

# T-Craft Aero Club

## Monthly Newsletter

April 2022



Putting Wings  
on  
Your Dreams

Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

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## IMPORTANT NOTICES

### Sad News

(Submitted by Reggie Sellers, T-Craft Billing Director)

It is with a very heavy heart that I let you all know that we have lost our beloved friend and long time maintenance director, Jim Eyre. He passed away at home with his sweet wife at his side.



We owe our lives to this great man for keeping our planes in top notch shape for many, many years. His service to us as a club, was always exceptional.

He served our country as a helicopter pilot and squadron leader and was able to rescue countless soldiers in Viet Nam. I would hang on every word listening to his stories while we flew and serviced our planes.

He fought the great fight suffering from a blood disorder for the past few years but always kept an eye on our aircraft making sure everything was serviced and in tip top shape.

Jim was a great friend to many of us and will be sorely missed and never forgotten.

I will pass on any information regarding memorial services that will be held.

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## Newsletter Articles by Jim Eyre

(Submitted by Jim Hudson, T-Craft Director of Membership)

Jim Eyre's news articles were just one of the many ways he contributed to our club. Besides his GA thoughts, he shared four articles about his service in Vietnam. You can find all of these articles on the [T-Craft webpage under newsletters](#). The link to his Wright Brothers 50-year Master Pilot Award in October 2018 is a nice testimony to this great man.

- 2009 – December: - Musings from DOM
- 2012 – July: Jim E and Grandsons take Top Dog at Garden Valley Fly-in. Also, Jim gives inspiration flight to a nephew.
- 2012 – December: Winter Flying Tidbits
- 2013 – February: Break-in and Beyond
- 2013 – December: This is Stupid
- 2015 – March: More about Brakes
- 2015 – June: Vietnam Experience- "This won't be the last you'll hear of this, Eyre, That, I can assure you!"
- 2015 – October: Winter Ops Considerations
- 2016 – February: Carb Ice and Heat Boxes
- 2016 – April: Vietnam Remembrance, Air Cavalry Operations part 1
- 2016 – June: Vietnam Remembrance, Air Cavalry Operations part 2
- 2016 – August: The Ole Shimmy Dance
- 2016 – October: Safety through different eyes
- 2016 – October: Leave no one behind – Vietnam experience.
- 2017 – February: Valve Care
- 2017 – March: Helicopters and Helicopter Pilots are different
- 2017 – December: Baby it's Cold
- 2018 – February: New Engine Break-in
- 2018 – October: Wright Brothers 50 year Master Pilot Award – Photo's and video
- [October 27, 2018 - YouTube](#)
- 2019 February: Carb Ice and Heat Boxes
- 2019 September – Tires, How to make them last longer.

God Bless you James.

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## Len Erickson Named T-Craft Aero Club Director of Maintenance

(Compiled by Editor)



After careful consideration, the Board of Directors named Len Erickson as the T-Craft Aero Club's Director of Maintenance. Len will serve in this capacity for the remainder of Jim Eyre's term and then will be eligible to stand for election at the appropriate January membership meeting. Len says,

"I Graduated from the University of Minnesota with a BS in mechanical engineering in 1977. I worked for Boise Cascade as an Engineer for over 37 years at various locations around the US, and currently work part time as a consultant.. I have been interested in aviation my whole life, but it was not until 2003 that I was able to put together the time and money to get my private license. I joined T-Craft, in 2006. I am a Vietnam vet that was a "Tail Gunner" on B52's, (another story). I have volunteered at The "EAA Oshkosh AirVenture for over 25 years. I enjoy flying, not to go anywhere, just the joy of flying."

