PUTTING WINGS ON

YOUR DREAMS

VOLUME XV

ISSUE 3

T-CRAFT AERO CLUB

Editor Bert Osborn

Submitted by Jim Hudson
Membership and Safety Director

Craziness in the Traffic Pattern.

If you've been out flying on a weekend, especially Saturday's, you've probably seen that it's getting crazy out there, especially in the pattern. As the weather improves, everyone is getting out to fly. A couple of Saturday's ago, I had two incidents' in the pattern that were alarming, and both were T-Craft members. In both cases, there were 4 or 5 other aircraft either in, entering, or departing the pattern. There was lots of radio communication, especially with Caldwell on the same frequency, so it was not always possible to communicate.

The 1st incident, caused lots of confusion. A member flying 686 reported that he was entering on a Right downwind for 11. Upon questioning his position, he repeated and insisted that he was on a right downwind, then right base. A couple of other pilots questioned his position and informed him there was not right traffic at KMAN, however the 686 pilot was persistent that he was in a right pattern. It turns out he was in the left pattern for 11, but confused for some reason; after all, he was on the right side of the runway. KNOW your pattern legs.

The 2nd incident involved 89E who had correctly reported his position 5-6 miles north, reported that he was entering the pattern for 11 on a 45, and reported he was on downwind, all correct and helpful. I was at midfield on downwind for 11 in a C152 with a student and had 89E in sight, off my right wingtip – we were about parallel in the downwind. My student called out base for 11 then final for 11. 89E turned base just after we did and was heading right for us as we turned final. We thought he saw us, which he did, when he was headed for us, and then he re-entered the downwind as we landed. After talking to him later, he thought we were leaving the pattern and did not hear or see us turning base/final.

I spoke to another CFI on that day, who was flying about the same time and he bagged it, saying it was just too crazy in the pattern – probably a good idea.

I'm sure any of you who have been flying much at all have experienced similar incidents and close calls.

So – what's the take-away.

Keep your head on a swivel, be vigilant for other traffic. **see-and-avoid techniques** remain the best way of avoiding midair.

Don't assume another plane is where they say they are – often people report they're such and such a distance out but are not anywhere close to the reported distance. Also, pilots often get directions wrong, reporting they are south, when really north, east when really west. If you realize you made a mistake (we all do), correct it if possible.

Don't assume that when someone says that they have you in sight, that they are talking about you and really have you in sight, especially when there are several in the pattern.

Remain calm, fly defensively, don't get into – road rage in the sky, as some pilots do.

Know your pattern legs and call them out correctly. Follow recommended pattern entry and departure according to Airman's Inform

