



PUTTING WINGS ON

YOUR DREAMS

VOLUME XIII

ISSUE 10

Safety Through Different Eyes James Eyre - DOM

My gauges clearly indicated that I was rapidly approaching a possible engine failure during what had been an uneventful flight home – still 150 miles away. I immediately initiated the emergency procedures which were now automatic after all my years of flying. I was able to gain control – or so I thought.

I knew I was only about 10 minutes away from an Air Force Base but I had been away from home for several days and I'd be dammed if I was going to be stuck somewhere for any amount of time, especially when I felt I had firm control of the situation. Briefly I recalled a monthly safety class and the subject of get-home-itis being discussed but I felt the discussion was really for others, not me. After all, I was one of the most experienced, and safety-conscious member in the club, and besides I had the situation well under control.

I glanced at my copilot, a recently minted private pilot who had accompanied me on this trip, and saw he was looking a little skeptical. I reassured him that we were ok. He had asked me if we should make a precautionary landing but that would have put an unnecessary blemish on

a perfect flight record-mine. Forget that, I thought. After all my decision was based on experience and who could argue with that, especially when I had the situation under control.

We flew on past the Air Force base and entered the final leg of our flight which carried us over desolate terrain. Then it began. A loud rapping sound in the engine indicated the onslaught of the internal destruction of the engine. Already being at reduced power and altitude from my initial high temp problem didn't really help matters as I began to look for a forced landing area.

The explosion under the cowling rocked the aircraft and a violent yaw told me we were in for a rough ride. Out of the corner of my eye I saw debris flying out to the right of me. My eyes darted to the vertical speed and altimeter watching them plummet.

An eternity passed before my eyes. How could this be happening to me? I'm not supposed to be in a situation like this! I remembered a class where we discussed complacency. Why didn't I land at that Air Force base? I glanced at my young copilot and saw his panic-stricken face. Even with his limited experience I could see he knew the score. I remember saying to him, "I'm sorry."

The impact was tremendous, filling my ears with screeching, tearing sounds and my eyes with debris. My body tore at the restraints as the instrument panel came to meet me. Funny, I thought, how easy it is to read the gauges when they are so close. I could actually see the reflection of my face in the glass. Was that bloody mess really me?

That was the last sight I ever saw as the g forces popped my eyes from my head. Would this never end? A searing pain entered my back as the unrelenting pressures forced me forward and I felt some object pierce my side. Smoke and fumes filled my lungs and the taste of blood nauseated me. I remembered pictures of crashed aircraft which didn't remotely resemble the sleek beautiful birds they had once been. Now it really didn't matter. I could not see or feel anything except a spreading warmth and a voice somewhere crying, "Help me, God." Then silence.

As you know by now, this really didn't happen to me. I tried to think of a unique way to approach safety –through the eyes of an aviator who realized his errors but wouldn't get another chance to correct them. Would you really like the opportunity to see? Flight safety violations just might give you the chance!

**Submitted by Jim Hudson
Membership and Safety Director**

T-Craft had a great representation at the IDT Aeronautics Safety Standown October 29th. We had 13 members present out of approximately 130 attendees. However, the most important point was there was some great safety material presented that I'll share over the next few months. This was the 3rd annual event and I'd expect it to continue next year, so watch for it on our calendar next year. We gained one member, and potentially another from this

event by word of mouth about our great club. The Idaho Division of Aeronautics has some great programs and information. Visit their website at:

<http://itd.idaho.gov/aero/>

Customized License Plates.

The "Fly Idaho" License Plate program may end after 2016 if we don't sell about 150 more plates this year. The Idaho Aviation Foundation

(www.idahoaviationfoundation.org) gets a portion (over \$11,000) of the funds to support Idaho Aviation.

Remind your friends and family to buy one today - and you could buy another for yourself! A great Christmas present, but must be purchased by the end of the year for the program to continue. To purchase a plate, visit

<https://www.accessidaho.org/secure/itd/personalized/plates.html>

Customized plates are \$60 for the first year, and \$40 yearly thereafter

Non-Personalized plates are \$25 each year. The fee will be pro-rated depending on when your registration is due.



Support Idaho Aviation AND/OR show that you're a proud pilot. The Idaho Aviation Foundation (www.idahoaviationfoundation.org) receives over \$11,000 per year for this initiative, BUT we need 150 more plates ordered by December 31, 2016 to keep the program going.