### The Poker Run - Details

(Submitted by Ivan Sudac, T-Craft President)

1. Anyone can participate. Club or non club members. You can use a club aircraft or a personal aircraft.
2. Starting Sun Apr 10, fly to any local airports of your choosing. Up to 7 airports. Take a photo or have some evidence you landed (ForeFlight, etc). Member John Moen will be taking money and running the show. Helped by DeAnna Roe, and David Nejely.
3. Come to the T-Craft hangar on Sat Apr 16. Between 12:00pm- 2:00pm.
  - Pay \$10 to anti in and play poker. You will get UP to 7 playing cards. One for each airport you visited in the prior week.
  - The best 5-card hand wins
  - 1st place- 50% of the pot
  - 2nd place-30%.
  - 3rd place-20%
  - Plus a small aviation related gift for the top three.
4. Enjoy a delicious BBQ lunch and some world class T-Craft socializing! Member Pete Glick will be the head chef. Helped by Ted Chester and Julio Iuliano.
5. Bring your friends and family. [Click here to sign up](#) with total number attending so Pete and his crew get enough food.

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### Caldwell Airport (KEUL) Renamed & Gets New CTAF - Repeat

(Submitted by Jim Hudson, T-Craft Membership Director)

#### REMINDER

- The KEUL CTAF is **123.000 MHz**.
- The official airport name is now: **Treasure Valley Executive**.

There is a PERMANENT NOTAM up announcing the frequency change. We expect that NOTAM to remain active until the changes work their way through all the various FAA publications where they are referenced.

Please double-check your radios to be sure you are "on" the correct frequency going forward!

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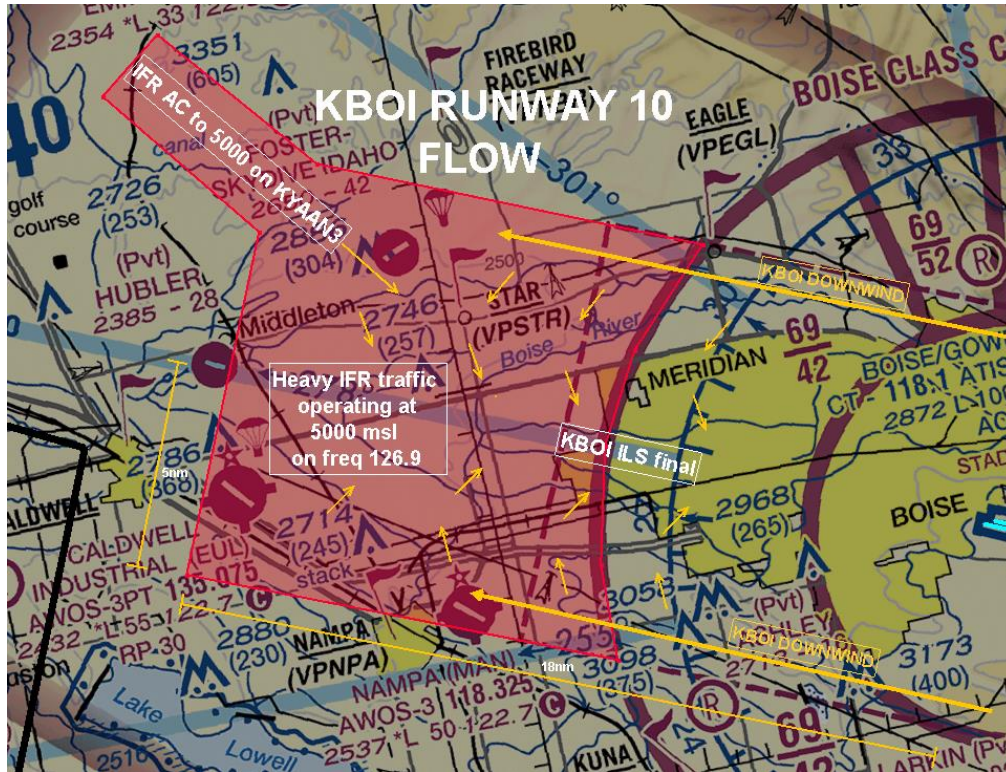
### Boise Tower Safety Advisory (FAA Letter to Airmen LTA-BOI-13) - Repeat

(Submitted by Amber Bickmore, Air Traffic Manager, Boise Tower)

Subject: VFR traffic that operate in and out of KEUL/KMAN are advised to use extreme caution when operating above 4500' msl in the area west of KBOI.

