the Avionics row, click on "Panel" to see the equipment for the aircraft of interest. Click on "Manuals" for the aircraft of interest to download the zip file of the pdf's for the manuals. In a few cases, some of the manuals are in the aircraft. I also added avionics preflight and troubleshooting tips on the website index page under "Avionics Pre-flight & troubleshooting tips".

Take some time and review the avionics manuals for the birds you fly and fully understand their operation. Check to make sure things are set up and working correctly before you launch. If you are flying into controlled air space, make sure you know how to operate the equipment.

If you have questions and/or would like to go over the avionics equipment in more detail, contact me or one of the club member CFI's.

Fly Smart, Fly Safe, Have Fun, and – Don't do anything Stupid!

Jim Hudson
Safety/Membership Director

FAA News:

BFR Preparation The FAA has a Flight Review Preparation Course to help prepare for the oral portion of the BFR. It is available in the Aviation Learning Center at:

https://www.faa.gov/gslac/ALC/course_content.aspx?pf=1&preview=true&cld=25. This is a great way to impress your CFI (and possibly save some cash) as you prepare for your BFR.

Flight Watch 122.0 Discontinued

Some of you may not know that the FAA has discontinued the universal Flight Watch frequency 122.0 MHz for in-flight weather services on Oct.1 2015.

Weather services provided under the Flight Watch program En route Flight Advisory Service (EFAS) will continue to be provided via FSS RCO frequencies to obtain weather information, open and close flight plans, and for updates on notams and temporary flight restrictions (TFRs). Pilots also may continue to use the universal FSS frequency 122.2 MHz.

T-Craft Events to look forward to for the upcoming year.

May 31st at 7:00 PM : General Membership meeting, at the T-Craft Hanger - Safety Meeting Avionics. – Last membership meeting for the Summer

June 7th at 7:00 PM: Safety Meeting - Short Field Techniques - John Hook, MAF at the T-craft hanger

June 10th- 11th Garden Valley Fly-In: Camp out on Friday 10th / Breakfast Saturday the 11th starting at 7:30 AM. Flying activities start after breakfast

June 14th at 7:00 PM: Board meeting, at the T-Craft Hanger

October - Plane wash and Fall Wx Class

June 2016

S	M	T	W	T	F	S
			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		

Calendar of Events for May:

6/14/2016 – Board Meeting.

6/28/2016 – General Membership

6/10/2016 - Accounts due

6/20/16 – Accounts past due

Fuel Reimbursement

\$3.50 per gallon.

The fuel account balance as of 03/20/16 was 7739 gallons.

Top flyers for the month*

Travis Gibson	14.6
David Lamoreaux	8.9
Jason Jesser	8.2

Highest billing aircraft*

67375	\$ 2,184.00
4464R	\$ 2,142.00
9989E	\$ 2,119.00

Hours flown for aircraft*

67375	39.7
13686	37.8
7593S	31.5

These figures are reported at the directors meeting earlier in the month.

Breakdown of Membership

95 Members

- 04 Social Members (non flying)
- 39 Class I Members (40%)
- 56 Class II Members (60%)

Ratings

Accomplishments:

SOLO's

Kent Murri Solo - Jim Hudson CFI



- 16 Student Pilots
- 60 Private Pilots
- 01 Recreational Pilots
- 09 Commercial Pilots
- 06 Air Transport Pilots
- 26 Instrument Pilots

Welcome New Members:

Lan Smith Class II
Jessie Reese Class I

Congratulations to:

David Lamoreaux Private Pilot
CFI Chuck Moore

BFR's

Gary Blecha

If you've achieved a new rating, BFR, Solo, or other significant accomplishment, please inform the Membership Director Jim Hudson, or Secretary/Newsletter editor Bert Osborn

If you have news or pictures that you would like to have included in the newsletter please submit them to Bert Osborn at 1berto@cableone.net

Hourly Rates



N1227G
\$48.00



N67375
\$55.00



N4464R
\$68.00



N13686
\$70.00



N1891X
\$99.00



N9989E
\$107.00



N7593S
\$109.00

SQUAWKS

With one exception, all aircraft are available for flight. May was a great month for flying. The weather was good and very few flights were canceled because of bad weather.

67375 was squawked for a nose shimmy. That has been repaired. The nose wheel was out of balance and the fluid in the nose strut was low. The new radio is working and we should use it as the primary radio since it has a 90 day warranty on it.

7593S The prop has been fixed. The PTT was squawked. He will check out the issue Wednesday.