Thanks Jim Eyre for the video

AIM
Traffic Pattern Operations Single Runway

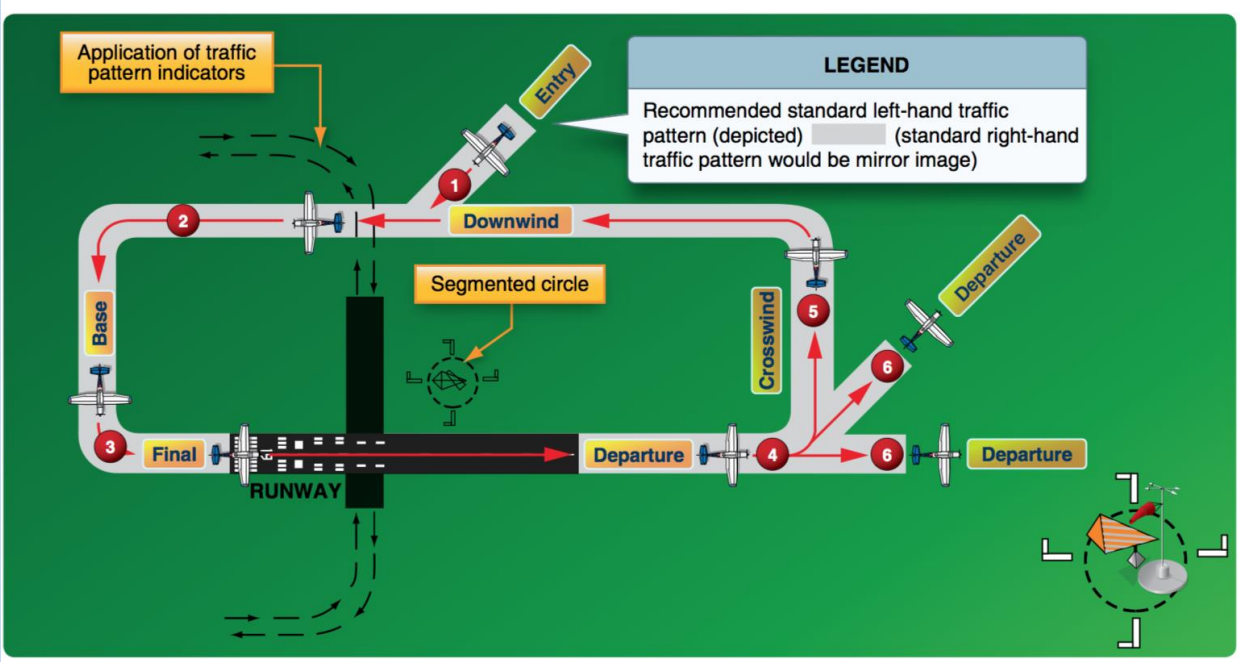

Figure 14-39. *Traffic pattern operations—single runway.*

Key to traffic pattern operations
1. *Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude.*
2. *Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.*
3. *Complete turn to final at least 1/4 mile from the runway.*
4. *Continue straight ahead until beyond departure end of runway.*
5. *If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.*
6. *If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left−hand traffic pattern; to the right when in a right−hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.*

Additional material for review can be found (click on the links) in the:
FAA flying handbook - Airport Traffic Patterns Chapter 7, and
FAA Handbook of Aeronautical Knowledge – Airport Operations, Chapter 14.

Have fun, Fly safe and Don't do anything Stupid,

Jim

April 2018

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:

The next membership meeting will be April 24, 2018. The next board meeting is April 10.

04/10/2018 – Accounts due
04/10/2018 - Board Meeting
04/20/2018 - Accounts past due
04/24/2018 - Membership meeting – Annual Backcountry Presentation.

03/31-04/07/ 2018 is the poker run.
The Poker run will end 1:00 p.m. the 7th
05/05/2018 Spring plane wash.
This is a Saturday plane wash. 8:00 a.m. through 3:00 p.m.
06/8-9/2018 Garden Valley Fly In
10/02/2018 Fall plane wash

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

Fuel Reimbursement
$4.26 per gallon.

Articles or Pictures
If you have any pictures or articles for the newsletter submit them to Jim Hudson or Bert Osborn.

Ratings:
15 Student Pilots
68 Private Pilots
01 Recreational Pilots
12 Commercial Pilots
09 Air Transport Pilots
31 Instrument Rated Pilots

Member Statistics:
105 Members
18 on wait list.
38 Class I Members (36%)
67 Class II Members (64%)
06 Inactive (voluntary suspension)
14 Suspended (BFR/Med/Attend/Billing, Including 6 Inactive)
6 Social Members (non flying, not included in "Members")

(Please report any BFR's, IPC's, Upgrades, or new ratings to Jim Hudson or Bert Osborn)

New AME
Club Member - Mark Turner M.D.
Contact Mark at 208-631-7762

Ratings
14 Student Pilots
69 Private Pilots
01 Recreational Pilots
12 Commercial Pilots
09 Air Transport Pilots
31 Instrument Rated Pilots

BFR
Dennis Nau

C182 Upgrade-Check Out
Jon Miller

New Ratings
Logan Schwisow - Private Pilot!! His CFI was Jason Hull - Congratulations!!

New Member
Elizabeth Carter – Class I, Student Pilot

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POKER RUN

The poker run started Saturday March 31 and runs through Saturday April 7. Ben has added new airports to the list. You can go as far north as Midvale and as far south as Murphy International. You have to be in the hangar Saturday April 7 at 1:00 to claim your prize. The purpose of the poker run is to get T-Craft pilots back in the air after winter inactivity and get them comfortable with landing at different airports. So grab a friend, land at 7 airports, get pictures with time stamps on them and be at KMAN Saturday April 7. You can get a really inexpensive hamburger, chips and drink.