Cancellation: 03/26/2022 1200 (UTC)

Background: Boise Air Terminal/Gowen Field (KBOI), Nampa Municipal Airport (KMAN) and Caldwell Industrial Airport (KEUL) have experienced tremendous growth in air traffic over the past 3 years. Because of this increase in traffic and required separation, KBOI final approach course for RWY 10 has extended further west, beyond what has been normal for many years. Procedures to operate on the final approach course for KBOI RWY 10 require IFR aircraft to be at or descending to 5000 msl up to 18 nm west of KBOI. BOI ATCT is attempting to alter procedures to above 6000 msl however this process will take several months to procure. KMAN/KEUL traffic often operate just outside of Class C airspace with no restrictions.



Result: There has been an increase in traffic alerts and resolution advisories in the area west of KBOI. IFR aircraft landing KBOI, who are in communication with BOI ATCT operating outside of Class C airspace are conflicting with VFR pilots operating in and out of KEUL/KMAN that are not required to be in communication with ATC. These occurrences are continuing to increase.

Advisory: VFR traffic that operate in and out of KEUL/KMAN are advised to use extreme caution when operating above 4500 msl in the area west of KBOI (see depiction on VFR sectional). Avoiding this area when operating above 4500 msl will greatly reduce the likelihood of conflicts with traffic landing KBOI. This advisory applies at all times but will have the most impact when KBOI is on an east flow (RWY 10).

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### Changes to Instrument Rating Cross Country Approach Requirement

(Submitted by FAA Safety Team)

Notice Number: NOTC2305: The Federal Aviation Administration (FAA) recently reviewed two legal interpretation and determined they were overly restrictive. The Glaser (2008) and Pratte (2012) legal interpretations focused on the requirements of an instrument rating under § 61.65. Specifically, the requirement to use three different kinds of approaches with the use of navigation systems to meet the requirements of § 61.65(d)(2)(ii)(C). These interpretations inaccurately concluded that an applicant for an instrument rating must use three different kinds of navigation systems to meet these requirements.

On February 28, 2022, the FAA rescinded both the Glaser and Pratte legal interpretations, stating the regulation's plain language requires three different types of approaches, not three different navigation systems. Certificated flight instructors (CFI) and designated pilot examiners (DPEs) should be aware that the requirements for an instrument rating may be met by performing three different approaches, regardless of the source of navigation. More information is available at: [https://www.faasafety.gov/files/notices/2022/Mar/61.65 Recission memo.pdf](https://www.faasafety.gov/files/notices/2022/Mar/61.65%20Recission_memo.pdf)  
Send comments/questions to [9-AFS-800-Correspondence@faa.gov](mailto:9-AFS-800-Correspondence@faa.gov)

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**Pilot Proficiency Pays Off**  
(Submitted by FAA Safety Team)

Notice Number: NOTC2318: Studies have shown that pilots who participate in regular proficiency training are much less likely to experience accidents. The FAA's *WINGS* Pilot Proficiency Program is one way for GA pilots to ensure they are competent, confident, and safe in their flight operations.

[Read More on Our Blog](#)

[Download Printable Fact Sheet](#)

[Watch WINGS Pilot Proficiency Program in 57 Seconds](#)

NOTE: Our landing page URL has changed. Use [http://faa.gov/safety\\_briefing](http://faa.gov/safety_briefing) as a shortcut to get to <https://www.faa.gov/newsroom/faa-safety-briefing-magazine>. The URLs to our [magazine archives](#) and [#FlySafe fact sheets](#) have also changed.

