



PUTTING WINGS ON

YOUR DREAMS

VOLUME XIV

ISSUE 6

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

Pre-Flight Weather Briefing

“Weather is the most lethal of all major causes of GA accidents” – Michael Huerta, FAA Administrator.

According to AOPA, nearly 75% of weather-related in-flight accidents are fatal. Yet very few of those pilots ever spoke to a Flight Service briefer. I was involved in a search (as were a couple of other club members) that had a tragic ending at Johnson Creek, in which a pilot departed in horrible conditions without getting a weather briefing. The January 2014 newsletter has an article about this tragic event: <http://t-craft.org/Newsletters/201401.pdf>.

It would seem obvious that one of the most important things a pilot must do before departing on a trip is to have a good idea of what the weather is doing, or going to do. Weather is constantly changing, and unpredictable and even on a short flight to the practice area can change enough where

one may not be able to make it back to Nampa to land. Other things, such as TFR's, NOTAM's about runway closures, temporary control towers, parachute jumping, or other Notices to Airman may surprise us. The best way to prepare for a flight, even a short local flight, is to get a preflight weather briefing from a Flight Service specialist.

If you don't have time to do a comprehensive preflight briefing, especially a weather briefing that you completely understand, you might want to reconsider your departure schedule. A good thorough preflight briefing with a Flight Service briefer should take less than 15 minutes. We have an overwhelming number of on-line tools, and apps such as ForeFlight that can help us get a good grasp on the weather and other briefing items, however a discussion with a briefer can often help us to better understand some questionable weather, and sort out the important NOTAMS. As we get into the fire season, Flight Service has the most up to date information on TFR's and should be consulted if there is any possibility

of fire related or other TFR's popping up.

Flight Service can be reached at 1-800-WXBRIEF 1-800-992-7433. They also have a great website at www.1800wxbrief.com. One can enter their personal data, aircraft tail numbers, performance data, and enter all the information for a flight plan. One can now activate and close a flight plan via txt through this site. This site also has excellent weather tools that you can see across your flight route.

Another good source for Aviation weather is www.aviationweather.gov. They are continuing to make this site friendlier with more graphical tools.

One of the best documents on preflight

weather planning is from the FAA and available on our website in the site index <http://t-craft.org/siteindex.htm>. Click on "Weather Briefing-Decision Making – FAA Document".

You'll also see some other articles by Bill McGlynn on weather tools on this page under "W"

As Jason Shappart and AOPA laments, "a good pilot is always learning" – that is part of the fun and challenge of flying.

Be Safe, Fly Smart, AND Don't do anything Stupid.
Jim Hudson
Safety/Membership Director.

July 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	29
30	31					

07/20/2017 - Accounts past due
Saturday, October 7, – Plane Wash,
October - Fall WX Class
• November - TBD

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

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

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

Calendar of Events:

There will be no general member ship meeting in July or August. The next membership meeting will be September 26.
07/10/2017 – Accounts due
07/11/2017 - Board Meeting

Fuel Reimbursement

\$4.17 per gallon.

Price of Fuel May Remain Fixed

Over the past few years T-Craft was able

to purchase fuel independently and store the fuel in the tanks of the FBO. The FBO has terminated that agreement and we will be buying our fuel from the FBO. We expected an increase in our fuel costs which would have resulted in an increase in the hourly cost of the aircraft. The new price charged by the FBO is in line with what we were paying prior to the change. We will keep you updated if there are any price increases.

NEW MEMBERS

Scott Bethel Class I Membership

Ashwin "Ash" Van der Aarsen. Horizon Air Captain. Class I. Champ only

Breakdown of Membership

105 Members
4 LSA only
10 on wait list.
42 Class I Members (40%)
63 Class II Members (60%)
07 Inactive (voluntary suspension)
11 Suspended (BFR/Med/Attend/Billing)
10 Social Members (non flying, not included in "Members")
10 People on the wait list.

Ratings

16 Student Pilots
66 Private Pilots
01 Recreational Pilots
13 Commercial Pilots
09 Air Transport Pilots

31 Instrument Rated Pilots

ACCOMPLISHMENTS

BFR

Chris Anderson
Patrick Charlton
Len Erickson
Nik Jones
Justin Robinson

C182 Upgrade-Check Out

Nik Jones

Backcountry Level I

Lloyd Putman
Leon Baker

New Ratings

Andrew Hansen – Instrument – Gordon Hall - CFII

Tail Wheel Endorsement

Reggie Sellers

HATS OFF

A big thank you to Tad Jones and Gordon Hall for their work as committee chairs. Their work is for the betterment of the club and requires a great deal of time and effort on their part.

REMEMBER A SUPER EVENT

Extreme Blue Thunder Air show in Idaho Falls July 22 and 23, 2017.