Garden Valley – Fly-in / Breakfast June 9th

The planes are now available to schedule to fly up for the event. Contact Jim Hudson if you would like to schedule a plane. You have to have a BC level 1 or have the GV exemption checkout to fly up, or arrange for a BC CFI to go along with you. I plan on attending and will check with some other CFI's on who's available. At the event, any member can participate in the flying festivities, however if you're not BC rated, you'll have to go with a CFI (no CFI charge). You can drive up and camp, or if you have a RV, you can park outside the airport perimeter, but still use the facilities. They have very nice restrooms including showers. Some members go up Friday and camp overnight and have a pot-luck dinner and tell tall tales around the campfire. The breakfast is Saturday morning, with the flying events to follow. The events are a bean-bag drop contest and landing contest to see who can land closest to a mark, if you're short of the line, you're disqualified. Winners receive a free hour of flight and their name engraved on a plaque. The Top-Gun award is given to the pilot with the best over-all combined score in the events.

Schedule Master – Updates

Some of you, in fact most by now have probably received messages from SM that you're 90 day attendance will expire on a certain date. A field was set up in the Status tab to show the expiration date. Jim is using this as a way to keep track and notify you of your upcoming attendance expiration date. You'll get a notice 30 day prior to that date from Schedule Master. There are also two fields that you can use to keep track of your 90-day, day and night currency for carrying passengers. You can use those two fields if you wish to enter your expiration date and receive a notice 30 days prior to that date.

Updates to Membership Policy

A few changes have been made to our club policy. All items in the policy referencing our Champ taildragger and sport pilot membership have been removed.
The social membership has been removed. We will be inviting resigning members to the same privileges as a social member, without cost.
The wording of the use-it-or loose it policy has been changed to hopefully reduce confusion about the policy.

Lock the Hanger and Aircraft after you fly

Recently a member came to the hanger and found it unlocked. The member who had previously been here remembered that he rushed off and forgot to lock up. Many of you may not know that we had an aircraft stolen from the club in the mid 90's by a former member. I was not a member then, so do not know how secure our aircraft and hanger were at that time. One never knows in this day and age what kind of crazy may show up and help themselves to one of our birds. PLEASE be vigilant on locking the hanger and aircraft in the hanger and off airport.

Aerospace Career Exploration

Aerospace Career Exploration (ACE) Academy is run by the Idaho Department of Aeronautics, and designed to introduce high school students to aviation and space related careers. As a participant in the ACE program, activities may involve field trips, forums, and a hands-on satellite project. This is held in several locations in Idaho and Oregon, see the web site and application for more information. In Boise, this is a 3-day event, with the final day consisting of a flight from Boise to either Smith Prairie, Idaho City, Garden Valley landing at Nampa for a tour of the War Hawk Museum. The flights are made by volunteer pilots. I have been doing these flights for about 15 years, and one of the students had become a T-Craft member at one time. Ken Kaae has also volunteered for several fights. This year the flights will take place on June 15th. If you would like to volunteer, let me know. You have to be BC Level 1 to fly T-Craft Aircraft. If you know of a student who you think might be interested in the program, the application and more information is listed below.

See the Application form for more details about this year's ACE Academy or go to the Aerospace Career Exploration (ACE) Academies website

- ACE Application – **Due by May 1, 2018**

For further information about this annual event contact Tammy Schoen: 208-334-8775 or tammy.schoen@itd.idaho.gov

Jim Hinen from the Division of Aeronautics presents 50 year sage pilot aeronautical awards to Dennis Wheeler and James Eyre.

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

T-CRAFT STATS

Top 3 flyers

Logan Schwisow	7.3
David Nejely	5.9
Shariat Hooten	5.2

The top billing aircraft

9989E	$ 3001
13686	$ 1640
67375	$ 1362

The top three aircraft flown

9989E	24.6
13686	23.1
67375	22.7

President's report on the state of the Hangar

The architect met with the airport committee and the committee accepted our plans contingent upon receipt of a drainage plan. The contractor will work with the city to work out a drainage plan. We probably won't be breaking ground until June and hopefully we will be done by winter. .