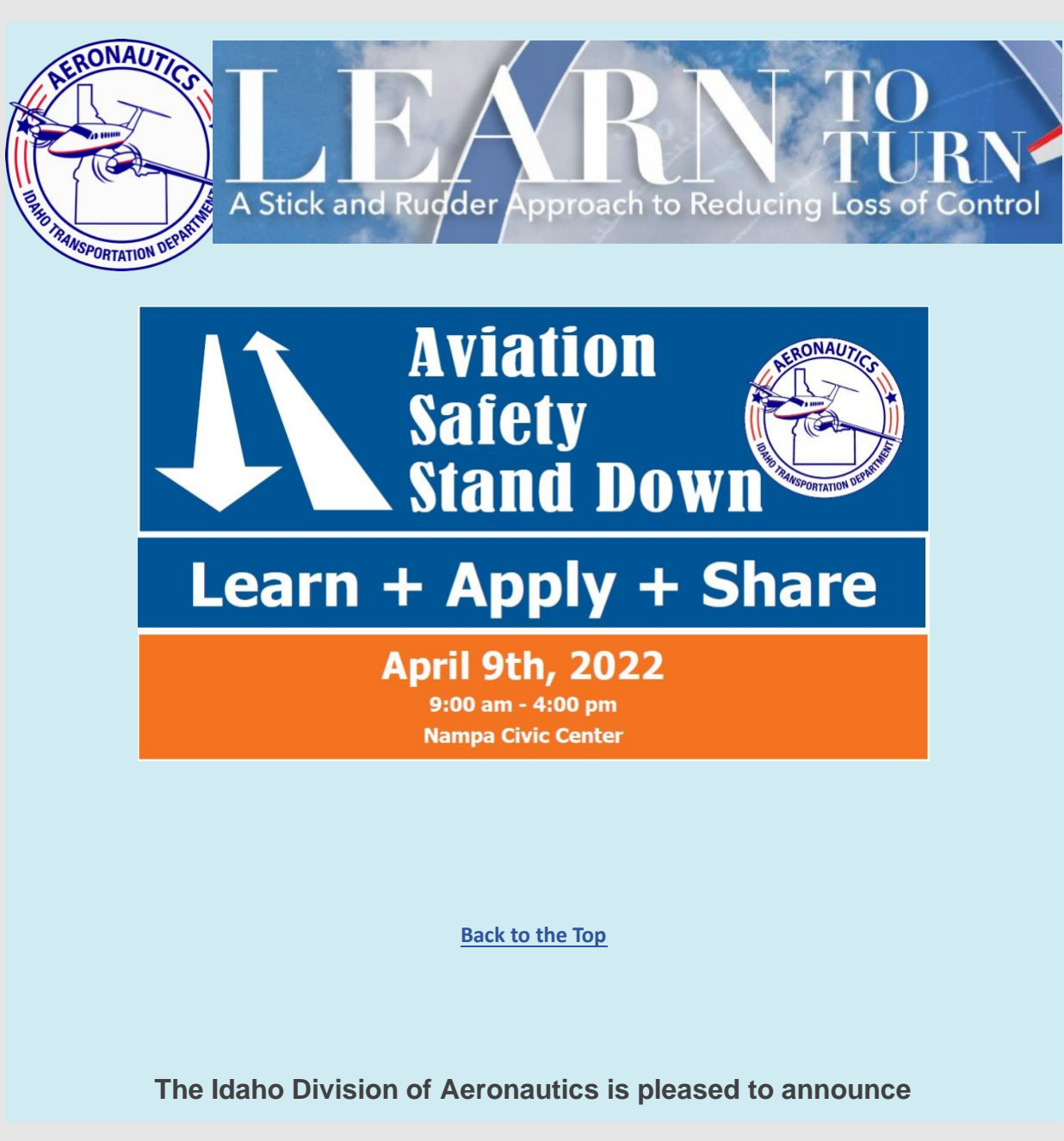
All previous links to PDF files have changed and cannot be redirected. If you saved any links to PDF fact sheets or archived magazine issues, those may need to be updated.

**Idaho Division of Aeronautics Safety Stand Down – 9 Apr-Repeat**  
(Submitted by Jim Hudson, T-Craft Membership Director)

Aviation Safety Stand Down has moved to the spring. It will be Saturday April 9th at the Nampa Civic Center from 9 am – 4 pm. Gathering of Idaho Pilots to discuss best-practices and safe ways to prepare for an exciting season of flying.