1891X has completed its annual. The mechanic found 2 cylinder exhaust valves leaking. The horizontal stabilizers tips were beaten up. We have ordered 2 new tips. The prop was squawked and fluid was discovered on the windscreen. The mechanic

checked out the prop and certified that it was working and not leaking fluid. 91X is temporarily grounded until the dip stick is retrieved from the fuel tank.

4464R had both primer lines replaced. The timing was adjusted on the left magneto and the PPT replacements have arrived.

13686 completed her annual. The WAAS certified Garmin 430 is installed and has been checked out by Gordon Hall. The IFR certification has been completed. We can now do precision GPS approached with the Garmin 430.

1227G has its annual scheduled for June 1 through Jun 9.

ADS-B REPORT

93S and 686 have both been upgraded to WAAS certified Garmin 430's. 89E, 64R and 375 will follow. T-Craft will try to upgrade 2 aircraft per year. The committee recommended not upgrading 27G because it won't be flying in controlled airspace. A decision on 1891X won't made until 2019. the club may decide to trade it for a new aircraft or may upgrade it. The cost of the ADS-B upgrades will be from \$3,000.00 to \$7,000.00 per airplane. We will be installing ADS-B out only. If you want ADS-B in, you can utilize your iPad with a Stratus receiver to get ADS-B in.

MEMBERSHIP DUES

Effective February 1, 2016 membership dues dropped to \$60.00 per month. That rate combined with the newest low hourly charges for the airplanes makes T-Craft the leader in high quality, low cost flying.

PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

The board is considering a request that we add language to the back country level 1 requirements that in addition to the existing requirements, which include 5 hours of time, a pilot

had to land at several different level 1 or higher back country airstrips and do a minimum of 15 takeoffs and landings.

The following instructors are now T-Craft approved instruction on 1227G. They were Brian Case, Pat Driscoll, Jim Hayden, Darin Hunt, Holbrook Maslen and Jerry Terlismar.

With the additon of 1227G the board increased the maximum number of members from 96 to 98. We presently have 3 members that fly 27G exclusively so 2 additional members would have no effect on scheduling the remaining aircraft. This makes a 14:1 ratio of pilots to aircraft.

REMEMBRANCE



By Jim Eyre

Our Maintenance Director is hiking Machu Picchu in Peru. The article will be continued next month when Jim returns.

The following pictures were taken by Jim Eyre during repairs after the PTT was squawked on 7593S.

Broken and worn out wiring:







The following is a picture of the interior of 13686 with the carpet removed and the inspection plates open.



The final flight of Boeing's 247D, the oldest flyable twin-engine airliner.

The following article is the property of CNN and/or Reporter Thom Patterson.

April 27, 2016



The Museum of Flight's rare Boeing 247D during its final airborne moments on Tuesday.

Pilots Mike Carriker and Chad Lundy wrote the final chapter Tuesday in the story of Boeing's 247D. They touched down for a smooth landing at Boeing Field outside [Seattle's Museum of Flight in Washington](#). Welcomed by aviation enthusiasts, the crowd broke out in applause as the plane -- sporting a mid-1930s United Air Lines livery -- went wheels down after a 15-minute hop from nearby Paine Field in Everett.

It certainly was a special delivery that was years in the making.

The ten-seat plane was undergoing restoration since 1979.

[Of the 75 total 247s built](#), it's one of only four remaining 247Ds on the planet, the museum said. From now on, it will be on display at the Museum of Flight as an example of one of the first modern airliners. This is an important plane. It was one of the first airliners to have retractable landing gear, de-icing equipment and auto-pilot, Boeing said.

What really set this airliner apart when it debuted in the 1930s was its top speed: about 200 miles an hour.

With seven stops between New York and Los Angeles, the 247 could make the trip as quickly as 20 hours, cutting previous airliners' time by 7.5 hours, [according to Boeing](#). It was quieter, too.

The popular [Ford Tri-Motor -- which debuted in 1928](#) -- had one more engine than the 247, but it could only muster a top speed of about 135 miles an hour.



The Ford Tri-Motor was slower and louder than the Boeing 247.

The 247 was more comfortable and its aerodynamic design was sleeker, more modern, even revolutionary.

[Related story: Flying in a tin time machine](#)

The Douglas Aircraft Corporation soon followed Boeing's 247 with the DC-2, and it wasn't long before the 247 was outmoded. However, some of the 247s were still flying into the late 1960s,