The search for the 8th Aircraft

As has been previously reported, T-Craft is not in a hurry to purchase aircraft number 8 immediately. Right now, we don't have a place to park it and we will probably not be actively pursuing a new aircraft until later in the year. After polling the membership, the aircraft search committee had recommended a 6-place aircraft. A Cessna 206 had been recommended as had a Cherokee 6.

WINTER HEATING RULES
ONE MORE TIME
PRE-HEAT PRE-HEAT PRE-HEAT PRE-HEAT

Heaters & power cords remain out. Next time you arrive at hanger to fly and you have layers of clothing to stay warm, please remember that your aircraft is also cold. There are two (2) power cords per aircraft. One power cord for oil sump heater & another for the small heater on chair. Please leave heater on chair. Usually takes a good 30 minutes to take some chill off engine & surroundings. Except for 64R, which has oil sump heater plug located in left nose air intake, the other aircraft have a plug located near oil dip stick tube. This should have been pointed out to new members during your walk-a-bout introduction to the aircraft/hanger and certainly during your aircraft checkout. If not please get with another member to help guide you. Taking care of an engine now will give us longer engine life. Please read "Cold Weather Operations", and a related article Why you're more likely to have an engine fire this fall on our web site in the site index. Thanks. Safe enjoyable flying. DOM

HOURLY RATES (Effective 1/26/2018)

N67375
$60.00

N4464R
$69.00

N13686
$71.00

N1293F
$82.00

N1891X
$116.00

N9989E
$122.00

N7593S
$122.00

SQUAWKS

375 We are waiting to install the altitude encoder.

93F We had to replace the voltage regulator.

686 The turn coordinator isn't working. We were thinking about not replacing the turn coordinator because the G5 displays the required information. The FAA says we can't

remove it because we need to do partial panel for instrument training. We have a backup on hand.

89E The fuel card is missing. The annual will be next week. During the annual we will replace the prop control cable.

91X We are getting close to finishing 91X. This is the 3rd engine that the DOM has placed in 91X and the 15th engine since he joined the club. New tires and the nose fork have been installed. 91X will not be released until the new engine is property broken in. That will be decided when oil consumption and temperatures are stabilized.

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

Aircraft annuals have been scheduled and calendared through May.

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.

MEMBERSHIP DUES

At the Annual meeting in 2018 the membership approved continuing monthly dues at $60.00 per month. That rate combined with the low hourly rates (effective January 26th) for our aircraft, makes T-Craft the leader in high quality, low cost flying. Thanks to our Treasurer Dennis Wheeler for negotiating our lower fuel prices, and the great maintenance under the watchful eye of Maintenance Director Jim Eyre.

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OFF FIELD FUEL REIMBURSEMENT

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at $4.26 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.

Remember. You use your credit card to purchase your fuel offsite. Submit the bill to Reggie and he will give you proper credit.

The reason we have check lists

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation of long-range bombers. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet.

Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill
(thus Hill AFB, Ogden, Utah.

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, constant -speed propellers whose pitch had to be regulated with hydraulic controls, among other features.
While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man too fly. The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.
They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps Chief of Flight Testing.

Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex.
Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage.
But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.
And now you know the rest of the story.

Visitors at KBOI


U.S. AIR FORCE
U.S. AIR FORCE
U.S. AIR FORCE
MCCONNELL
MCCONNELL
MCCONNELL
AMC
00362

How To Make A Perfect Short Field Landing

- By Colin Cutler

Boldmethod

Are you landing on a short runway? Does your runway have trees at the end of it? Then you need to put your short-field landing skills into action. Here's how you'll do it, step-by-step.

How Short Field Landings Are Different

When you're dealing with a short runway, or a runway with an obstacle near the end if it, you need to adjust your approach and landing to safely touch down and stop on the runway.