Registration Link. <https://www.eventleaf.com/e/22AviationSafetyStandDown#map>

In the past T-Craft has had a great turnout, register early to get a spot. There are some great links on the registration page to get started. AOPA has a awesome set of Backcountry resources on their link. There may also be a virtual version available. This looks to be a great event to start the flying season off. It's also on the club calendar now.



The banner features a light blue background. At the top left is the Idaho Division of Aeronautics logo, which includes a circular emblem with an airplane and the text 'AERONAUTICS' and 'IDAHO TRANSPORTATION DEPARTMENT'. To the right of the logo, the text 'LEARN TO TURN' is written in large, white, serif font against a blue sky background. Below this, the subtitle 'A Stick and Rudder Approach to Reducing Loss of Control' is written in a smaller, white, sans-serif font. In the center, there is a dark blue rectangular box with white text. On the left side of this box are two white arrows pointing upwards and to the right. The text reads 'Aviation Safety Stand Down' in a large, bold, white sans-serif font. To the right of this text is a smaller version of the Idaho Division of Aeronautics logo. Below the dark blue box is an orange rectangular box with white text that reads 'Learn + Apply + Share'. Below the orange box is another orange rectangular box with white text that reads 'April 9th, 2022', '9:00 am - 4:00 pm', and 'Nampa Civic Center'. At the bottom center of the banner, the text 'Back to the Top' is written in a small, blue, sans-serif font. At the very bottom of the banner, the text 'The Idaho Division of Aeronautics is pleased to announce' is written in a bold, black, sans-serif font.



## the 2022 Aviation Safety Stand Down

Nampa Civic Center  
April 9th, from 9 am to 4 pm

The 2022 Aviation Safety Stand Down is a FREE event scheduled for the 9th of April 2022 at the Nampa Civic Center in Nampa, Idaho from 9:00am to 4:00pm. Light refreshments will be provided.

Master Instructor Rich Stowell will discuss avoiding Loss-of-Control Accidents using his new Learn to Turn program.

The afternoon session will cover preparing for Backcountry flying. We will review several new initiatives we have been working on with surrounding states, aviation organizations and the AOPA Air Safety Foundation.

This event is sponsored by the Idaho Division of Aeronautics and will focus on ways to hone our skills and make this flying season safe and fun.

Although this is intended to be an in-person event, we may be able to stream the sessions as well.

### More Information

- Rich Stowell - <https://www.richstowell.com/>
- Learn to Turn Book - [https://apps.itd.idaho.gov/Apps/info/Aero\\_Learn2Turn.pdf](https://apps.itd.idaho.gov/Apps/info/Aero_Learn2Turn.pdf)
- Learn to Turn Resources from Community Aviation - <https://www.communityaviation.com/program-product/learn-to-turn>
- AOPA Backcountry Portal - <https://www.aopa.org/training-and-safety/air-safety-institute/BackcountryResourceCenter>

[Register here](#)



Idaho Division of Aeronautics | <https://itd.idaho.gov/aero/>



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## CALENDAR & CLUB STATS

### Month Ahead

Apr 2022						
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

### Coming Events

**7 Apr 2022:** Board mtg, 7pm, Zoom

**12 Apr 2022:** Backcountry Seminar, 7:00pm

**10 Apr 2022:** Accounts due

**10-16 Apr 2022:** Poker Run

**20 Mar 2022:** Accounts past due

**21 Apr 2022:** Member mtg, 7pm, Venue TBD

**25 Apr 2022:** Last flight day in billing period

**9 Apr 2022:** IAA Safety Stand Down

**16 Apr 2022:** Emmett Wings & Wheels Fly-In

**17 May 2022:** Plane Wash

**17-Jun 2022:** Garden Valley Fly-In

### Member Stats

120 Members

96 Active flying members (cap: 14 x 7 = 98)

37 on wait list-(22 active, 15 holding) 14-18 month wait

37 Class I Members (33%)

83 Class II Members (67%)

13 Inactive (voluntary suspension)

22 Suspended (20%—BFR/Med/attend/billing inc 13 inactive)

### Member Ratings

12 Student Pilots

69 Private Pilots

29 Commercial Pilots

10 Air Transport Pilots

48 Instrument Rated Pilots (not all are current)

### Member Achievements

Hootan Shariat, Instrument Rating – Gordon Hall CFI

David Nejely, Instrument Rating – Gordon Hall CFI

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## OUR FLEET

(Rates Effective 26 Mar 2022. Click [ScheduleMaster](#) to see latest aircraft status - login required)