Calendar of Events

July 15, 2017, 9:00 am to 2:00 pm: McCall Airport Fly-in and Open House, McCall Airport (KMYL), McCall, ID. Free admission. FMI <http://McCallAirportEvents.weebly.com>

News Release

For Immediate Release

Contact: Beverly Anderson, Beverly.Anderson@McCallRealEstate.com, 208-634-6823

McCall Airport Open House on Saturday, July 15th

Antique Biplanes, Careers in Aviation, Helicopter Rides, and More

McCall, ID – McCall Airport will host this year's fly-in and open house on Saturday, July 15th from 9:00 am to 2:00 pm. The event is open to the public and admission is free.

In addition to static displays and fun activities, the Administrator of the Idaho Division of Aeronautics will be on hand to talk about the many different careers available in aviation. Representatives from Treasure Valley Community College in Ontario, Oregon will have a booth and information about their aviation science program as well.

Presentations

9:10–9:30 – Meet “Indy” the Peregrine Falcon from Snowdon Wildlife Sanctuary

9:40–10:30 – Come Fly with Us! with Aeronautics Administrator Mike Pape

10:40–11:25 – Flying the Backcountry in Light Sports with Fred Williams

11:35–12:20 – Hey, Girls Fly Too! with Sheri “Sharki” Kontra

12:30–1:45 – Tailwheel Tips and Tricks with Mark Doerr and Rich Stowell

Experiential Activities

Put out a real fire with the McCall Fire Department

Helicopter rides with Silverhawk Aviation – \$10/person under 18 (first ride only);

\$35/person otherwise

Raffle Prizes

- Aerobatic Airplane Thrill Ride
- Backcountry Adventure Flight
- Ride on a McCall Fire Truck
- Ride the Airport Snowblower during McCall's Winter Carnival

According to event organizer Beverly Anderson, "Aviation offers exciting opportunities for young people to experience science, technology, engineering, and math firsthand. Come explore what aviation has to offer at the McCall Airport!"

Fly-in sponsors include City of McCall, IAA McCall Chapter, McCall Mountain Canyon Flying Seminars, Idaho Power, Boise FAA Safety Team, McCall Real Estate, and others. Food available from KB's Burritos.

AN EVENT REALLY CLOSE TO HOME

October 14 and 15. Gowen Thunder Airshow, Gowen Field, Boise

T-CRAFT STATS*

The top three flyers for the month were:

Dale Reese	11.6
Jon Miller	9.0
Travis Gibson	8.4

The top billing aircraft were:

9989E	\$4,368
7593S	\$3,039
13686	\$3,016

The top three aircraft flown were:

13686	39.2
9989E	39.0
75375	3.7

* The billing and aircraft stats are from May

Attendance Policy

As you know, the club has an attendance policy that requires members to attend a club function within a 90 day period or their scheduling and flying privileges are suspended. The intent of the policy is to encourage participation, camaraderie and involvement in the club. One of the great attributes of our club is the involvement and participation of members. That's what has made our club strong from the beginning and continues to keep it strong, vibrant and growing today.

Like any organization there are a few outliers, who skirt around the edges of the policy, are forgetful and look for excuses for not meeting the attendance requirements. Some of these members are habitually late and some get upset when informed they've exceeded the limit. Fortunately, this is a small minority, but causes me, the membership director, lots of grief.

In the past I've sent out reminders, and given some breaks in the policy. However, going forward, there will not be reminders or exemptions to the policy. I'll continue to track attendance after every meeting and when a member exceeds the 90 days, they will be notified that their privileges have been suspended and any future schedules will be canceled. If a member feels there is a valid reason they cannot fulfill this policy, a written request must be made to the board of director's approval for an exception. The club calendar of events lists club meetings and events most of which provide credit for attendance.

If a situation presents itself where a member is unable to fly or participate in the club for an extended period of time, there is the option to go on inactive status. Inactive status requires the monthly dues of \$60/month, but not the use-it-or-loose-it flying charge. A member may petition the board to go on inactive status.

October 2017 Plane Wash

The T-Craft Board approved Jim Hudson's proposal that we have the October plane wash on Saturday, October 7, 2017. Several of the members had commented that they couldn't make the plane wash because of work. The board accepted the proposal and the plane wash will be Saturday, the 7th starting at 8:00 a.m. There will be a barbecue when the plane wash is completed.

COMMITTEE WORK

The committee headed by Member Tad Jones has been working diligently on issues related to 1891X. On June 13, Committee Chairman Tad Jones reported on the committee recommendations regarding 1891X. The committee recommended purchase and installation of front seats, front safety harnesses, windscreen, rear jump seats, avionics, G-5AI, Avionics G5Hi, Engine monitor, larger tires, sportsman's STOL kit and

a repaint. The committee had listed a P-Ponk engine with a 3 bladed prop.

The board voted to accept most of the recommendations of the committee and purchase those items recommended by the committee excluding the P-Ponk engine and the paint job. The purchase and installation will be done in an orderly fashion supervised by the Director of Maintenance and in a manner to minimize the downtime of the aircraft. The motion passed unanimously.

A question has been raised about shoulder harnesses being approved in all of the aircraft except 375. The Director of Maintenance, James Eyre points out that there were no shoulder harnesses approved for Cessna 150's and 152's.