Go To

<https://www.accessidaho.org/secure/itd/personalized/plates.html>

At the bottom left under "Celebrate" click on Idaho Aviation Foundation. You can also get a sample plate, suitable for hanging on your wall; although these plates don't apply to our quota.

Order yours now – it's easy to do and you don't have to wait to renew. ITD will pro-rate the fees.

November 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	31		

Calendar of Events:

11/08/2016 – Board Meeting.

**11/29/2016 - General Membership
Roland Steadman will present an
Aviation Weather Seminar**

11/10/2016 - Accounts due

11/20/2016 - Accounts past due

12/13/2016 - Board Meeting

12/27/2016 - General Membership

Fuel Reimbursement
\$4.17 per gallon.

The fuel account balance as of 10/25/16
was approximately 6,800 gallons.

Top flyers for the month

Todd Bennett 13.6

Lan Smith 12.7

Wyatt Gibson 10.9

Highest billings for aircraft

13686 \$2,863.00

7593S \$4,142.00

9989E \$3,531.00

Hours flown for aircraft

67375 48.9

7593S 38.0

13686 40.9

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

Breakdown of Membership

101 Members

6 on wait list. (4 will join in November)

40 Class I Members (39%)

61 Class II Members (61%)

07 Inactive

17 Suspended (BFR/Med/Attend/Billing)

06 Social Members (non flying)

Ratings

13 Student Pilots

65 Private Pilots

01 Recreational Pilots

14 Commercial Pilots

08 Air Transport Pilots

29 Instrument Pilots

Welcome New Members:

Arden Hill Class II

Russ Graves Class I

Bruce Kirk Class I-LSA only member.

Jon Miller Class I

Scott Jennings Class II

Accomplishments:

Ivan Sudac - CFII and has been added to
our list of instructors.

Preston Rufe obtained his CFI for fixed
wing aircraft. He already has his CFI for
rotorcraft.

BFR's

Arden Hill

**Private Pilot Check Ride
Wyatt Gibson**

Jim Hudson CFI, Greg Herbert DPE



If you've achieved a new rating, BFR, 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

ELECTIONS

Elections will be held the last Tuesday in January. The position of President, Director of Maintenance and Treasurer will be up for election this year. Inquiries about who is interested in running will be sent out by email and nominations can be made from the floor.

The T-Craft telephone number is 208-546-4128.

HATS OFF

Kudos to Vivian Brandt. Vivian is at all the plane washes and works as hard as the members do. This plane wash she gathered supplies, vacuumed the pilot lounge, emptied trash and helped cook and serve the food after the wash. Even though she isn't a member she is extremely supportive of the club. Thank you Vivian

Kudos to the Director of Maintenance James Eyre. He was the first to arrive at the plane wash and was and the last to leave. He had cleaned out the bay where 375 sets before most people arrived so we could have our post wash meal in a clean hangar. Jim spends hours at the hangar working on the birds, checking on Squawks, putting out heaters, blankets and electrical cords. Thank you James.

Kudos and a warm thank you to Reggie Sellers for replacing the light bulbs in the hangar. That is generally a two man job and Reggie did by himself. Thank you Reggie.

Again, thanks to everyone who showed up at the plane wash. There was a good turnout and we enjoyed a great afternoon of friendship and camaraderie.

A thank you to the membership chairman Jim Hudson. With the turnover in membership

and the changes in the waiting list, Jim has had almost a full time job keeping track of everything. Jim also serves as the safety director.

MEMBERSHIP CAP INCREASED

At the last membership meeting, Membership director Jim Hudson made a power point presentation on use of T-Craft airplanes. The report compared 2005, the last time there was a wait list, to 2014, membership was lowest at 60, to our current membership where there is a wait list. He discussed the history of aircraft utilization, hours scheduled, schedules per aircraft, average hours per schedule and scheduled time vs. Hobbs time. This is available at: . [T-Craft Utilization Report](#) Jim presented fixed costs and the impact on membership dues if the membership is increased to 105 members. He explained that would be a ratio of 15:1 members to aircraft. Gary Blecha made the motion we increase our membership cap to 105 members, a ratio of 15:1 as the board suggested and keep the LSA exclusion which could allow the cap to increase above this for LSA members only. The LSA exclusion would be monitored on a case by case basis. The motion was seconded and by a show of hands passed with 20 Ayes and 10 Nays.

