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T-CRAFT AERO CLUB

Volume 5, Issue 1, January 2008

MONTHLY NEWSLETTER

Maneuvering Aircraft on Snow Covered Surfaces

General Information

General Membership Meeting:

29 January 2007, 7:00 p.m. EAA/CAP Hangar

Board Meeting:

12 February 2008; Location TBA

FUEL RE-IMBURSEMENT PRICE FOR January 2008: \$3.74

Members who have purchased fuel "out of pocket" can deduct this price per gallon from bill, or the billing director can credit the amount on next statement. Please include copy of receipt either way.

DO YOU HAVE QUESTIONS ABOUT THE CLUB? POLICES? OR GETTING A NEW MEMBER APPLICATION? WE HAVE THE ANSWER! CLICK [HERE](#) TO FIND OUT!

Special Announcements

During the [upcoming General Membership Meeting](#) the Board of Directors will present their **Annual Reports**. Also, an **Election** will take place that enables you to vote for the following

Aircraft Maintenance

Remember: Monitor 121.5 after landing, and before shutdown, to be sure the ELT in your aircraft hasn't been activated.

Aircraft doors and locks are VERY SENSITIVE. Insert keys and gently turn. Slamming doors and forcing keys to operate seriously harms latches and security devices.

[375](#): Nothing to report.

[686](#): In the shop for reupholstering and exterior repaint.

[64L](#): Going in for an annual inspection this month.

[91X](#): Engine en route.

[0YD](#): Oil change due shortly.

[93S](#): HSI issues are being investigated.

USE TACH TIME FOR SQUAWKS PLEASE. This helps the maintenance team tremendously!

offices: President, Vice President, Secretary, and Facilities Maintenance. Be sure to attend. Bill McGlynn will be chairing our Nominations Committee this year. Be sure to have your nominee's name ready when his team calls.

REMEMBER: Club planes should ALWAYS be fueled with our fuel cards unless off site, even if there is no receipt. 93S also has new fuel card, please follow instructions on back of card and pump screen.

To maintain eligibility for Avemco Insurance each pilot is responsible to keep his/her Medical Certificate and BFR current.

We are interested in stories and/or pictures of trips from the membership! Please remit to secretary@t-craft.org or call Jeff Vanhoozer (ph: 861-3972).



If you haven't been checked out to fly Back country, should you be here?

Reminders

PLEASE REMEMBER TO CANCEL YOUR FLIGHT IN SCHEDULE MASTER IF YOU CAN'T FLY. THE BOARD CAN CHARGE ONE HOUR PER DAY AT THE SCHEDULED

The sign-out sheets have not changed. Continue to use HOBBS Time for sign out sheets. This will continue to be the way you are billed.

Please check Schedule Master and Squawk Sheets for new Squawks on the aircraft you are about to fly. Also, please call the next pilot scheduled to fly if you Squawk the aircraft. **AND DON'T FORGET TO LIST YOUR NAME AND PHONE NUMBER!**

**From the
Membership
Director**

Ground Maneuvers on Snow and Ice

When there is snow or ice on the taxiway and runway, maneuvering the aircraft can be a little tricky. First of all, just like a car on ice it can slide, possibly off the taxiway or runway. One way to help prevent this is to taxi slowly. Another condition to watch out for is when there is a mix of snow and pavement. If you are turning on pavement and go over ice or snow, the nose wheel could start to slid forward. When the nose wheel hits the next patch of pavement it puts a side load on the tire. I have been in an aircraft where this happened and it broke the seal on the tire and we got a flat. If you do start to slid forward straighten the nose wheel out so when you hit the pavement again the nose wheel is pointing straight, thus removing the side load.

This is also a concern on landing. If you land and the aircraft is not aligned with the runway the aircraft will continue down the runway, sliding on the snow. If you hit a patch of pavement you could easily put a side load on the tires. This could lead to a flat tire or the aircraft could start to veer off the runway in the direction the aircraft was aligned. Really make sure you have the aircraft aligned with the runway on your landing.

Also snow banks, especially if they have had a chance to freeze can cause damage to tires. Approach them slowly

AIRCRAFT RATE ACCORDING TO T-CRAFT CLUB [POLICY #15](#).

The EPA is cracking down on pilots dumping "sumped" fuel on the ramp. It is a very steep fine if you are caught. We have purchased devices to filter the fuel back into the aircraft. It is a little cumbersome the first time you use it, but it is necessary. Remove the top (strainer) section of the fuel tester, drain fuel, and place fuel strainer on top of tester. Open top of strainer and carefully replace fuel back into fuel tank.

You can order Apparel from [Bulldog Shirt Shop](#) in Nampa on 12th Ave. They have our logo and will put it on any item in there catalog. Click on their name for the map and phone number.

Keep your contact information (phone numbers, email addresses, postal address) updated in [Schedule Master](#). To check or update your contact information, login to Schedule Master, click the "User" tab at the top, then click the link that says "Click here to edit your user info" which appears just above the list of users.

Gift Certificates are now available. Contact the Board of Directors for more information.

cause damage to tires. Approach them slowly and carefully.

Winter flying can be beautiful and quite fun. Just be careful in the snow.

Jeff Beers

Please let [Jeff Beers](#) know when you earn new wings levels, or pass other milestones like first solo, new ratings, etc.

From the Board

The Board has decided to allow any members wishing to post classified ads in the newsletter for aviation items only.

Please email your ads to [Jeff Vanhoozer](#).

ANY MEMBER CAN REQUEST THE MINUTES FROM ANY MEETING. Any member that would like a copy of any meeting minutes can contact [Jeff Vanhoozer](#) by email. Any member of the board can provide the minutes as well.

The 2007 Annual Report will be available to Members. Please send your request to James Ferdinand at president@t-craft.org