At the June 13 board meeting, member Gordon Hall reported on the progress of the avionics installations. 1891X is in the shop. It will be the 6th aircraft to have ADS-B installed. When the shop is finished with 91X all of the aircraft be ADS-B compliant.

We have 3 Garmin G5's on order. One will go into 9989E and 2 will go into 13686. In 13686 one G5 will be the attitude indicator and one will serve as the directional gyro. When all the G5's are installed vacuum pumps may be removed from select aircraft.

Thanks to all of the members who give their time for the advancement of T-Craft. (Ed)

AGAIN - POTENTIAL CLOSURE

President Ben Brandt has been informed that the airport closure in August will last 4 days and will be mid-week. We may not need to move any airplanes to Caldwell.

CFI's

We 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
\$60.00



N67375
\$60.00



N4464R
\$71.00



N13686
\$73.00



N1891X
\$106.00



N9989E
\$112.00



N7593S
\$116.00

SQUAWKS

James Eyre, the Maintenance Director gave his report.

7593S - The window latch has been replaced

9989E - The window latch has been replaced

1891X - The horizontal stabilizer tips were replaced

4464R - Nothing to report

13686 - Nothing to report

67375 The new GTX 335 had been installed. That's a new transponder with a built in GPS. Also a G5 was installed. The suction gauge was removed and repaired.

1227G - 27G will be delivered to Brian Reed for its annual on June 28. Brian will look at the crease in the tube and fabric.

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

The Director of Maintenance renewed the ELT's for the following birds in June. All will be good until June of 2019.

375

686

93S

91X

64R was done in April good to April 2019.

27G was done in March good to March 2019.

89E is due in October.

BASICMED

Four T-Craft members have now completed the BasicMed training and are qualified to operate under the new BasicMed rules.

CARE OF YOUR AIRCRAFT

Please remember .that after landing club policy requires us to clean the leading edges and the windscreen of bugs and foreign debris. There should be no need for any such requirements As a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown up thing to do. PLEASE, after you land, clean the bugs off the leading edges and windscreen. Then use the furniture polish on the leading edges.

Even though we don't need to pre-heat the engines because of warmer weather, always allow the engines to warm up before starting your run-up. That means temperature gauges should be in the green before the run-up. As DOM Jim always reminds us, if we take care of the engines, they will last a long time and serve us well.

MEMBERSHIP DUES

Effective February 1, 2016 membership dues were established at \$60.00 per month. At the Annual meeting this year 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. 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.

A BLAST FROM THE PAST



A West Coast Airlines Douglas DC-3



A West Coast Airlines Fairchild F-27 Turbo Prop

Most members are too young to remember that West Coast Airlines provided air service from Salt Lake City, to Burley, Twin Falls and Boise, Idaho. Then on to Ontario, Baker and LaGrande, Oregon. Then to Walla Walla, Washington, Pendleton, Oregon and Portland, Oregon. That service ceased when Hughes AirWest bought out West Coast Airlines and eliminated service to small towns.

Ken Kaae has provided us with an old flight Schedule for West Coast Airlines, circa 1962.

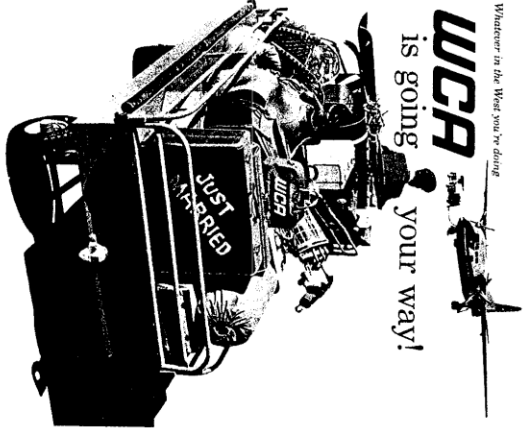
The DC-3 revolutionized air travel. The aircraft provided sufficient room so enough passengers could be comfortably accommodated and made flying profitable, even without government mail contracts.

Of course World War II saw the DC-3 converted into military service as the C-47. The Americans initially called it the C-47 Sky Train but the Brits called it the Dakota. Dakota was much more romantic so most people today remember the C-47 as the Dakota.

The aircraft was made famous when it dropped the 82nd All Americans and the 101st Screaming Eagles paratroopers behind enemy lines hours before the Normandy invasion on D-Day. C-47s were also used to drop paratroopers into Holland during Operation Market Garden. They were used to carry supplies across the "hump" in the China-India-Burma theater and carried General Patton onto the continent when he assumed command of the Third Army in Europe.

The DC-3 was used extensively until a few years ago. Now there are just a few being flown, primarily in South America, where rugged, back county cargo ships are needed.

A super ship and a great piece of American and world history. (Ed.)



Whatever in the West you're doing
WCA
is going
your way!

FLIGHT SCHEDULE
WCA
WEST COAST AIRLINES
EFFECTIVE MARCH 1, 1962



*FLY SEATTLE-SPOKANE • Save Overall Time •
Arrive-Depart Seattle's Downtown Airport-Boeing
Field • Convenient Morning And Afternoon Service •
Fast-Quiet F-27 Prop-Jets • Get There In Minutes*

General Offices: Boeing Field • PA 5-0500 • Seattle 8, Wash.