<p>C-152 (110HP) <a href="#">N67375</a> \$78.00/hr</p>
<p>Back online Thur, 31 March. New fuel tank.</p>

 <p style="text-align: center;">C-172M (160HP) <a href="#">N13686</a> \$95.00/hr</p> <p>Online</p>	 <p style="text-align: center;">C-172 (160HP) <a href="#">N4464R</a> \$95.00/hr</p> <p>Online, 100 hr inspection set for week of 4 April</p>
 <p style="text-align: center;">C-172N (180HP) <a href="#">N1293F</a> \$109.00/hr</p> <p>Online</p>	 <p style="text-align: center;">C-182P (230HP) <a href="#">N9989E</a> \$153.00/hr</p> <p>Online</p>
 <p style="text-align: center;">C-182Q (230HP) <a href="#">N7593S</a> \$153.00/hr</p> <p>Online</p>	 <p style="text-align: center;">C-182Q (230HP) <a href="#">N121M</a> \$153.00/hr</p> <p>Online. 2 new G5s installed w/OAT sensor for winds aloft</p>

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## FUEL REIMBURSEMENTS

### \$6.65 per gallon

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.

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## AIRCRAFT CARE

**Windscreen Care:** When cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

**Post 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 doors left open, hanger lights left on, the hanger itself not locked. 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 relatively 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 repletely 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. James Eyre

**Check Lists (Revised):** The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – Jim Hudson

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## HANGAR SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.
- There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).

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## SCHEDULE MASTER (REVISED)

### ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

**90 Day Attendance and Day/Night Currency (Revised):** A field was set up in the "Status" tab in Schedule Master to show the date that your 90 day attendance will expire. You'll get a notification via email 30-days prior to that date from Schedule Master. You will also get a message after that notification when you log on to Schedule. Your flying and scheduling privileges will be suspended as per club policy if you do not attend a club function prior to, or on that date in the 90 day attendance box. Membership meetings, board meetings, and other club functions are credit for attendance.

There also are two fields that can be used by members to set your flying 90 day expiration dates. You will get notification from Schedule Master 30 days prior to the expiration dates you set.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy.

**Sharing** aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be 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 it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Schedule ahead of time, you can schedule 90 days in advance.
- For long trips you can schedule up to 14 days consecutively, longer with board approval.
- Call the member who has the aircraft and time slot you want/need and see if they can swap or may already be looking at canceling the flight but haven't canceled yet.
- Use common sense and respect other members.

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## BILLING & LOGGING

**Billing:** 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.

**Logging (revised):** The FlightLog System is NOT connected to Schedule Master. 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.

- LOG OUT BEFORE FLIGHT:
  - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
  - Enter fuel, oil usage

- Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
- Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
- 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.

Report any issues to Reggie Sellers at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)

