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# T-CRAFT AERO CLUB

Volume 5, Issue 8, August 2008

## MONTHLY NEWSLETTER

### Situational Awareness

#### General Information

**General Membership Meeting:**

30 September 2008, 7:00 p.m., EAA/CAP Building

**Board Meeting:**

9 September 2008, 7:00 p.m., T-Craft Hangar Office

**Ground Classes:**

September Classes TBA

**Fuel Reimbursement Cost for August 2008:**

**\$5.05/gal.**

Members who have purchased fuel "out of pocket" can deduct this price per gallon from their bill, or the Billing Director can credit the amount on their statement. Include a copy of the receipt with T-Craft payment.

**[Club planes should ALWAYS be fueled with our fuel cards unless off site.]**

[Answers](#) concerning our Club, Policies, or even locating a New Member Application for your friend or family member can be found [HERE](#).

#### Aircraft Maintenance

**Got a squawk?** Write the tachometer time on the Squawk Sheet. Use the Hobbs time for all other recordings.

**NOTICE:** Information below may or may not be accurate. Consult Schedule Master and clipboards on hangar wall for the most recent information concerning your aircraft.

[375:](#) New push-to-talk button installed; EGT ordered.

[686:](#) Landing light replaced; EGT ordered.

[64L:](#) Ground wire for ADF disconnected; #2 radio will be removed.

[91X:](#) VFR Certification completed; hard wired push-to-talk; repaired cylinder/broken primer line; replaced stall horn.

[0YD:](#) Nothing to report.

[93S:](#) Bad cylinder replaced; safety pins installed in pilot seat adjustment track; new fire

## Special Announcements



The August Hangar Party group installed permanent wheel chocks, and applied a fresh yellow line outside our hangar doors. Thanks for a great job!

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

## Reminders

Thanks to all who completed the annual AVEMCO Insurance Questionnaire.

Park your vehicles away from the T-Craft hangar, especially if it does not fit between the concrete drain and the building.

**Take pride in your hangar. Pick up after yourself.**

Please delete the remainder of any unused flight time from Schedule Master immediately after landing. Somebody may be able to use that time. Refer to T-Craft Club [POLICY #15](#).

extinguisher installed; repair piece for horizontal stabilizer ordered; IFR Certification completed; windshield condition being closely monitored.

NOTICE! Your aircraft must be properly signed out, including the correct designation; for example, local, cross country, maintenance, replacement aircraft search, etc. If an aircraft moves, breathes, or sneezes, it MUST be correctly documented for maintenance and billing.

**Aircraft components and locks are very sensitive. Slamming doors and forcing keys to operate seriously harms latches and security devices.**

## From the Membership Director

*by Jeff Beers*

### Situational Awareness

We have all heard and read about how a pilot needs to have good situational awareness skills. This includes watching for other aircraft before taking off, looking before entering the traffic pattern and in flight scanning the skies around us. This visual scanning is very important and as a student pilot we were taught a technique for this. One area of situational awareness that I think gets overlooked is listening to the radio. Sometimes I have found pilots do not always listen to the calls of other pilots.

The following is a good example of this. Twice this summer I was in the pattern at Caldwell for 30, there was traffic in the pattern for both Caldwell and Nampa and I heard someone say they were going to enter on a 45 for 11 in Nampa. I waited for a moment to hear if any of the aircraft in the Nampa traffic pattern would say anything to the incoming traffic. One time I heard an aircraft in Nampa give a

**Catch your sumped fuel.** Not only is it a safety hazard to you and your aircraft, but the EPA may be monitoring the field. Sump the fuel into a **CLEAN** catch can, then pour the fuel back into the tank through the strainer/filter (located in your aircraft).

**Help keep the bellies on our ladies clean.**  
**Read "Aircraft Oil Usage" on the T-Craft Website for more information.**

**If you had a momentous landing, monitor 121.5, after landing and before shutdown, to be sure the ELT in your aircraft hasn't been activated.**

**Look cool** wearing your T-Craft emblazoned cap and shirt that you bought from [Bulldog Shirt Shop](#). Located on 12th Avenue Road South, Nampa, Idaho, they have our logo and will put it on any item in their catalog.

**Post Post Flight Check List:** a) Clean all glass -- inside and out, including suction cup smudges on interior windows. b) Clean and pick up trash in cockpit and cargo bay. c) Vacuum carpet. d) Clean all leading edges, including wing and main gear spring struts, flaps leading edges, cowl chin, rear empennage leading edges, propeller, spinner, and wheel pants. e) Remove the Aircraft Checklist from your kneepad and return to the aircraft.

T-Craft Members are responsible for keeping their 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. AVEMCO will remove your name from their insured list for failing to keep your License and Medical Certificate current, and you WILL be suspended in Schedule Master.

heard an aircraft in Nampa give a position call in the pattern but no call to the incoming traffic. Both times a made a call to the incoming traffic that the active runway in Nampa was 11 and there was traffic in the pattern. The incoming aircraft then changed to 29. Here I was in Caldwell and I was aware of the situation in Nampa. My thoughts were the incoming traffic should have been aware of the active runway since there were aircraft giving position calls and the aircraft in the pattern at Nampa should have been aware of the incoming traffic for the wrong runway. Sometimes it is easy to tune the radio out and not pay attention to it. I could be we're concentrating on flying the airplane or maybe someone is talking or maybe we just weren't listening. What ever the reason, it's good practice to listen to radio calls. I listen to all the radio calls for our area and try figure out were that aircraft is and what its intentions are.

Knowing where an aircraft is and what it plans on doing is a big part of situational awareness. Listen to all the radio calls, it is a great way to know where the other aircraft are. The more you practice this the better your situational awareness skills will improve.

Fly safe.

Jeff Beers

**There is no waiting list!** Summer is a great time to recruit more members. Our aircraft **LOVE** to fly students and veteran pilots alike. Tell your friends about T-Craft -- **"Putting Wings On Your Dreams!"**

**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 of Directors has decided** not to make any changes at this time in Schedule

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary, [Jeff Vanhoozer](#)

Master concerning **Standby Scheduling**. Members are encouraged to communicate with one another to assure cooperation and courtesy.

.If life is too exciting, you can ask any Board Member for a copy of any of the Minutes, or you can e-mail the Secretary ([Jeff Vanhoozer](#)), and have a copy sent right to your home.

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