WEST COAST AIRLINES



FROM OTHER SOURCES

A Ten Year Old boy flies with Great Grandfather RAF Veteran

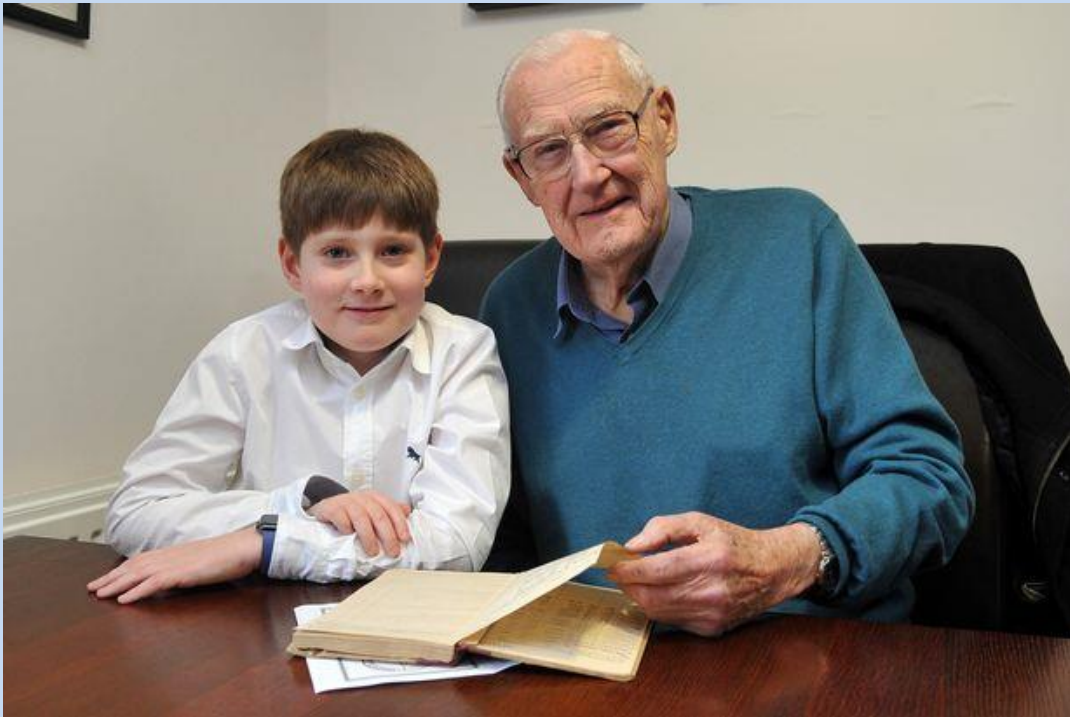
A schoolboy with a head for heights has followed in the footsteps of his great-grandfather by taking to the skies to pilot a plane.

Louis Jenrick, 10, wants nothing more than to become a commercial long-haul pilot.

And he got a step closer to achieving his dream after taking the controls of a four-seat Cessna Skyhawk at City Airport in Salford , formerly Barton Aerodrome.

Joining avid plane spotter Louis on his maiden flight alongside a qualified instructor was his great-grandfather Derek Bland, 91, who flew missions with the RAF during the Second World War.

Stunning video footage taken on a GoPro camera captures the moment Louis soars high above Greater Manchester and Cheshire for more than 35 minutes as Derek proudly watches on from a rear seat.



Louis Jenrick and his great-grandfather Derek Bland (Photo: Eddie Garvey)

The hour-long flight was a Christmas present.

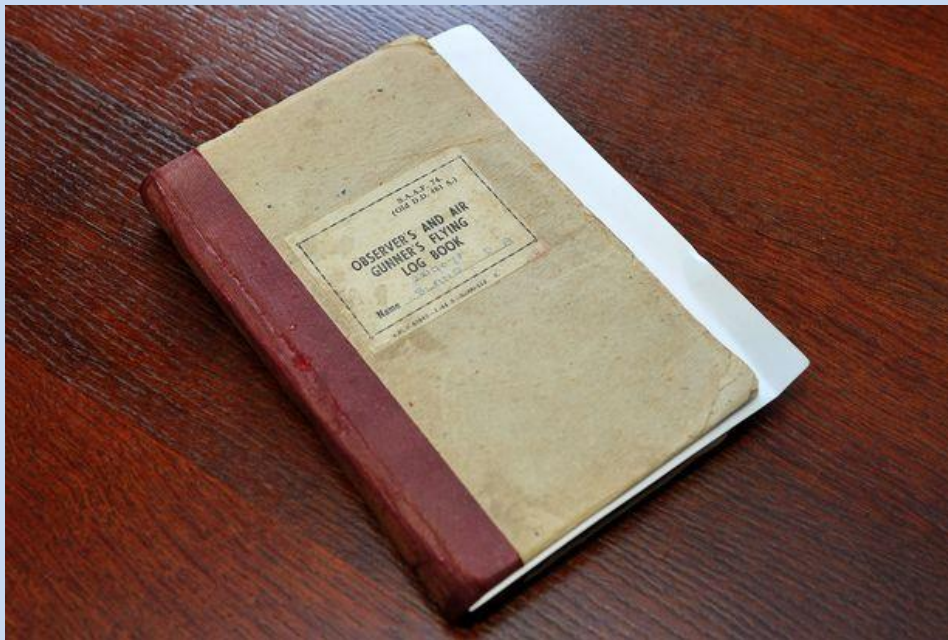
Louis, who lives with his family in Knutsford and is a pupil at St Vincent's Primary School, said he's planning to research obtaining a pilot's licence, although he's got a few years to wait.