So what are the steps of a good short field landing? We'll break it down into four phases: **approach to landing, clearing an obstacle, touchdown, and rollout.**

Approach To Landing

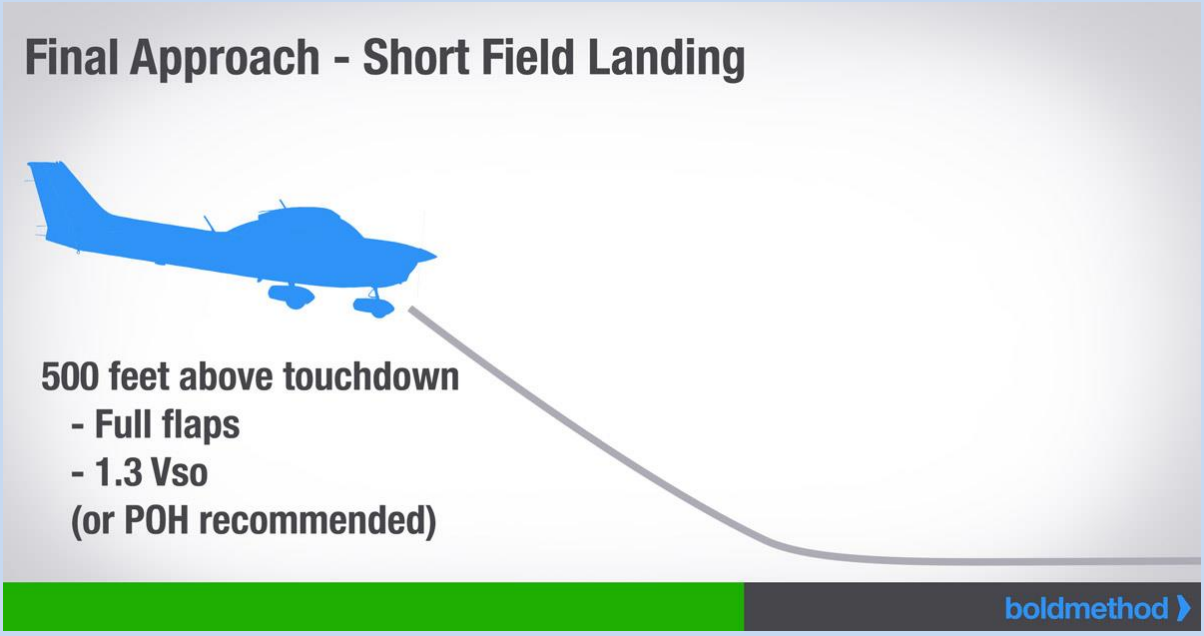
To make a great short field landing, you need to be in complete control of your airspeed and decent rate. When you're stabilized, on speed, and on glide path, you can touch down where you want, prevent your plane from floating down the runway, and stop well before you run out of runway.

All of this starts with your approach.

The Airplane Flying Handbook recommends that you fly a slightly wider-than-normal traffic pattern, so that you have plenty of time to configure your aircraft and make sure you're stabilized on your approach. You don't necessarily need to do this, but it's not a bad idea. The more time you give yourself to get stabilized, the better your landing will (most likely) be.

