

Editor Bert Osborn



**PUTTING WINGS ON**

**YOUR DREAMS**

**VOLUME XV**

**ISSUE 6**

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

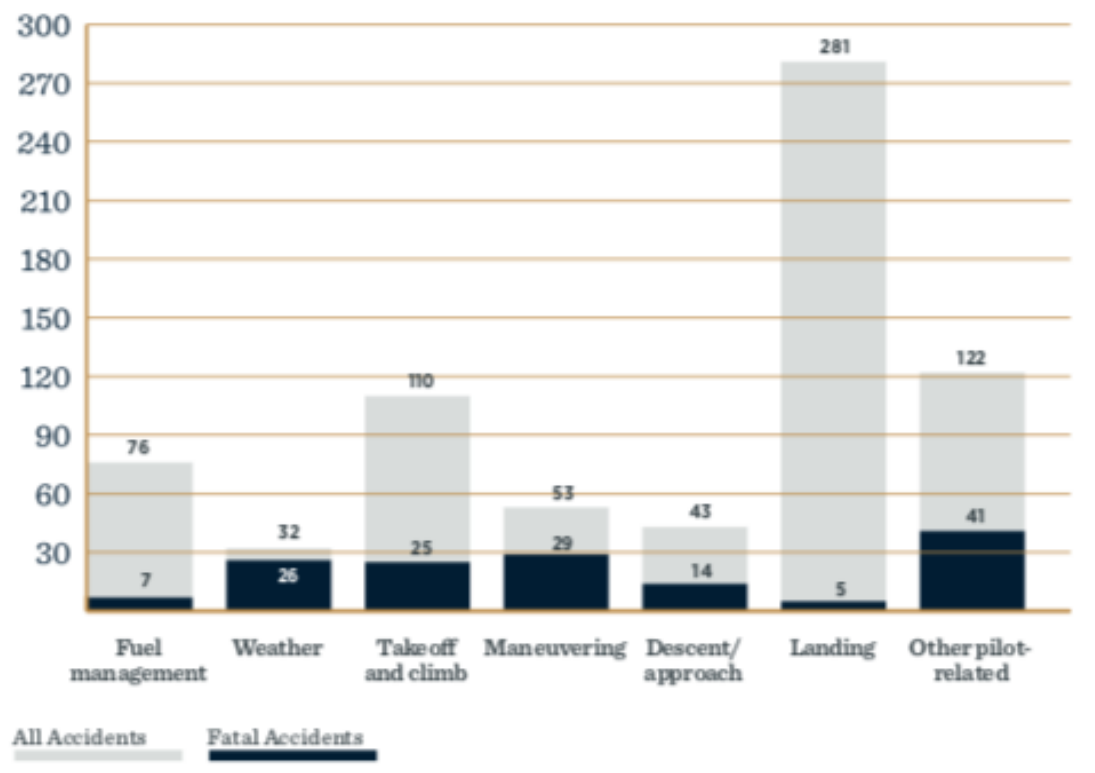
**Why do we keep making the same mistakes?**

I've been a pilot for just over 22 years, a CFI for 15 years, and membership and safety director going on 10 years. I try to keep up to date on safety issues, accident reports and statistics and it seems little changes; we pilots keep killing ourselves and passengers for many of the same reasons. The following are some statistics, that continue to be nearly the same year after year.

One, which continues to puzzle me, is Running out of fuel. This continues to be between 8-10% of the accident statistic, of which about 10% (7 people in 2014) of those resulted in fatalities.

From the latest report for non-commercial fixed wing operations 2014 click on [Joseph T Null 2017 Report](#).

**FIGURE 10. TYPES OF PILOT-RELATED ACCIDENTS**



The relative frequencies of the principal types of pilot-related accidents change relatively little from year to year (FIGURE 10). Landing accidents are consistently the most common; in 2014, they outnumbered takeoff accidents by more than two and one-half to one. More unusual was the fact that the greatest number of fatal accidents and second-highest number overall fell into the miscellaneous “other pilot-related” categories. Weather accidents were once again the most consistently lethal, though almost 55% of maneuvering accidents and nearly one-third of those during descent and approach were also fatal.

The “Other” category of pilot-related accidents includes:

- 28 accidents, seven of them fatal, attributed to inadequate preflight inspections
- 15 non-fatal accidents while taxiing, including two collisions between aircraft on the ground
- 42 accidents during attempted go-arounds, of which five were fatal
- Three accidents, one fatal, in which loss of engine power during cruise was blamed on the pilot’s failure to use carburetor heat
- 10 instances, all fatal, of controlled flight into terrain during cruise flight
- One unexplained loss of control in the cruise phase of an IFR flight (also fatal)
- Six cases, five of them fatal, of pilot impairment by alcohol and/or drugs
- Three fatal accidents triggered by physical incapacitation of the pilots involved
- Three episodes of pilot incapacitation for reasons that could not be determined afterwards; two were fatal.