His proud mum Helen Bland, 37, believes he's one of the youngest people to pilot a plane in the country.

Helen, who runs Hed Shed Hairdressers in Altrincham , said flying had become Louis' obsession. She said: "It has been ever since I can remember. His bedroom is covered with pictures of commercial airlines and models.

"We have got some family in the Bahamas and we have flown long-haul since he was a baby. We also live in Knutsford and plane are always going over us from the airport.

"Louis can tell you a plane's make and size and what airline it is as it flies overhead."



Great-grandad Derek Bland's flying log book

Helen said her grandfather Derek was hugely proud to fly with his great-grandson.

She said: "Louis was flying the plane for more than 35 minutes. Both the instructor and Derek said he was a natural. He wants to go up again every birthday and Christmas."

Louis said he was extremely pleased to fly for the first time.



Louis Jenrick at the controls

He said: "I have always wanted to be a pilot and when I got it as a Christmas present it made me really, really happy. I really hope I can be a commercial pilot when I am older - long-haul."

The schoolboy will have to put his aspirations on hold however for at least another seven years.



Derek Bland takes to the skies again

You have to be 16 to hold a licence for a glider or balloon and 17 for an aeroplane or helicopter and at City Airport, Private Pilots Licence training comprises a minimum of 45 hours of training, which includes 10 solo flying hours.

Obtaining an Airline Transport Pilot License however is costly and can take years. Fully qualified airline pilots have to build up 1,500 flying hours.

How To Circle-To-Land From An Instrument Approach

- By [Colin Cutler](#)



When you break out of the clouds on a circling approach, you've won half the battle. But the next thing you have to do is one of the most demanding maneuvers in instrument flying: land from a circling approach.

Landing from a circling approach is tough for a few reasons. The ceilings might be low, and the visibility can be just as bad. On top of that, it's a maneuver that most of us don't practice very often.

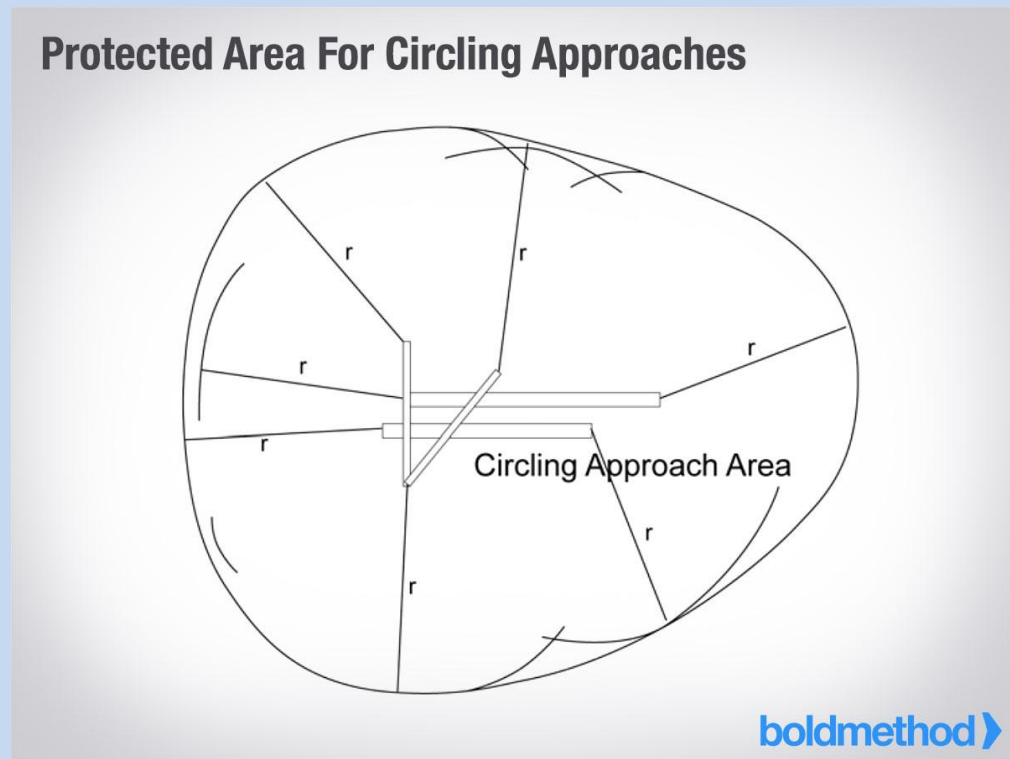
When you combine all three, you've got an approach where things can go bad in a hurry.