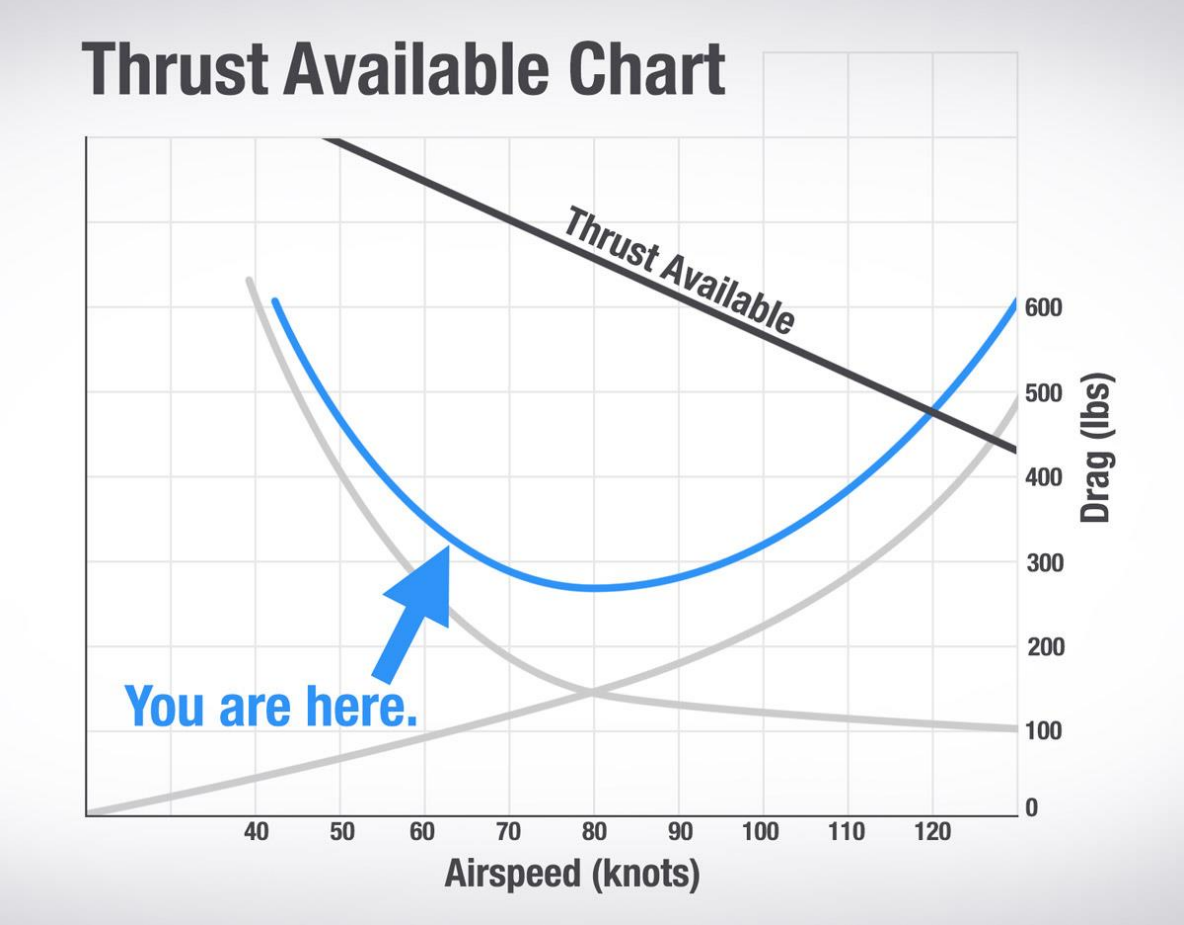
There are a few more things to consider when flying your pattern: if your POH doesn't suggest a final approach speed, you should fly final approach with full flaps, at 1.3 Vso.

For example, if you're flying a Cessna 172 with a Vso of 47 kts, 47 X 1.3 = 61 knots. As it turns out, the POH recommends a final approach speed of 61 knots for short field landings (Cessna 172S), so the math in this case works out perfectly.