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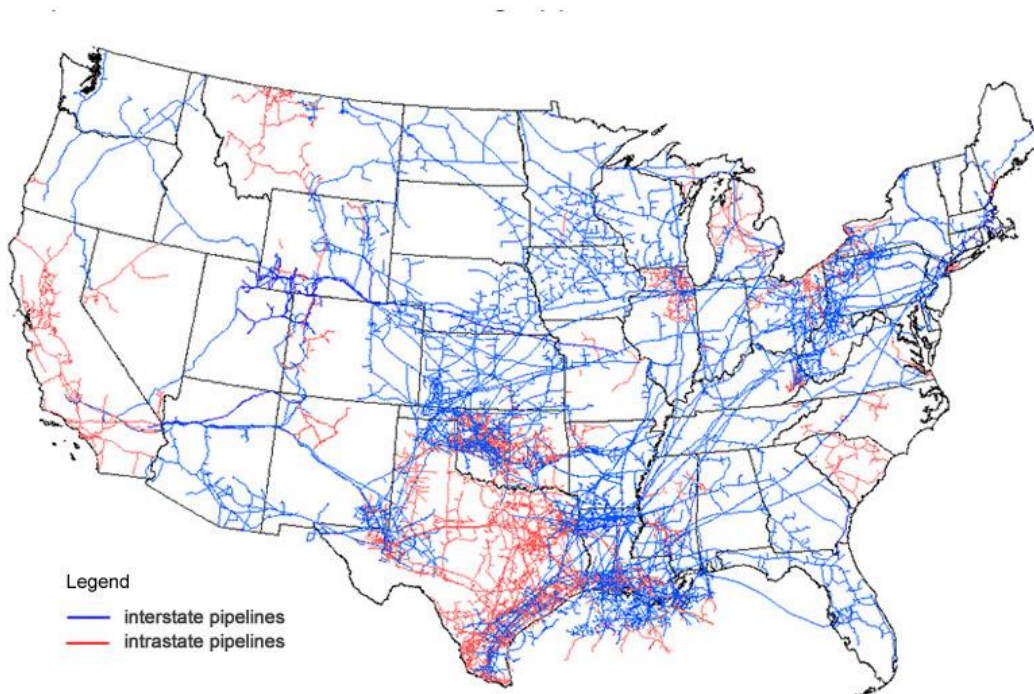
## TIPS, TRICKS AND FUN

### Where Does our Gas(oline) Come from, or How to Avoid Taco Tuesdays

(Submitted by Ken Kaae, T-Craft Treasurer)

With the rise in fuel prices, I thought it might be of interest to discover the source of our aviation fuel. I'll trace it back to the beginning of its journey in the pipeline. The actual source of the crude can be your own discovery.

The crude oil enters a 16 inch pipeline starting in Casper, Wyoming. This line is owned by Frontier Aspen Pipeline. It makes it's 289 mile journey to the southwest corner of Wyoming, near the Utah border. Here, at Frontier Station, it transitions to the 95 mile long Holly Energy Partners pipeline to Salt Lake City. Salt Lake City is home to 5 refineries. They are, Holly, Silver Eagle, Flying J, Chevron and the largest of them all, Tesoro. Once refined into gasoline and other components, aviation fuel is mixed with Tetraethyl Lead. The amount of lead (yes, actual lead) that is added to the fuel is 2.12 grams per gallon of fuel. Continuing the mystery, where on earth does this lead compound come from you ask inquisitively! It is



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shipped in from the only legal producer of tetraethyl lead in the world, Innospec Corp. with headquarters in Denver. The actual TEL is manufactured at their facility in the UK. Since it's a very hazardous product and contaminates everything it comes into contact with, once mixed with gasoline, it has to be trucked to be delivered to the fuel tanks at Nampa. It absolutely cannot be pumped up the pipeline to Boise. The old leaded fuel for 110-130 octane Av gas contained 4 grams of TEL. Back in my gear head days in the late 60's early 70's, auto fuel contained 1.0 gram of TEL per gallon. If you spill av gas on your hand, the chalky white stuff left after evaporation is the Tetraethyl Lead! Don't lick your hands!

Actual auto fuel, diesel, jet fuel, etc. is pumped up the Marathon Corp. pipeline from SLC to Boise. It continues to Pasco, WA then terminates in Spokane, WA. This is an 8 inch pipeline and operates at a pressure of 1200 psi to 1760 psi. The Boise tank farm on Curtiss Road, is where each company adds their special blend of additives and it becomes Chevron, Shell, and others. The actual gasoline is the same product base for all the retailers. The way various retailers accomplish selling gas cheaper, it there are less or less expensive additives added to the fuel before transportation to your local gas station.