Circling Minimums: What Are You Protected From?

First off, let's look at how protected you are on an circling to land, because things have changed in the past few years.

Fortunately, things have changed for the better. On any circling approach, you're guaranteed at least 300 feet of obstacle clearance within the protected area. And with approaches developed or revised after 2012, the protected area has been expanded.

Here's what the protected area looks like for new or revised approaches:



The protected areas for circling approaches now use a connection of arcs from the end of each runway, as opposed to the fixed-radius distances that were used before.

And the protected areas now account for the impact of wind on a circle, bank angle limits, and higher true airspeeds at high altitude airports. So overall, they give you a higher margin of safety.

Standard Circling Minimums (Old)

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

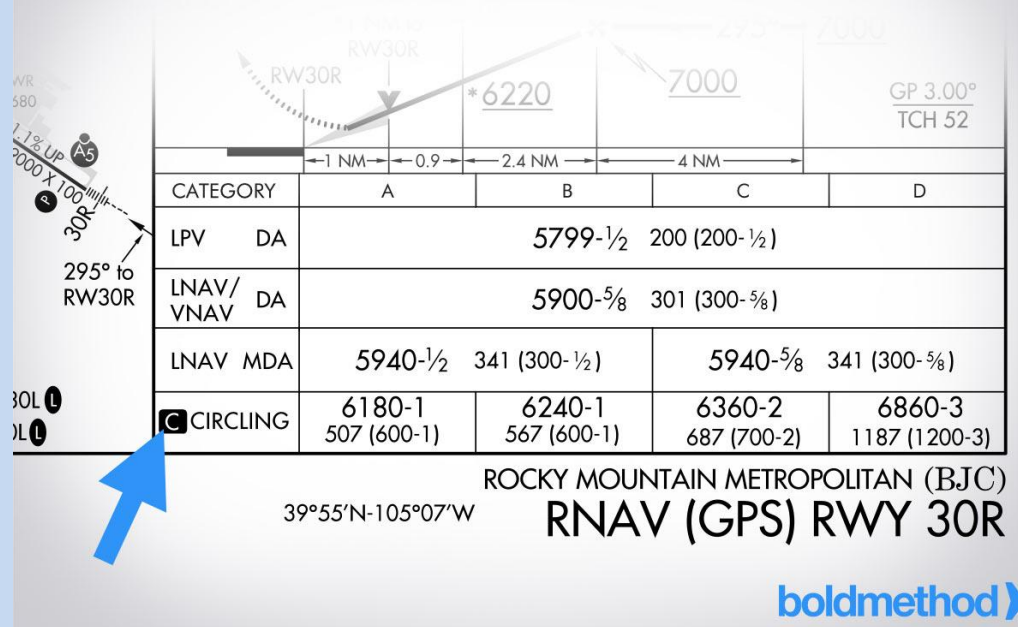
Expanded Circling Minimums (New)

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

boldmethod ▶

So how do you know if your approach has these new expanded circling minimums? You'll see it in the circling minimums line - it's a black box with a "C" in the middle.

Expanded Circling Minimums Are Marked With A "C" On Approach Charts



Maneuvering To Land

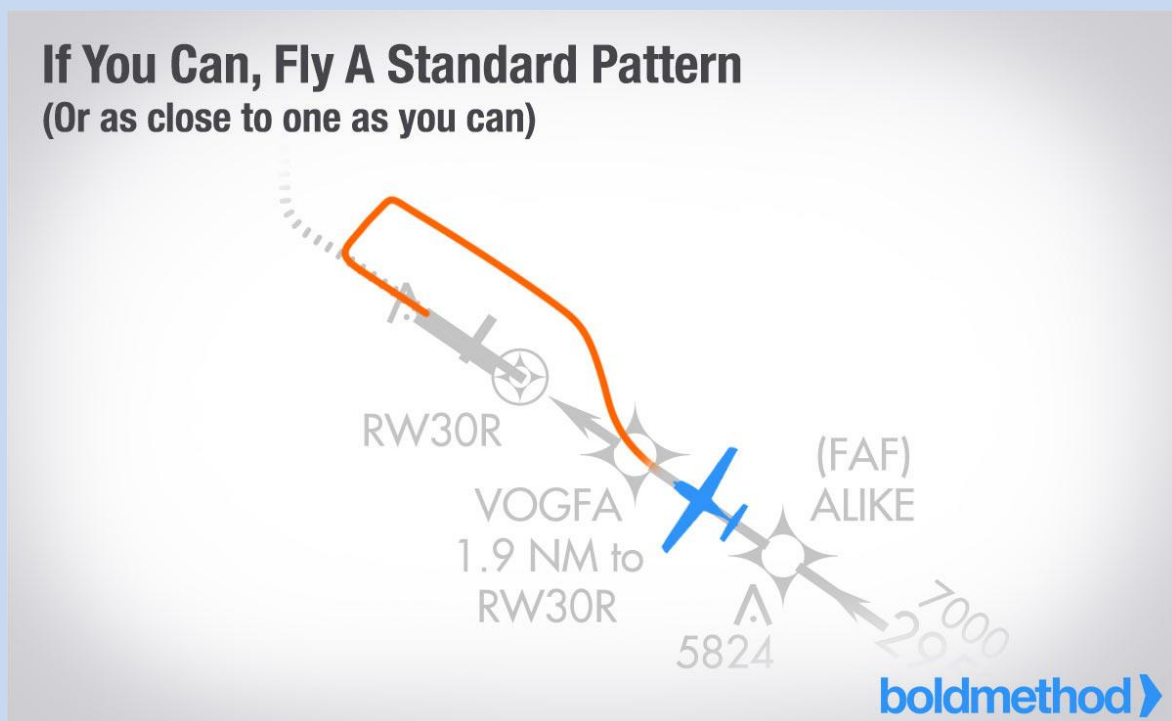
Now that we've covered the protected area, let's look at what it actually takes to get down on the ground.