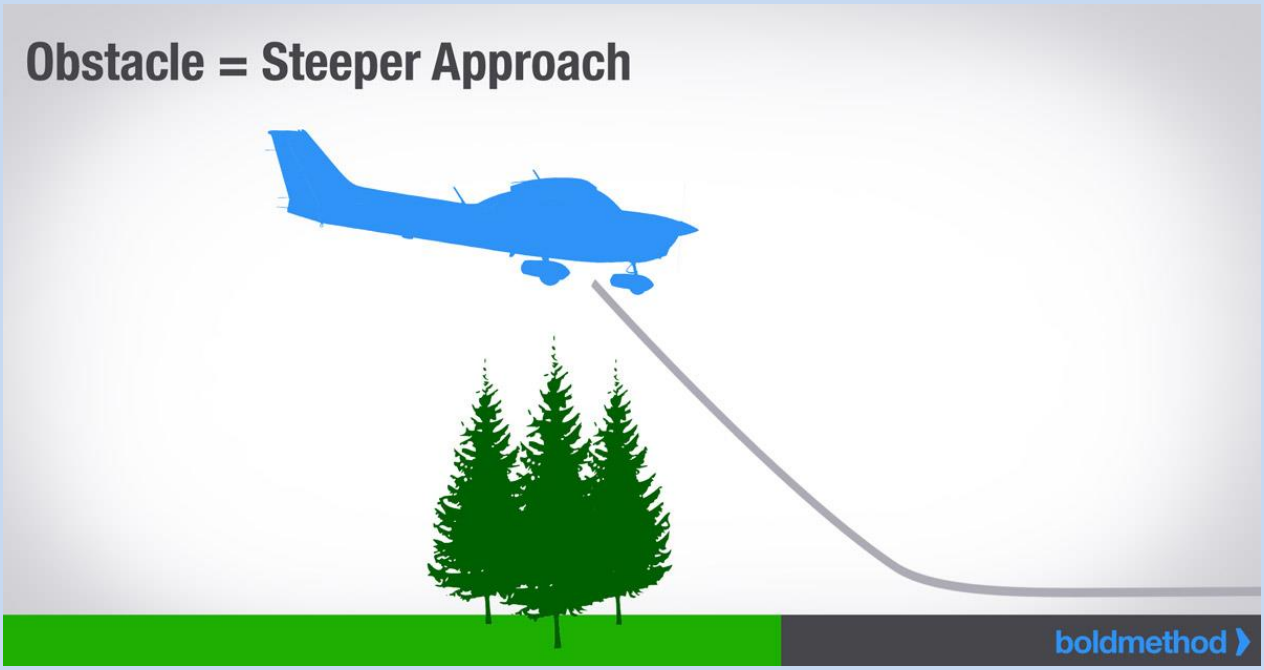
Getting comfortable with flying a stabilized approach in this configuration can be one of the most challenging parts of a short field landing. That's because when you're configured for landing on your final approach, you're on the back side of the power curve. **That means you use power to adjust your glide path, and pitch to adjust your airspeed**.

It can take a few tries to get this down. A good way to practice is to fly a pattern all the way down to short final, go around, then try it again. After a few trips around the pattern, you'll feel like a pitch/power pro.