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### Big Iron

(Submitted by Jonathan Miller, T-Craft Pilot)



There's a low hum coming from rows of full motion simulators; a definitive energy despite the time of day. It's early in the morning, and the level B simulators run nearly around the clock. Despite the pre-dawn hour, I'm excited for the opportunity that lies ahead.

I chose a different career path than my father (Army helicopters) and my brother (American Airlines). But like many of you with the flying bug, I've often wondered what a career as a professional pilot would be like. Most of us sitting in seat 34B have often daydreamed of sitting in the flight deck instead of in steerage. I'm not ignorant to the fact that flying for a mainline carrier would have a litany of struggles and idiosyncrasies that would sprout a few extra gray hairs – it's a job. What job doesn't have some things that make you cringe? However, that persistent

curiosity of what it would be like to drive the ship has never left me.

Late at night, I ran across an old AOPA article from a decade ago detailing a program named ATOP: The Airline Training Orientation Program. Much to my surprise, it still exists. For the price of 3.5 hours of hobbs time on 89E you can get an undeniably unique experience. They've been developing this program for over 25 years. I decided to sign up for the year long wait list. At a minimum it would be a great opportunity to see what being an airline pilot would be like. But perhaps its greatest utility would be giving me a legitimate opportunity to prove to my brother (and Ivan) that landing a C152 in a cross wind is more challenging than landing a plane that has a max take-off weight of over 170,000 pounds.

I chose to fly the 737/800. This is the same plane by brother flies, and I would be flying it at his airline's facility. A full day of ground school and FTD work is modeled after a mini-recurrent training. It's a great experience to dig into schematics and really see first-hand some of the complex knowledge that goes into getting a type rating in one of these large jets. You get into turbofan theory, and then they introduce the concepts of cockpit flows that so many GA pilots don't utilize in our piston engine singles. There was an option to get a high-altitude pressurization endorsement, too. Why not?

My hour in the simulator was a great experience (Sim #5, the same one my brother had his check ride in for his type rating). Half of this time was as pilot monitoring, the other flying. The instructor likes to have some fun, so he would fail systems and give engine fires and things like that in the extended downwind at DFW. Flying through turbulence while trying to work through the hydraulic system checklist is challenging. However, the instructor clearly used it as a way to demystify all that knowledge learned through the morning. With his guidance you work through the checklist to solve the situation and bring it around to join the localizer for the visual on 17C. After a visual approach and then an approach to 200ft ceilings with a 1800ft RVR, I got my logbook signed, my instrument currency extended, and a great experience to boot. I'll let you guess which one of those landings was smoother; I have videos of both.

I'm not sure if I'll ever change careers just to keep aviation in the family business. However, after an experience like this, I'm not intimidated by the prospect. Check out [atopjets.com](http://atopjets.com) if you are interested in checking out the program, or you can talk to me the next time I see you (I have videos of the landings). Don't be intimidated by the experience. Class sizes are small. There were two people older than 65 in my course and two student pilots. You can choose to go to American and fly the 737 or go to JetBlue and fly the A320. But seriously, who wants to fly an Airbus?

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### The Mountains Are Calling—Flying the Majestic Yellowstone Region

(Reprinted from AOPA Pilot)

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### The Siege of Khe Sanh

(Reprinted from Air Facts Journal)



The story I am about to tell is true. It happened to me while assigned as a C-130 pilot during the Vietnam conflict. My home station then was Naha Air Base, Okinawa, an island in the East China Sea south of Japan. From 1967 to 1970, my unit sent its flight crew members and aircraft on temporary duty to Cam Rahn Bay, South Vietnam, for two-week rotations.

While in Vietnam, our job was to airlift US personnel and equipment from one American base to another. The itinerary covered most bases daily. The equipment airlifted included jeeps, light trucks, forklifts, spare parts, food supplies and, on rare occasions, North Vietnamese prisoners, also known as VC or Viet Cong, captured during the ground battle. The VC prisoners were kept on an island near Saigon. Of all the daily runs, the most desirable route was the fresh fruit and vegetable run to a town located in a mountainous area—Dalat—beautifully kept and untouched by the war. [Read more . . .](#)