If there isn't an approach for the runway you're planning to land on, or if the approach you're shooting only has circling minimums, you're going to need to do some maneuvering to get down.

Maneuvering To A Different Runway

If you're maneuvering to a different runway, the safest way to get yourself there is by keeping your maneuvers as standard as possible. Try to fly it like a traffic pattern.

In fact, if the ceilings are high enough and the visibility is good enough, it's not a bad idea to level off at pattern altitude instead of going all the way down to circling MDA. It gives you familiar descent points and power settings, and it keeps your approach to landing as normal as possible.



But if you need to go all the way down to circling MDA to get out of the clouds and spot the runway, keep in mind you'll be flying a pattern **that could be much lower than normal pattern altitude**. That means you probably don't want to start descending until you're established on final, or at least until you're

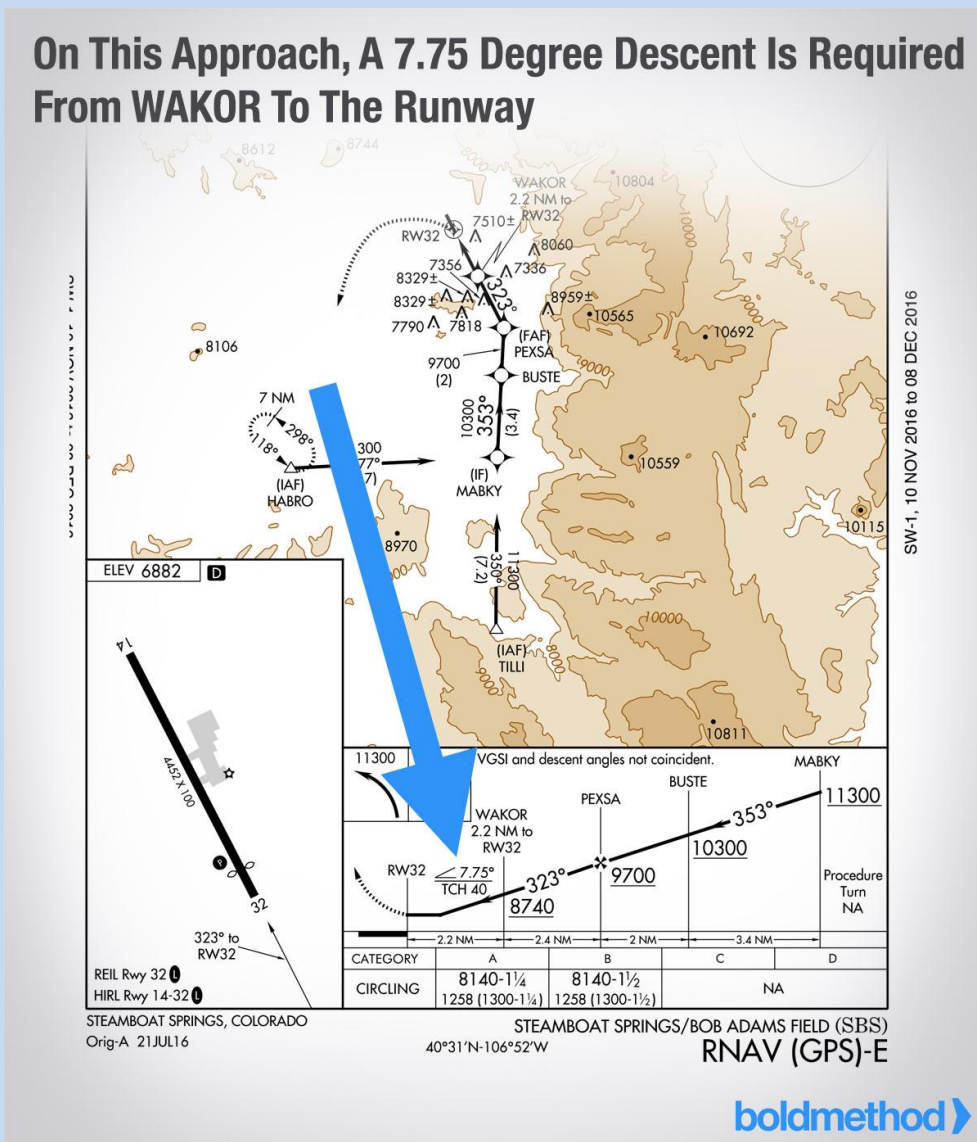
confident you're in a position where you can start your descent to landing and not hit anything, maintaining visual reference the entire time as well.