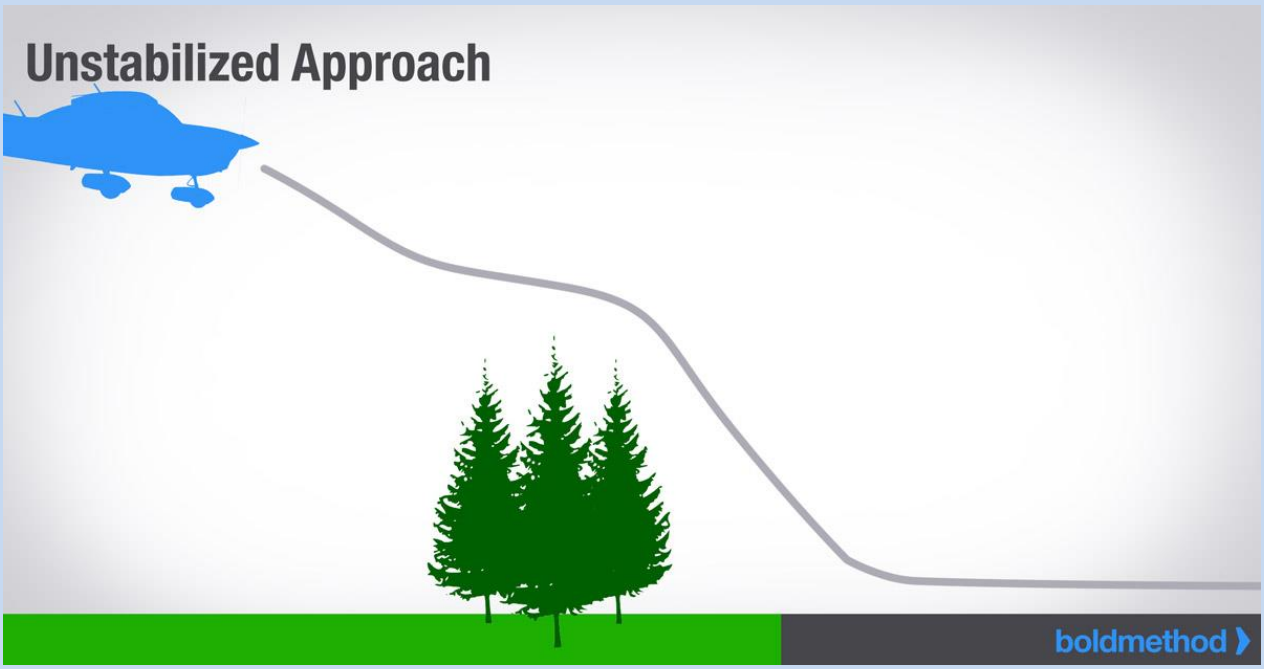
Clearing An Obstacle On Final

If you have an obstacle at the approach end of the runway, you'll want to fly a slightly steeper-than-normal approach as well. By flying a slightly steeper angle, you can safely clear the obstacle, and not use up too much runway before you touch down. The steeper your glide path, the more runway you have available to touch down.



But flying a steeper approach has its disadvantages. Since you're flying a steeper descent angle, and you have a high-than-normal descent rate, you really need to judge flare. You'll need to pitch up more in the flare to overcome the descent angle, and to arrest your descent rate for a smooth touchdown.

Timing the flare on a short field landing really comes down to practice. Flare too late, and you'll land hard. Flare too early, and you can stall early and develop a large sink rate. Neither scenario is good, and the best way to avoid either one is to practice, and then practice some more.



The more stable your final approach path, the more likely you are to make a good landing.

Touchdown

Next up is the moment when all your hard work comes together: touchdown. As you approach the runway, you want to slowly start reducing your throttle to idle.

Keep in mind this differs significantly based on the airplane you fly. If you're flying a lighter airplane with light wing loading, you'll want to start reducing the throttle as you approach the runway threshold. If you're flying a plane with higher wing loading, you'll want to keep the power in a little longer, so you don't get too slow or come up short of your landing point.

Pilot MKN

As you approach your touchdown point, keep reducing power and start flaring. Your goal is to touch down on your point at the minimum controllable airspeed, which is just above stall speed. By touching down at stall speed, you have the lowest possible ground speed, and you're setting yourself up for the shortest possible ground roll.

Rollout

Once you touchdown, you want to use maximum aerodynamic braking. By pulling back on the yoke when you touch down, you increase your aerodynamic braking, and you keep more weight on your main gear. That in turn makes your brakes more effective, because you can apply more brake pressure before your wheels lock up.

Be gentle as you apply the brakes, then start increasing braking pressure to slow down. It's easy to lock up your wheels when your ground speed is still high, and you're wings are producing a lot of lift. Keep pressure on the brakes until you know you're slow enough to make your taxi turnoff, then gently start to let up on the brakes. Smooth application of your brakes is the key to a good landing rollout.

hil242s

Common Problems With Short Field Landings

Short field landings can take some practice before you're comfortable with them. Here are some common problem areas you'll want to think about before you head out and start practicing:

- Too much airspeed on final, which causes floating down the runway
- Excessive descent rate on final, which can lead to a hard touchdown
- An unstabilized approach, where you oscillate between slow and fast descent rates, flying above and below glide path
- Over-braking on rollout, and locking up your wheels (nobody likes flat spots on the tires!)
- Setting the nosewheel down hard, instead of controlling its touchdown (remember, your nosewheel isn't nearly as strong as your mains)

Take The Next Step...

Takeoffs and landings are the first and last impressions your passengers take from a flight. Making one great landing feels good, but making consistently great landings and takeoffs is a challenge.

Lot of pilots get stuck at "I don't know why..." It can be hard to identify why your aircraft is floating, or why you have a hard time maintaining a stabilized final approach.

If you're frustrated with your landings, or if you want to improve them from where they currently are, try our **Mastering Takeoffs and Landings** course. It's an online course that helps you answer "why," so that you can improve your takeoffs and landings in all kinds of conditions. You'll learn strategies, tactics and fundamental principles that you can use on your next flight. And, the course has tools you can come back to throughout your flying career. **Learn more and sign up now.**