



PUTTING WINGS ON

YOUR DREAMS

VOLUME XIV

ISSUE 1

Submitted by Jim Hudson
Membership and Safety Director

Flight Currency

As safety director, I have some concerns on our flight currency, or lack of currency policy for the club. Except for the Champ, we follow the FAA regulations with respect to flight currency. Having flown with many members for BFR's, or supplemental training, I see quite a wide range of skill levels that for the most part are quite good. However, in some cases, with infrequent flyer's, I see some things that concern me and make me wonder if we should have a more stringent policy with respect to currency. Some examples are getting behind the aircraft, especially the C182's, forgetting about cowl flaps, not operating the power/prop properly, landing way too fast. Other birds (including C182's) not handling emergency situations well, rusty skills, not up on the avionics.

Last year there were 18 members who have been full time members the entire year, who have flown 6 or less times or less than 10 hours. Of those 18 members, half of them (9) flew 3 times or less or less than 6 hours the entire year. That is somewhat arbitrary criteria, but I think something to be concerned about. We certainly appreciate their contribution of

their use-it or lose it fund to the club, but would rather have proficient and safe pilots.

I'm not a proponent of additional policies, but I strongly encourage members not flying regularly to get some re-current training more frequently than what is required by the FAA. The FAA wings program is designed to build flight credit towards a BFR throughout the year, and this may be something to consider.

I'm sure you're all aware of the FAA currency to carry passengers, but is 3 take off and landings within 90 days enough? Would you want to put your husband, wife, child, grandchild with someone who has only flown an hour in the past three month's doing three take off and landings?

I would like to hear your thoughts on the matter.

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

Jim Hudson
Safety/Membership Director

February 2017

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				

Calendar of Events:

02/10/2017 – Accounts due
02/14/2017 - Board Meeting
01/20/2017 - Accounts past due
02/28/2017 Membership meeting/Aspen
Evolution Training Class

- February – Aspen Evolution Class
- March – WX Class?
- April – Poker Run, Backcountry Presentation – Jim Hudson, Emmett Wings & Wheels.
- May – Plane Wash
- June – TBD
- July 7th & 8th – Garden Valley Fly-In
- October – Plane Wash, Fall WX Class
- November - TBD

2017 - Calendar of events is available on the T-Craft website.

The July Garden Valley Fly-in is reserved for T-Craft from State Aeronautics.

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

Fuel Reimbursement

\$4.17 per gallon.

The fuel account balance as of 11/30/16 was approximately 4,500 gallons.

Top flyers for the month

Van Turney	8.3
John Baglien	3.9 hrs
Cassidy Brown	3.9 hrs

Highest billings for aircraft

67375	\$1,086.00
13686	\$ 930.00
4464R	\$ 745.00

Hours flown for aircraft

67375	18.4
13686	12.4
4464R	10.2

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

Breakdown of Membership

Member Statistics.

105 Members (3 LSA only)
3 on wait list.
41 Class I Members (39%)
64 Class II Members (61%)
07 Inactive (voluntary suspension)
06 Suspended (BFR/Med/Attend/Billing)
06 Social Members (non flying)

Ratings

15 Student Pilots
67 Private Pilots
01 Recreational Pilots
14 Commercial Pilots
08 Air Transport Pilots
30 Instrument Rated Pilots

Welcome New Members:

No new members this month.

BFR's

Gordon Hall

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@cablone.net

ELECTIONS

Elections were held Tuesday, January 31, 2017. The following officers were elected. President, Ben Brandt, Director of Maintenance Jim Eyre and Treasurer Dennis Wheeler.

The 2016 Annual Report or the minutes of any board or membership meeting are available to members by contacting Secretary Bert Osborn at 1berto@cablone.net.

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

HATS OFF

Thirty members of the club took their time to break ice and clear the snow so we can get our aircraft out of the hanger and fly. A hearty thanks those who participated.

Thanks to Gordon hall for conducting the election Tuesday night. As always, a great job Gordon. Gordon is the Second most senior member of T-Craft and has always been an active and contributing member of the club. Thank you Gordon.