Statistics are interesting, but why we keep making the same mistakes, don't we ever learn? I don't have an answer, I've made my share of mistakes and I'm still around, and I hope I've learned from some of my mistakes and others. I'm much more conservative than I used to be, I take fewer chances, I try to stay proficient. As a CFI, I fly often and see lots of mistakes (that's how we learn), and try to correct them before it's too late and hope I can avoid them myself. I read, watch video's and try to learn from others.

Some recent things I've come across on the topic:

This is a good video on CFIT – [Avoiding Controlled Flight into Terrain](https://youtu.be/JBxg6hqbAr8)

Controlled Flight into Terrain (CFIT) accidents continue to occur in GA despite enhanced technologies available in the cockpit. Watch this video to learn more about the causes and potential mitigation strategies for addressing these accidents and improving safety in the NAS. <https://youtu.be/JBxg6hqbAr8>.

The FAA Safety Briefing magazine will discuss these topics in the upcoming issue.

There will be a live webinar on July 9<sup>th</sup> Monday, July 9, 2018 at 18:00 MDT, [Click](#) for further details:

The July/August 2018 issue of *FAA Safety Briefing* uses a *Casablanca* theme to address a serious and potentially deadly issue: the persistently consistent causes of GA safety mishaps. We “round up the usual suspects” in our feature articles, covering familiar safety topics like loss of control, weather, runway safety, and fuel management.

Feature articles cover:

Common causes of GA mishaps

- Maintaining aircraft control
- Avoiding wrong surface operations
- Resisting the temptation of VFR into IMC
- Managing instructional risk.

Be careful out there. Fly Safe and Don't do anything Stupid.

Jim

## July 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	31				

### Calendar of Events:

#### Articles or Pictures

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

#### Member Statistics:

105 Members  
18 on wait list.  
35 Class I Members (33%)  
70 Class II Members (67%)  
06 Inactive (voluntary suspension)  
11 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)

#### Ratings

14 Student Pilots  
69 Private Pilots  
01 Recreational Pilots  
11 Commercial Pilots  
10 Air Transport Pilots  
32 Instrument Rated Pilots

The next membership meeting will be Tuesday, September 25, 2018. The next board meeting is July 10..

07/10/2018 – Accounts due  
07/10/2018 - Board Meeting  
07/20/2018 - Accounts past due

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

#### BFR

Mark Slusser,  
Steve Moore  
Lan Smith  
David Lamoreaux  
Jeff Nuttall (Aero Service)

#### BackCountry Level 1

Jon Miller  
David Thomas

#### New Member

Doug Case (former member – rejoined) -  
Class I Private Pilot Class I



**Welcome Aboard Doug!**

### **New Ratings**

Private Pilot – Elizabeth Carter – CFI  
Brett Boesiger.



Shown with DPE Julian Pridmore-Brown

**CONGRATULATIONS ELIZABETH !**

### **New AME**

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

### **Garden Valley – Fly-in / Breakfast June 9th**

We had 19 members and 16 guests at the Garden Valley Fly-in. Viviane and Ben put on a great breakfast.

### **Contest Results**

#### **Spot Landing**

Jon Miller 1 foot  
Bert Osborn 3'7"  
Jay/Brian Case - non club 33'  
John Baglien 50'  
John Moen 75'

#### **Bag Drop**

Dave Thomas 2'  
Ben Brandt 10'8"  
Kevin Harvey/Jim Hudson 12'2"  
Jon Miller 14' 4"  
John Moen / Jim Hudson 17' 4"

The Top-Gun award is given to the pilot with the best over-all combined score in the events.

Top Gun: Jon Miller

### **Solo**

Andrew Bentley – CFI Jason Hull / Jim  
Hudson



**CONGRATULATIONS ANDREW!**



## **CARE OF YOUR AIRCRAFT**

### **Take Time After You Flight**

We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except its advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger lights left on, the hanger itself not locked, lock code not returned to 0000. There should be no need for any such reminders, 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 take you time when ending your flight and be vigilant on taking care of these items.

### **Oil Usage**

Fellow members/owners - in the big scheme of things OIL is relative inexpensive. However over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repeatedly said if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read [Aircraft Oil Usage](#) on our web site under Site Index.  
DOM – James Eyre

### **Would you wash your car with this?**



After flying 89E in preparation for a trip this evening (July 1<sup>st</sup>) I found ALL of the water buckets in about the same condition, nearly empty and filthy dirty. Whose job is it you ask to fill these up? We'll aren't you an owner? Would you wash your car with this? There is a spigot on the SW corner of the hanger that YOU the owner can use and fill up the bucket if they are dirty or low.