NEW AIRCRAFT PURCHASE:

At the general membership meeting in September, a member asked if there was any movement on purchasing a 206. Again at the October meeting a member brought up the issue of the club purchasing a 206. President Ben Brandt explained that several options are under consideration and they will be presented to the club. One member cited personal experience that when he wrote insurance for airplanes every rental organization that had a 6 passenger aircraft, had the 6 passenger aircrafts wrecked. There was a discussion about the club adopting the same type of proficiency policy with a 6 passenger airplane that we have with the Champ. There was lively discussion about purchasing a new aircraft but no action was proposed or taken.

CFI's

With the addition of Ivan, we now have 8 club member CFI's on the list of 22 [club approved instructors](#). Only instructors on our list can instruct in club aircraft unless you get an exception from the board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list are approved by the board to instruct in the Champ.

HOURLY RATES

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our rate to increase as indicated below.



N1227G
\$52.00



N67375
\$59.00



N4464R
\$73.00



N13686
\$75.00



N1891X
\$108.00



N9989E
\$116.00



N7593S
\$118.00

SQUAWKS

7593S The VOR antenna on the left side of the tail was loose. the bracket is broken. Mike will find a suitable repair. The ADS-B out works well. 7593S is again experiencing Gyro problems. There are no problems in straight and level flight but the issue will be addressed.

9989E A nick in the prop was fixed.

1891X There was a squawk that the right fuel tank was not feeding properly. That issue will be watched.

4464R A piece was broken off the bottom of the rudder. A small broken piece was glued securely in place. Maintenance ordered a new faring. There was a squawk that the pilot's side seat height adjustment didn't work. That was fixed.

13686 No squawks. 13686 is now ADS-B out compliant. We have had the new transponder installed.

67375 The VOR appears to still have problems. It works intermittently. We will look into a solution. A fuel leak complaint was diagnosed as over priming. A broken wire was the cause of the pilot side intercom not working. 67375 suffered some shimmy in the nose wheel, but the shimmy damper has been repaired. The left main was out of balance and that has been repaired.

1227G The broken step has been repaired. The fuel valve leak was fixed by Mike. A tail wheel shimmy was squawked. Rather than being removed it was reinforced and braced. The hole in the fabric has been repaired.

Jim has suggested that we upgrade 375 with a Garmin GNC 255A radio. We would

also have to install a new VOR head. Jim pointed out that with the new radio being upgraded to a Garmin, students could transition easily to the 172's and 182's.

COLD WEATHER FLYING

James Eyre, the Director of Maintenance, has set out the heaters, cords and blankets. Please remember. If it's cold enough for you to wear a jacket, it's cold enough that the aircraft engines need heat. When you fly arrive early and take the time to hook up the engine heater and the oil sump heater. As Jim always reminds us, if we take care of the engines, they will last a long time and serve us well. Please review the [Cold Weather Operations](#) document on our web page.

ADS-B REPORT

7593S and 13686 have been upgraded and are ADS-B out compliant. 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 were established at \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases made by our Treasurer Dennis Wheeler and the great maintenance under the watchful of Maintenance Director Jim Eyre 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.

OFF FIELD FUEL REIMBURSEMENT

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

WINTER FLYING CREDITS - Reggie Sellers, Director of Billing

We are nearing the three month period (Dec, Jan and Feb) in which we have a policy that allows for poor weather that we sometimes encounter during the winter. Please review the policy below and feel free to ask any questions you need to for clarification. I suggest that you don't wait until the last week of February to try to fly the 3 hours of use it or lose it flying time.

5.6: Winter flying hours: during the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined for credit in any of these months. For example, if a member did not fly in December or January but flew the equivalent of 3 hours of 152 time in February, the December, January and February "use it or lose it" credits would be applied to the February billing period. The

same is true if the 3 hours were flown in December.

I might add that **if you don't fly at all during the three winter flying months**, you **will be billed for 3 hours of 152 time all in one month (Feb)**. Each year this catches someone off guard so please enjoy the funnest time to fly....winter. Thank you and Happy Flying everyone!

PAPER PILOT CERTIFICATES

Our records show that some members still have paper pilot certificates. Hopefully you have plastic and we have not received copies of your plastic certificate for our files.

All paper certificate holders cannot exercise the privileges of their PAPER certificates after March 31, 2013. This includes all certificates that are issued under 14 CFR Part 63 and 65. If you still have a paper certificate; you are in violation. If this is the case, you can replace your paper at the following FAA website: [Expired Paper Certificates](#).