Maneuvering When You Can't Safely Fly A Straight-In

Not all circling approaches are to a different runway, but that doesn't necessarily mean you can fly a straight-in approach to land.

If you need more than a normal descent rate to land, circling-only minimums can be published for an approach.

Take Steamboat Springs, Colorado for example:

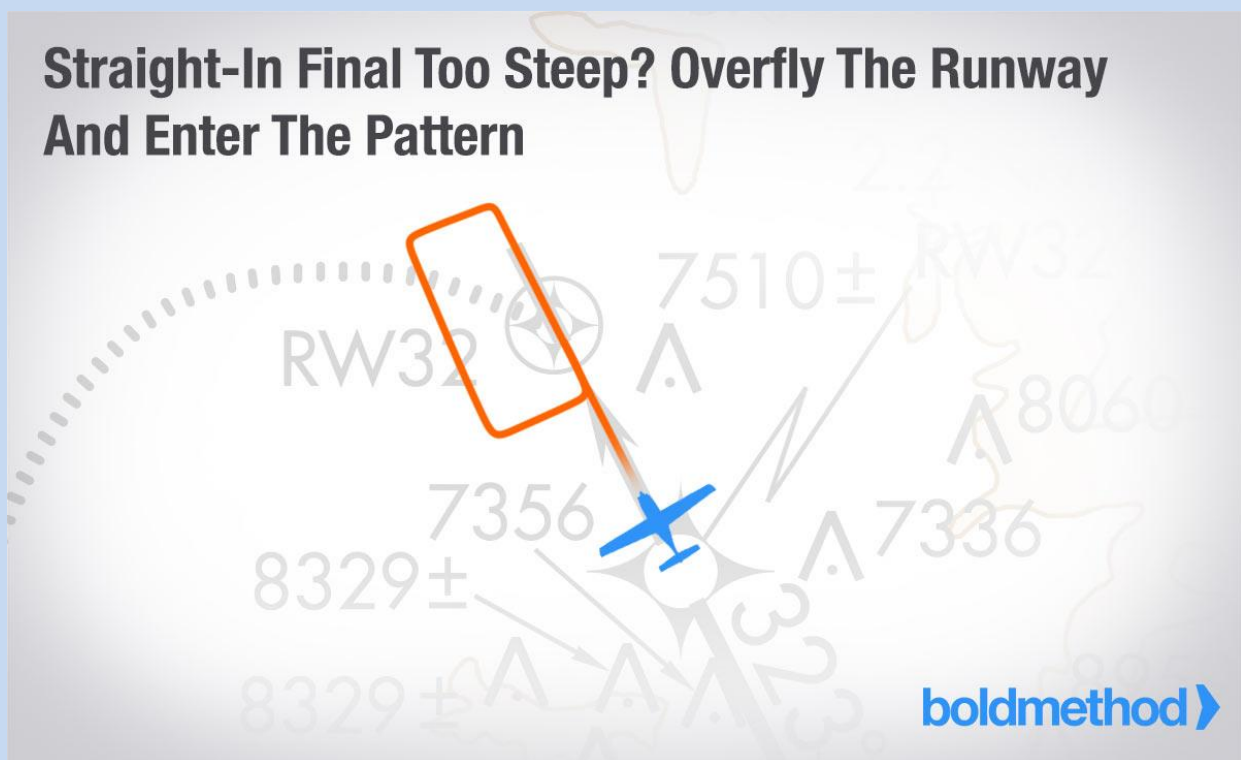


Even though the final approach course is lined up with the runway, you need to descend really fast to make it down to the pavement.

In fact, from WAKOR to the runway, you need to descend on a 7.75 degree glide path to make it down. **That's more than twice the normal glide path of 3 degrees for most approaches.**

And when the weather's bad, you probably don't want to be dive bombing to the runway threshold to get down.

So what should you do in this situation? Again, try to keep it as standard as possible, and fly the traffic pattern.



By overflying the runway and entering a pattern, you're keeping your setup and descent to landing as normal as possible. And instead of rushing, you're giving yourself a lot more time as well.

Keep in mind, however, that you need to stay within the protected area to make sure you don't bump into anything. And, you need to maintain visual reference entire time as well. That means you may need to slightly side-step the runway to keep things in view throughout your maneuver.

Safely Making It Down From A Circling Approach

Landing from a circling approach is one of the toughest things to do well in instrument flying.

Keep your circling approaches as similar to a traffic pattern as possible, and don't descend too early if you're flying below traffic pattern altitude. Do both, and you'll set yourself up for a smooth, safe landing every time.