**It looks like this**



In thinking about this and the other items of neglect as mentioned earlier, this may be part of the reason our accident rate doesn't improve. It's the little things, lack of attention, lack of following check lists, maybe too much in a hurry that things may catch up to one in a critical phase of flight. In a recent accident during a go around with a C182 (Bold Method article) the pilot forgot to take off carb heat in high density conditions and the lack of performance apparently cause them to plant the nose wheel back on the runway in a failed climb. Consider what would happen in a C182 in a go-around situation with carb heat left on, prop not in full, maybe flaps not retracted from landing, in high density attitude. Lack of attention to details could and probably does cause many accidents. Another contributor is being in too much a hurry. Too much a

hurry to check the weather, NOTAMs, fuel requirement, proper run-up, etc. I wonder how many items are neglected in flight when I see forgetfulness in putting away our aircraft, sloppiness in following checklist when shutting down,? Another concern is proficiency. I am deeply concerned when I see a member who hasn't flown for several months, take a long trip with his family. He might have to go out and make 3 touch and go's to be FAA legal, but what would happen if this pilot would encounter something that tested his/her proficiency.

A dirty water bucket, too much oil added, and simple things members keep forgetting to do riled my up. I realize I'm probably speaking to the choir, since most diligent members probably read the newsletter and are very conscientious about safety and care of our aircraft. It's all of our responsibilities to hold all members accountable if you see something amiss.

Membership / Safety Director  
 Jim Hudson

### Fuel Reimbursement

Our T-Craft fuel rate is currently \$4.48/gallon

You may have noticed that we are being charged \$4.63 at the AV Center pumps. The board will discuss the increase at the next board meeting.

REMINDER-We receive a significant discount from the AV Center published prices. PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

### HOURLY RATES (Effective 5/26/2018)



N64375

\$61.00



N4464R

\$71.00



N13686

\$73.00



N1293F

\$84.00



N1891X

\$119.00



N9989E

\$125.00



N7593S

\$125.00



## SQUAWKS

Aircraft annuals have been scheduled and calendared through August.

### Scheduling

It's getting into the busy time of the year in the use of our birds, and other areas of our lives. **Members are forgetting they have a plane scheduled and are not canceling their schedules!!** Some reminders on scheduling. Please keep track of your scheduled appointments and cancel your schedule as soon as you know you cannot make it. If it seems like bad weather and no one might want to fly in it, cancel your schedule anyway, you never know there might be someone wanting to do some instrument training, or some other reason another member would like the plane. You should get two email reminders from schedule master; 5 days and 1 day prior to your appointed schedule. If you forget when you're scheduled, you can get a listing of your schedules by selecting "My Schedules" from the Schedule Tab.

**Safety is top priority, and canceling at the last minute due to weather forecast is understandable and will not be questioned.**

\* A reminder that club policy allows another member to take the plane if no/show in 30 minutes. Also, a 1 hour/day fee at the rate of the plane you have reserved may be assessed you do not fly as scheduled.

\* If you are scheduling multiple days your flying hours should be equal to or greater than the days reserved. For example, if you have the plane from Friday evening through Sunday you should have 3 hours or more. This is meant to discourage short trips, say to McCall for several days. This is not a written policy but is a "guideline" rule we have tried to meet respecting other members access to the aircraft.

\* Do not block out time you are not sure you will use. Blocking out aircraft so it is available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips at the last moment has a very negative impact on other members resulting in complaints.

\* For those of you having trouble scheduling aircraft. Check with the pilots who have the slots you are interested in and see if swapping planes or schedule adjustments could potentially meet both members needs.

### Schedule Master – 90 Day Attendance and Day/Night Currency

Some of you, in fact most by now have probably received email notices from SM that you're 90 day T-Craft attendance will expire on a certain date. A field was set up in the Status tab to show that expiration date in. This is a way to keep track and notify you of your upcoming 90 day attendance expiration date. You'll get a notice 30 day

prior to that date from Schedule Master. You should also get a message after that notice when you log on to Schedule Master. As per club policy, your scheduling and flying privileges will be suspended if you exceed this date, and any future schedules will be canceled if you're suspended.

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. Students can use the 90-day currency field to keep track of your 90 day endorsement to continue to solo.

### **From Member Lan Smith**

Fellow flyers,

I am missing my Light Speed Zulu2 headset. I believe that I left it in 375 (the 152) in October. If you may have picked it up, please get it back to me by any means you feel comfortable. There will be no questions asked.

Thanks. Lan Smith (208) 365-1754 email: lsmith5833@msn.com

### **OFF FIELD FUEL REIMBURSEMENT**

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.48 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.