LEAVE NONE BEHIND Courtesy of James Eyre

My first night flight in Vietnam took place early July 1967. I had been in Charlie Company, 229th Air Assault Battalion, 1st Cav Division for less than a month. The lead helicopter in our flight of three was shot down in a Landing Zone (LZ) in Cambodia. As a new guy in country I was upset when our mission controller ordered our two remaining helicopters to immediately leave the area and return to Vietnam side of border (this was a clandestine operation cross border). The downed crew survived somehow along with a wounded U.S. Advisor to Vietnam. They were picked up by an Air Force rescue team several hours later and miles from the crash site. The American advisor later died. It was during this mission that I affirmed in my mind that "I'll never leave another crew behind"! (This affirmation I acted upon a number of times in my months remaining in country).

September 1967 I was now an anointed Aircraft Commander (AC). Our air assault company had taken off at 0600 hours as a flight of 10 slicks (UH-1Hs). At 0200 hours the next morning we were still flying, fully loaded with troops, conducting combat assaults. The slicks were in a tight, staggered-right formation. UH-1B gunships were escorting our flight to the LZ. There were no night vision aids, no night-vision goggles, just our naked eyes.

I had the flight controls. The radios were quite busy. On the UHF radio the Command & Control (C&C) was giving directions to our Lead slick about conditions in the LZ, and to the gunships where to put suppressing fire on the enemy in the LZ. On the VHF radio the gunships were coordinating their movements, while the ground unit communicated on the FM radio frequency.

I was the second aircraft flying from 1 to 3 rotor discs to the right and behind the Lead helicopter. The formation made a right turn toward the LZ. My eyes stayed focused on the Lead aircraft. As my view of Lead changed in the turn, I could see less of the side and more of the top of his helicopter. Flying on the inside of the turn we had to make a sharper turn; our airspeed had to be slower. I adjusted my turn to maintain our angle and distance. Suddenly, another helicopter flashed between Lead and me. They were so close I could see the top of their roof. I could see the small dim white navigation lights on the roof. I could see the green house windows over the pilots' compartment. In an instant it was gone! Instinctively, I had turned my aircraft away from Lead. Was it real or an illusion? I wasn't sure; we had logged more than 12 hours of flight time since the previous morning. I refocused and concentrated on Lead.

No way had it happened, I must have imagined it! I took a deep breath. I needed to slip back into a tight formation. Then I heard on the UHF radio, "Mayday, Mayday, Mayday, Tom Cat6 (TC6) is going down." Then the radio went silent. "That was one of our gunships I said." Still with the flight and in a right turn, a quick glance revealed the position/navigation lights of an aircraft below and to the right of us. "Six is going down!" The voice was even louder and more assertive.

Usually the trail ship of the formation would respond but there was only silence on the radio. I could see TC6 below us and going away to our right. Their lights were becoming dimmer.

"G*d Da** it, TOM CAT 6 IS GOING DOWN" his call was now very loud and angry.

While keeping TC6 in sight, I turned my aircraft hard right and keyed my mic, "Yellow 2 has you." We had departed the formation and I rolled out above and about a quarter to half mile behind them. "Tom Cat 6 I'm on you. We have you in sight." I could see they still had some control of their aircraft but were in a steep descent. They landed hard in the vicinity of a few huts. I turned on my landing light, picked a clear area and looked for obstacles as we approached the ground.

We landed to the rear of the crashed gunship. Illuminated in the dusty glow of our landing light I saw the tail boom was bent down onto the ground and the rotor was slowly turning. My eyes were still locked on the crashed B-model. There was no movement from the downed crew. I do not remember hearing any shots firing. I do not remember seeing any ground fire. I do not remember any radio transmissions but even today I can still see that broken B-model at the end of a tunnel of light.

I whispered into the intercom for Frank our crew chief to go see about the crew. I don't know why I whispered, but Frank jumped out and started forward. Our door gunner Scott then jumped out with his machine gun and headed toward the wreckage. I turned off the landing light so as not to blind the crew from TC6 as they made their way to our ship. Scott, carrying his M-60, was ready to kill anyone who shot at us. Injured were helped to our ship. Once all were on board I pulled pitch and got the heck out of there. We were climbing to 1,500 feet and turning to the field hospital about 30 miles away. We had them and for now they were safe. Leave none behind!

We radioed the Surgical Hospital that we were inbound with four helicopter crewmen and our ETA. We described injuries as best we could. It was important to let the hospital know what we had on board. We often received and flew Medevac

missions. The hospital treated many including Vietnamese and I knew they would pull all their resources quickly especially for an American aircrew.