A big thank you to Reggie Sellers for his individual work at clearing the snow and ice and for working with the great group of guys who helped clear the ice and snow. Thank you Reggie. Also for moving file cabinets and furniture to dry out the office when water invaded.

A big thank you to Jim Eyre for working on the hangar when ice was causing water to flow into 375 bay and into the office.

New Aircraft Purchase:

There is nothing to report on the issue of a new T-Craft airplane.

CFI's

We now have 9 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
\$60.00



N67375
\$60.00



N4464R
\$71.00



N13686
\$73.00



N1891X
\$106.00



N9989E
\$112.00



N7593S
\$116.00

SQUAWKS

7593S The new Aspen Evolution is installed and functioning. The auto pilot is being repaired so it can talk to the new avionics.

9989E The Garmin 430 is being upgraded to WAAS.

1891X None

4464R None

13686 None

67375 None.

1227G At the last oil change, some metal slivers were found in the filter. They will be saved to compare to an oil sample at the next oil change.

Remember to report squawks on schedulmaster. The old clip boards for reporting squawks have been retired.

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 coat or 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.



How to mitigate - Pre-heat - Pre-heat - Pre-heat - Pre-heat

AVIONICS REPORT

The Aspen Evolution has been installed in 7593S but the auto pilot has been removed and sent to the factory so that it will talk to the new avionics. The HSI, ADF and 14 pounds of excess wiring and old instruments have been removed. The beacon light will now run off the master switch rather than off the avionics switch. The autopilot should be back this week and installed shortly.

64R has been IFR certified and is now IFR legal. That doesn't mean it's IFR capable. Since it doesn't have a GPS we can only fly ILS and VOR/DME approaches but none of the GPS approaches into Nampa, Caldwell or Ontario. 9989E will become IFR certified after the first of the year.

At the January meeting a member asked if Gordon would give another class on how to operate the Aspen avionics. Gordon will give another class following the February 28th membership meeting.

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. A request has been made to put a glass panel in 13686. That issue will be taken up by the board and by the membership at the February meetings. Please attend and provide your opinion.

MEMBERSHIP DUES

Effective February 1, 2016 membership dues were established at \$60.00 per month. At the Annual meeting the board recommended and the membership approved continuing dues at the rate of \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases and the great maintenance under the watchful eye of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying. Upgrades will not impact the hourly cost of flying an aircraft.

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. 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.

**From Reggie Sellers, Director of Billing
Remember Winter Flying and Billing**

We are in the three-month period of December, January and February, in which we recognize poor weather and winter may inhibit our regular flying. 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 loose 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!

FLY IDAHO LICENSE PLATE

The Idaho Aviation Foundation's Fly Idaho license plate program sold enough license plates that the aviation plates will be offered for at least two years. If you haven't purchased one, please consider doing so. A portion of the proceeds from your sale will be used to further aviation in Idaho.

To purchase your plate, visit:

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

PAPER PILOT CERTIFICATES

T-Craft 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 65If 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:

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificate/s/

Send your pictures to Bert Osborn at 1berto@cablone.net

From our Director of Maintenance, James Eyre







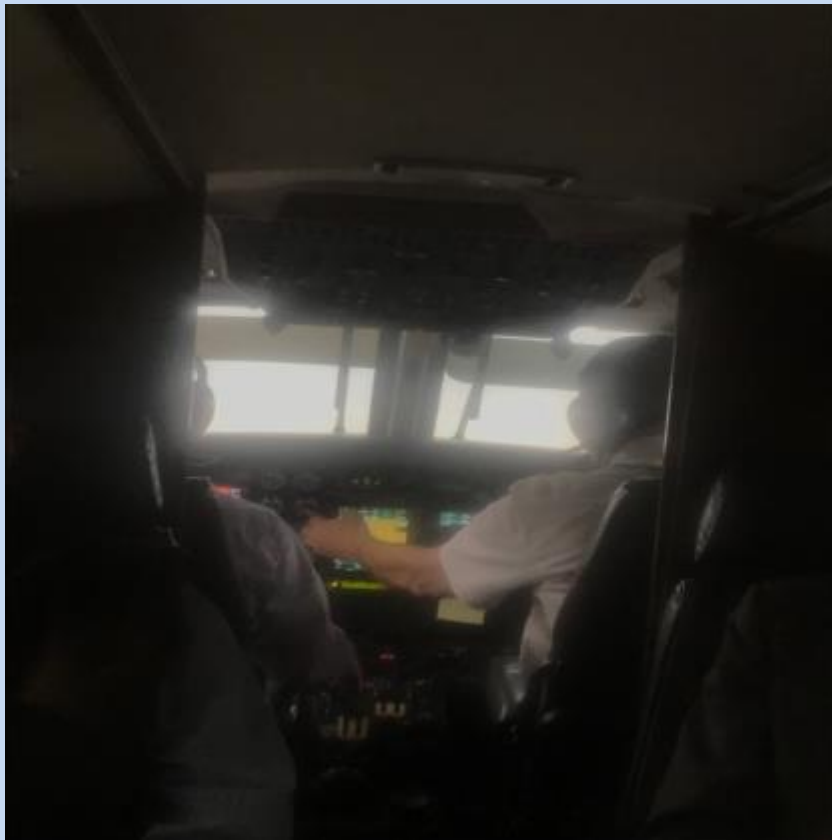




Jim Hudson's trip to the AOPA's Safety Seminar in Coeur D'Alene on February 1st.
Transportation provided in the Division of Aeronautics King Air C12



Mike Pape – Director of Aeronautics PIC



Landing at Sunset KCOE



FROM OTHER SOURCES

Fuel exhaustion brings down 310

January 23, 2017 by [General Aviation News](#)

The pilot reported the Cessna 310 was at 8,000 feet mean sea level when it ran out of fuel.

He executed a forced landing to a field near Rothville, Missouri, which resulted in substantial damage to the airplane.

The NTSB determined the probable cause as the pilot's inadequate preflight planning and fuel management, which resulted in fuel exhaustion.

NTSB Identification: [CEN15CA130](#)

This January 2015 accident report is provided by the [National Transportation Safety Board](#). Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

The B-17 Swamp Ghost – Found After 68 Years In the Jungle

Nov 1, 2016 Joris Nieuwint



The Agaimbo swamp is located in one of the most remote regions of Papua New Guinea. It is infested by malaria-carrying mosquitoes and huge crocodiles and the heat is overpowering.

It is the last place in the world you would expect to find a World War II bomber, but that is exactly what was discovered there by the Australian Air Force in 1972.

The bomber was a B-17E Flying Fortress, a four-engine heavy bomber used by the United States Air Force. It was piloted by Captain Fred Eaton and took part in one of the first air attacks by the US Air Force during the war.

The bomber was intercepted by Japanese Fighters after a raid on ships at Japanese-occupied New Britain. The airplane suffered numerous hits and eventually crash-landed in Papua New Guinea – not because of the damage to the airplane, but because it ran out of fuel.



Eaton and his men were on their way back to base at Long Reach in Queensland, Australia, but they crashed into Agaimbo Swamp on February 23, 1942.

They survived six weeks of struggling on foot, fighting malaria and terrible heat. When the crew was reunited with American troops, the members were immediately assigned to another aircraft and were flying again within a week

Coincidentally, the B-17E was assigned to the Kangaroo Squadron, which flew into Pearl Harbor from San Francisco during the Japanese attack on December 7, 1941. This occurrence contributed to the disaster because U.S. radar personnel on Hawaii assumed the incoming Japanese attack wave represented the squadron's expected arrival.

Swamp Ghost was not with the squadron on that fateful day, instead, it flew in shortly after the attack.

It was not until the 1980s that efforts were made to remove the bomber from the swamp. David Tallichet, an antique plane collector, who had been a World War II air pilot himself, began the huge task.

He was helped by his family and an aircraft salvage expert named Alfred Hagen. By 2010 the job was finished. They nicknamed the plane ‘Swamp Ghost.’