### **Aerospace Career Exploration**



Jim Hudson and Ken Kaae were volunteer pilots giving some high school kids a thrill on the final day of the Idaho Department of Transportation's ACE program. Flights departed from Boise to Smith Prairie, Garden Valley, and then to KMAN. After the flights they visited the WarHawk Museum

### **Billing – Reggie Sellers**

There have been a few mistakes made with the Flight Log System logging so I am writing this in hopes of helping with the billing accuracy.

1. The Flight Log System is NOT connected to Schedule Master in that if you Log a plane out in the Flight Log System and then decide not to fly, you need to log the plane back in. Cancelling the flight in the Schedule Master on-line system WILL NOT cancel the flight in the Flight Log System. You have to do BOTH.
2. When you log a plane in PLEASE hit the GREEN FINISH button. If you hit the cancel button, the flight will not be logged back in making it very difficult and confusing for the next member to take that airplane.
3. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out. We are all owners of the planes and it is important that the billing is accurate.

Thank you and Happy Flying,  
Reggie Sellers

#### **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

## AOPA Missoula Fly In

The club had a very good representation at the AOPA Fly In at Missoula Montana. Tad Jones submitted a picture of 64R in the air for the Fly In.



From DOM James Eyre





A few of the photos the from spring plane wash. Others will follow.





### **From t-Craft member Ken Kaae**

As we all know, anything that says “aircraft” on it is expensive. All we need to do is listen to Jim Eyre’s maintenance reports and it doesn’t take a rocket scientist to realize the the truth in that statement.

As a part of my business, one of the items that we perform calibration on, is wire strippers. That’s right, simple wire strippers that are used by technicians for stripping wire for airplane and helicopter repair activities. After the wire is stripped, then a crimping tool is used to crimp on a connecting lug or connector. There is a specific standard that requires no more than a certain number of strands to be nicked, and none cut. If you really are interested, the FAA AC 43.13-1B outlines the standard, including the number of wire strands in each gauge of wire. So, my technician tells me we need a few more wire sizes to use to perform additional tests on a new set of strippers for a customer. So I place the order for Mil Spec aircraft wire. Simple you’d think. Well think again Sky King! The spools of wire show up and low and behold, included with each spool, is the test report for each lot of wire that came from the manufacture. If you look at each test that was run, you can see there is nothing third rate about the wire. Simple wire. Who would have thought! Keep in mind for each test, the instrumentation used to make that test, has to be calibrated to make the test valid.

That’s how the costs start to add up for maintenance!

Now for the sleep challenged, crimpers, torque wrenches, VOR, Localizer, Glide Slope DME, TACAN, IFF (we know it as transponder) ..... well, maybe next month!

Ken Kaae

CUSTOMER:	Thermax (IS)	PO No:	01574651
SPECIFICATION:	AS22759/16-22-9 "A"	REF PO No:	N/A
THERMAX P/N:	22-ACFZ-1934 WHT/PRT	MFG DATE:	4/10/2018
CUSTOMER P/N:	N/A	SO No:	01574651

22-LACFZ-1934 Test description	Requirement	MEASUREMENTS
Conductor Stranding/Material	19 strds of 34 AWG TPC	Confirmed
Conductor Diameter	0.0285-0.0314 "	0.0290 "
Conductor Resistance	16.200 Ohms/Mft max	16.200 Ohms/Mft
Conductor Elongation	10 % min	10 %
Solderability	MIL-STD-202, METHOD 208	Passed
Insulation Material	Extruded ETFE	Confirmed
Insulation Diameter	0.050-0.054 "	0.052 "
Color	Per Order	WHT/PRT
Insulation Resistance	5000 MOhms-Mft min	63521 MOhms-Mft
Insulation Elongation	150 % min	432 %
Insulation Tensile Strength	5000 psi min	6427 psi
Concentricity	70 % min	85 %
Removability of Insulation	Per spec	Excellent
Identification	Per order	M22759/16-22 12814 REV A
Durability Identification	125 cycles min @ 500 g	Passed
Stripe Color	Per order	N/A
Durability Stripe/Band	125 cycles min @ 500 g	N/A
Wrap Back Test & Mandrel Bend	200 ± 2°C for 2 hrs	Passed
Shrinkage	0.1250 " max @ 200 ± 2°C for 6 hrs	0.0124 "
Cold Bend	-65 ± 2°C; 2.2 kVrms	Passed
Thermal Shock Resistance	0.0600 " max @ 150 ± 2°C	0.0310 "
Finished Wire Weight	3.68 lbs/Mft max	3.30 lbs/Mft
Voltage Withstanding	2.2 kVrms min	2.2 kVrms
Spark Test (Dielectric Proof Test)	5.7 kV @ 3.0 kHz ac	Passed

**PASSED**

*Paulina Perez S*

Paulina Perez  
AUDITOR

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