After the injured were taken from our ship, we shut down next to the Medevac helipad. While my crew looked for any battle damage to our bird I went into the hospital to check on TC6 and his crew. A nurse stopped me outside the emergency room to tell me not to worry as the staff was taking very good care of my friends.

Returning to my ship I was informed by my crew that she was flyable having found no visible battle damage. We took off and headed to a hot refueling pad. No radio transmissions were allowed in the refuel area (duh!). Hot refuel meant we reduced engine to idle as fuel was loaded. This was a dangerous but common routine to keep us in the fight. I did witness a helicopter burn to the ground when a gust of wind caused the refueler to jerk the nozzle from the fuel port and spray fuel over the very hot exhaust stack. Crew got out safely. Only takes a matter of minutes for a helicopter to consume itself.

Once back in the air I contacted our C&C ship for further instructions and was told to Romeo Tango Bravo (Return To Base). Our flight had been released. Alright! It had been 22 hours since we'd left our base at LZ Sharon and we were looking forward to getting home the mission complete. Arriving back at Sharon I noticed that the rest of our flight was already back. We parked in our assigned revetment (sand bags stacked on both sides of helicopter up to roof height open at both ends). I took a deep breath and exhaled slowly as I rolled off the throttle. The operating RPM of the aircraft was like its heartbeat and was matched by mine. The tempo reflected the excitement and danger of flying helicopters. As the revolutions of the rotor blades decreased, my mind and body relaxed. When the rotors finally stopped, I unstrapped my seat belt and shoulder harness and removed my chicken plate (heavy small arms proof chest protector), pushed back the side sliding armor plate and climbed out of the aircraft. The sun was coming up for another wonderful day in Vietnam! I was physically drained but alive. It was a new day in hell.

During our post-flight inspection of the aircraft Frank called me to come take a look. As he tied down the rotor Frank saw a yellow smudge impression on the bottom of one of the rotor blades. It was the same yellow color and width of the tip of a tail rotor blade. It could have only come from TC6's aircraft; our main rotor blade had contacted his tail rotor blade! We all had survived a midair collision of two helicopters in the dark of night!

Our mess section delivered breakfast to the flight line. It was a great treat to have breakfast brought to us as we continued to do the after flight duties and debriefing. Many times on a long mission it was only a box of C rations. This morning as I sat on the metal floor of the helicopter with my legs dangling over the side, sharing a hot breakfast with three other guys, I was relaxed, stress free. We had shared the day, the night mission, and the dangers. We were brothers. Life was good.

"Life and death aren't simple but we were quite simply, alive." **And a Hard Rain Fell by John Ketwig.**

Pictures from the October plane wash.











Cirrus SR22T vs Cessna TTx

August 25, 2016 by [Ben Sclair](#)

The last time I flew a TT^x it was called Columbia. It also had EXPERIMENTAL placarded to the door.

I'd flown to central Oregon in my Cessna 205. In the Columbia, climbing at well over 1,200 FPM toward 17,500 feet, I noticed our airspeed was faster – a lot faster – than my 205 in cruise. Yep, the Columbia was fast. The [Cessna TT^x](#) is faster.

The SR-line has been a perennial top seller for Cirrus. Equipped with a parachute and continually refined to add value every model year, Cirrus has done much to increase the pilot population by marketing so effectively to non-pilots. They call it #CirrusLife. And its [SR22T GTS](#) is at the top.



Length	25 ft 2 in	26 ft
Height	9 ft	8 ft 11 in
Wingspan	36 ft	38 ft 4 in
CABIN		
Height	49 in	50 in
Width	48 in	49 in

Max Occupancy	4	5
WEIGHT		
Max Takeoff Weight	3,600 lbs	3,600 lbs
Empty Weight	2,530 lbs	2,437 lbs
Useful Load	1,070 lbs	1,248 lbs
Usable Fuel	102 gal	92 gal
Max Payload – Full Fuel	458 lbs	548 lbs

PERFORMANCE

Max Cruise Speed	235 ktas	213 ktas
Stall Speed	60 kcas	60 kcas

POWERPLANT

Engine	Cont. TSIO-550-C	Cont. TSIO-550-K
Horsepower	310	315

PRICE	\$799,000	\$736,900
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Like so many things in life, it really comes down to choice. Which do you prefer?