It is now famous, and historians and aviation enthusiasts know it as the ‘Holy Grail’ of military aviation.

Swamp Ghost was believed to be the best-preserved B-17E, out of only four that have been recovered. The plane was salvaged in 2006 and moved to Lae wharf where it lay waiting for permission to be transferred to the United States.

By February 2010, the what remained of the bomber had been cleared for import to the United States It was transported back to Hawaii to be displayed at the [Pacific Aviation Museum](#) at Pearl Harbor where it arrived on April 10, 2013.

FSS

"Flight Service Stations provide a variety of services including pilot briefings, weather observations, Pilot Reports (PIREPS), flight plan processing, enroute radio communications, search and rescue services, assistance to lost aircraft and aircraft in emergencies. Flight Services can also relay ATC clearances, process Notices to Airmen, broadcast aviation weather and aeronautical information, and notify Customs and Border Protection of trans-border flights.



Flight Service historically provided a *Flight Watch* service over special frequencies from a limited number of trained specialists who had access to the needed technology. This service was discontinued in 2015 and consolidated into routine inflight frequencies to eliminate unnecessary duplication of service. With this new approach a pilot can obtain all services that Flight Service has to offer with one call. The service will now be available on the same frequencies used to open/close flight plans or to receive updates on Notice to Airmen (NOTAMS) or Temporary Flight Restrictions (TFRs).

If you want a full route briefing while enroute or other service such as filing a flight plan, you can call up Flight Services on their published frequencies. These are found above the VOR frequency

identification boxes on aeronautical charts. The most common frequencies are 122.2, 122.4, or 122.6 MHz for two way communication. Receiving on the VOR frequency is shown by the Bold R in the frequency box over the VOR."

A Fun Event:

Hosted by Boise State University, this is a free event for all ages with a wide variety of engaging activities designed for K-12 students and their families. In addition to cool activities that include robotics and chemistry demonstrations, aviation will be represented this year as well.

The Idaho Division of Aeronautics will have a booth providing information about this year's ACE Academy and its Aviation Art Contest. Hands-on activities at the booth will include ForeFlight flight planning demos, drawing aviation art, and tightening aircraft bolts.

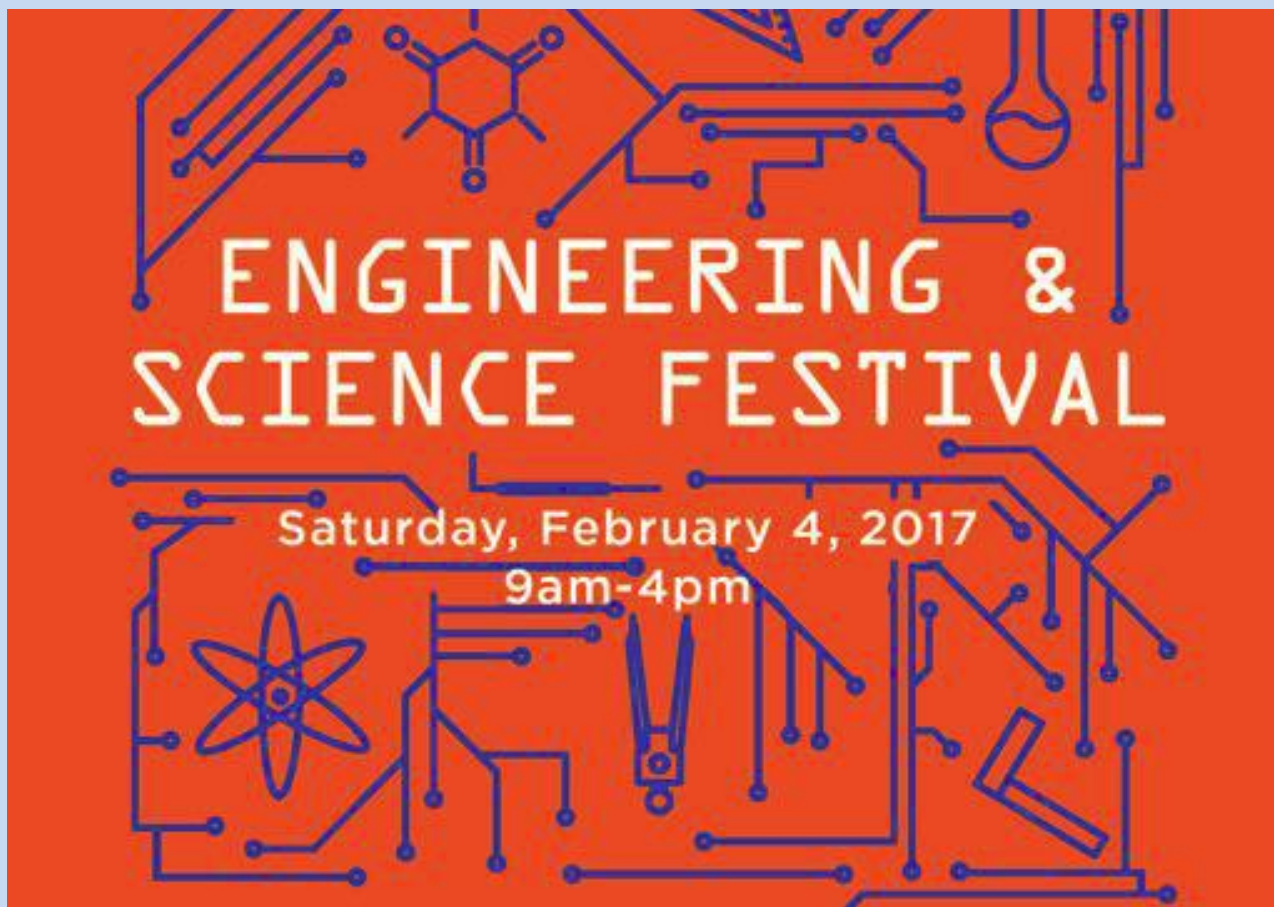
Right next to Aeronautics will be the Boise State Space Broncos. Experience a virtual Space Shuttle launch, flight in a Cub, or stroll on Mars.

In the morning, Master Instructor Rich Stowell will conduct two "Design Challenge: Paper Airplanes" workshops for ages 13-Adult. Following a short introduction to basic aerodynamics, participants will work in teams to design their own paper airplanes. Teams test fly their designs, record flight data, and provide evaluations. Experience Newton's principles. See some neat paper airplanes. Get inspired by the record-breaking accomplishments of other paper airplane designers and pilots. Seating is limited!

Throughout the day, Sharki Kontra and volunteer pilots from Ponderosa Aero Club will provide hands-on tutorials using ForeFlight, one of aviation's leaders in flight planning apps. Participants will learn how a pilot plans a flight, reads an aeronautical chart, obtains weather, and makes changes enroute using an iPad.

For more info and a link to register (so Boise State has a rough idea on attendance), visit <http://coen.boisestate.edu/STEMExploration/>

Looks like fun



Here are just a few examples of activities designed for grades K-12:

FREE parking available at the Lincoln Parking Garage, on the corner of University and Lincoln.

Plan your day in advance by visiting our website <http://coen.boisestate.edu/STEMExploration> or

Contact Leandra Aburusa-Lete at 426-4432, laburusa@boisestate.edu

- Meet Astronaut, Steve Swanson
- Geothermal Exhibit
- World's Fastest 5 Ball Juggler
- Chemistry with Dr. Picklestein
- Exploration of the Rock Cycle
- Physics and Astronomy Demos
- Design within Constraint using LEGO
- Weather Jeopardy
- Build an Edible Aquifer
- Explore the STEMbusUSA
- FIRST Robotics in Action
- Ride a Segway
- What's a Watt?
- Rocketry Fun
- Build Snap Circuits
- Computer Programming with Scratch
- Jelly Bean Binary
- Liquid Nitrogen Volcano
- 15,000 Volt Demonstration
- Discover the MakerLab
- Tie Dye Chromatography
- Build a Mini-Hovercraft

Thank you to our sponsors:

