

PUTTING WINGS ON

YOUR DREAMS

VOLUME XV

ISSUE 7



Editor Bert Osborn

Go-Around Mistakes

Submitted by Jim Hudson

Membership and Safety Director –

The following is from “Pilot Workshops” – Wally Moran. Pilot Workshops offer great tips in a weekly email/podcast, as well as several very good courses. <https://www.pilotworkshop.com>

"A go-around during the flare or a rejected landing can be a difficult maneuver. Slow airspeed and high power creates the greatest amount of left turning tendencies. Further, adding the power causes a pitching up moment which if not corrected can cause the nose to rise quickly and the aircraft could stall. Both of these things need to be corrected promptly. This is why it is so important to include training on these maneuvers into initial and recurrent training. We want to know our skills are sharp in this area, so we will never be reluctant to go-around if necessary. First the pitch up. Since the airplane is normally trimmed for the proper approach speed and at low power, when we add full power the nose will pitch up significantly. We need to be prepared to counter this with forward elevator. If you add the power smoothly while watching the nose in relation to the horizon by looking out at the 10:30 to 11:00 position of the windscreen, you can keep that nose from climbing more than it should. Then you can begin to get the aircraft slowly back in trim. Follow your POH regarding clean up but be careful not to move flaps or gear until you have good control of the aircraft and then only one thing at a time and re-trim between steps. Some pilots trim nose up during the flare. Doing this will complicate the out of trim condition if a go-around is required.

Now for the left turning problems. These are at their worst at this time because of the high nose attitude. P-factor is at its greatest. So, we need to anticipate a need for lots of right rudder as we are adding power. Again, you will have to watch out the left side of the engine cowling and

keep that cowling aligned with the left side of the runway. Another clue to proper rudder control is to check the ailerons. If you are holding a lot of right aileron, you need more right rudder. When executing a rejected landing there is no reason to add the power too quickly, usually just enough power and a slight pitch up will keep you in the air. So, add the power positively but only at a rate that allows you to maintain control of the aircraft. Also, if one has in full flaps, retract them gradually.

My 2 cents. When I read or hear about a go-around accident, I think about the



accident that happened in Donnelly in late June, 2002. It was during the Mountain Flying Course I was taking in McCall. The pilot was from the Seattle area, and had not experienced density altitude conditions, attempted a go-around and crashed into the trees failing to climb out as he was used to. The pilot and instructor were able to get out, but both suffered 2nd degree burns and one a broken arm. The instructor was not able to pull the power and abort the go-around attempt. There have been several go-around accidents in the back-country with pilots failing to realize the effect of density altitude, or the nature of the air strip and if a go-around is even possible. In many cases, it would be better to crash on the ground, going slow, than to try a go-around and not be able to outclimb trees, or the terrain. As the article above encourages, go-arounds are something we should practice and be proficient at performing.

Fly Safe and Don't do anything Stupid.

Jim

August 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:

The next membership meeting will be Tuesday, September 25, 2018. The next board meeting is August 14..

08/10/2018 – Accounts due
08/14/2018 - Board Meeting
08/20/2018 - 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

Fuel Reimbursement

\$4.48 per gallon.

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
19 on wait list.
36 Class I Members (36%)
70 Class II Members (64%)
05 Inactive (voluntary suspension)
10 Suspended (BFR/Med/Attend/Billing, Including 5 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

BFR's

Joe Bejsovec
Doug Case
Jeff Fulcher
Mike Sheridan

New Members

Brian Glenn – Class II Private Pilot

Back Country

Tad Jones – Level !!
Len Buchanan – Level I

New Ratings

Private Pilot – Hootan Shariat
CFII – Van Turney



Congratulations Hootan and Van

T-CRAFT STATS

Top three flyers:

Dave Thomas	15.3 hours
Jiyun Li	12.5 hours
Stefan St. Marie	11.9 hours

The top billing aircraft were:

9989E	\$4,475
7593S	\$4,125
13686	\$3,708

The top three aircraft flown were:

13686	50.8 hours
4464R	39.9 hours
67375	37.4 hours

Fuel Reimbursement

\$4.48 per gallon

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.

67375 - The door locks now work and the Rosen visors have been installed. Maintenance has balanced tires and serviced the shimmy damper. 375 was squawked that it wouldn't shut down using the mixture. Dennis ordered a new carburetor that has been installed.

1293F The left strobe went out. The power supply was bad. Since it was still under warranty, the power supply was replaced.

7593S There was an electrical squawk. The problem was traced back to the avionics master switch. That switch was replaced.

9989E The new auto pilot has been installed. 9989E. The bird was offline for nearly 1 week.

4464R was down shortly for an engine squawk. That issue has been addressed and 64R is back on line.

New Hangar News! 8/6/2018



Hanger Doors being unloaded– Before Demolition



Demolition of Old FBO
[Demolition Video](#)



All Gone – Ready for foundation.

As most of you have probably observed demolition has been completed and we are nearly ready to start on the actual construction of the hangar. As I am writing this we are waiting on the phone lines that ran through that area to be re-routed, once this has been completed digging in preparation for the pouring of the footings will commence. If the phone line is re-routed in the next day or two the foundation is expected to be in place in the next two to three weeks, this puts building delivery in the last week of August or first week of September. From there things will move quickly and we expect to have the building nearly assembled in mid-October.

With the building dried in in October we immediately begin the electrical work. A couple of electricians in the club have offered to help and we will be completing this portion of the building for the material costs with a big savings on labor! Thanks to all those who have volunteered to participate!

We have decided to extend water and sewer to the end hangar units. This is a small cost increase and we feel this will quickly pay for itself in the marketability of the hangars. With water, sewer, electric doors and the availability of gas these hangars will be great for those looking for a smaller more economic option that provides similar utility of a much larger and more expensive hangar.

Our intention is to have these hangars available for rent in November. Although water and sewer is available utilization of these services such as bathroom facility completion, will be completed by or at the request of the renter.

If you are willing to help with the electrical please contact Ben Brandt bcb1160@gmail.com and I will get you on the list for updates and schedules.

MAINTENANCE TIP

When we are pilots in training our CFI's instill in us good habits on how to care for our birds. As time passes, occasionally we all forget and become rusty pilots in relation to care and maintenance of our aircraft. The Maintenance Tip for today is simply, 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.

REMINDERS

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 1st) 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

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.

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

7 Things Every Pilot Should Know About Victor Airways

- By [Corey Komarec](#)

GPS direct is great, but Victor airways are still really common, especially under IFR...

1) What does the "V" stand for?

The V stands for VOR or "victor" airway which is a lot shorter than "very high frequency omnidirectional range airway"...



[ZabMilenko](#)

2) Where will I find them?

Victor airways are found on VFR sectional charts and low altitude IFR enroute charts. The airways extend from 1,200' AGL up to, but not including, FL180.



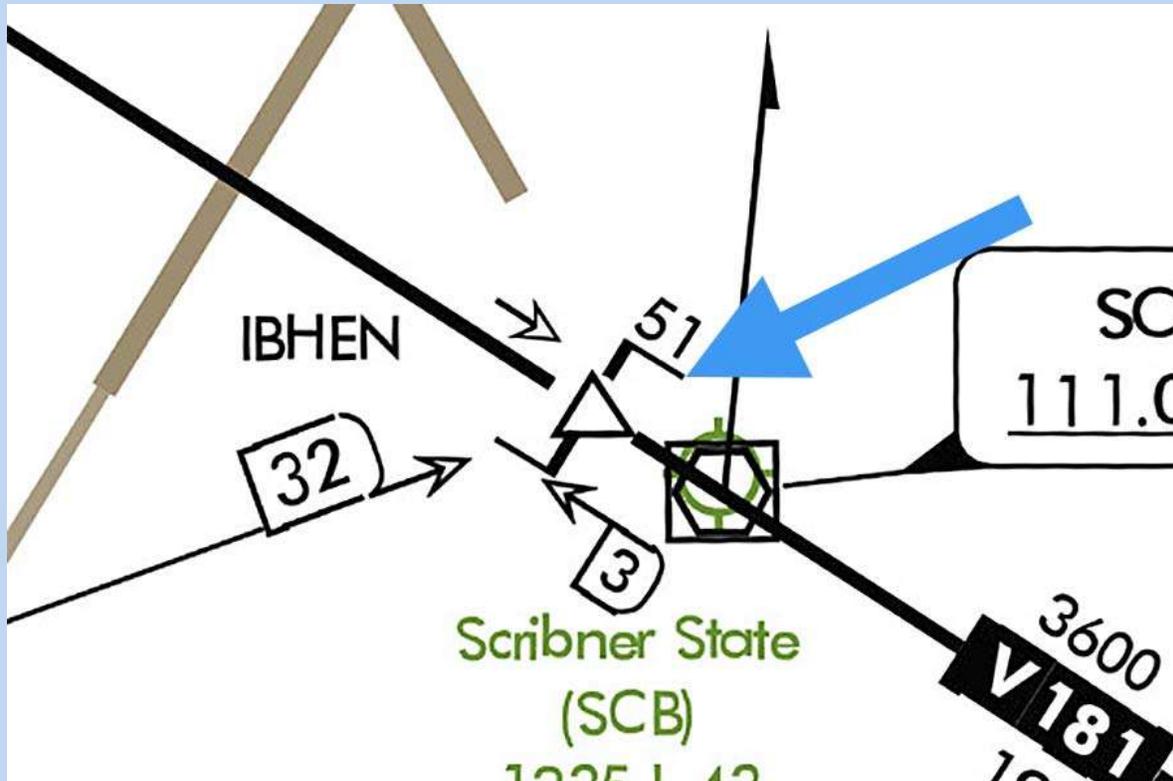
3) Airway width

The width is 4NM either side of course (8NM total width) along a victor airway.



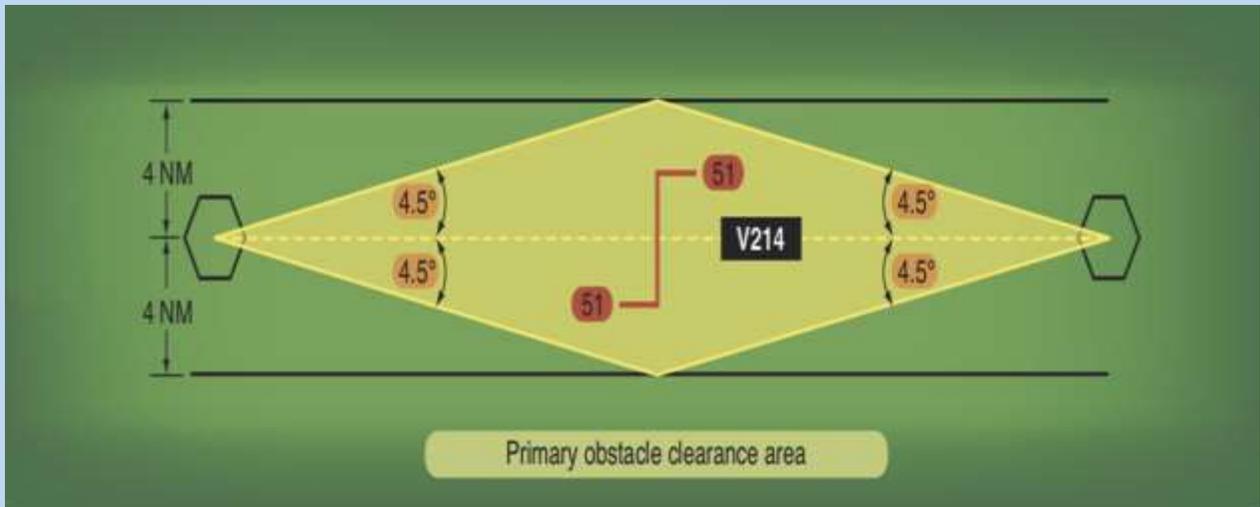
4) Changeover points

The point on a victor airway where you switch from one NAVAID to the next is called a changeover point. If there isn't one published, you can take half of the total distance between the NAVAIDs and consider that as your changeover point.



5) Primary obstacle protection

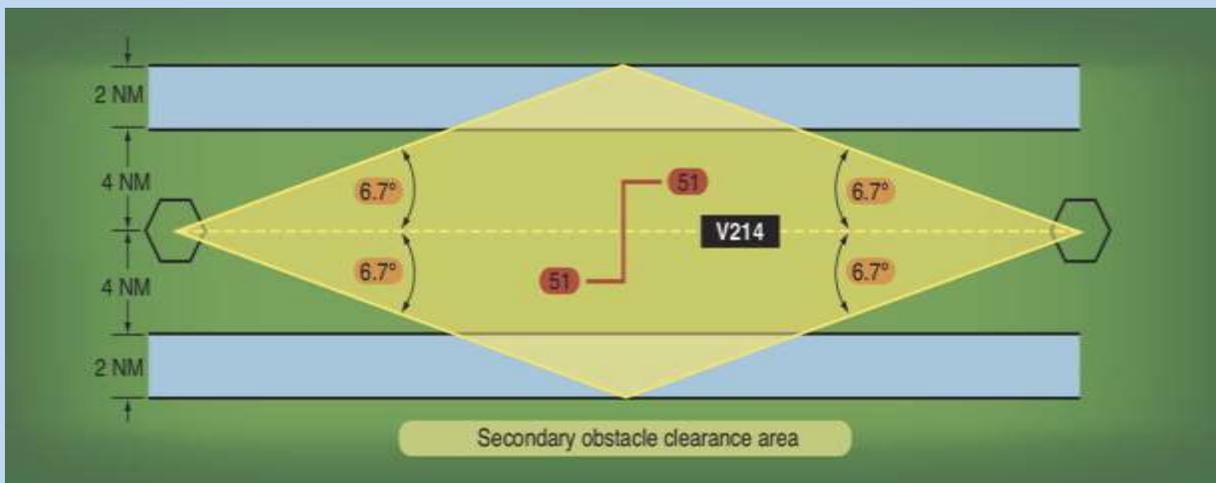
This route protection is based on a +/- 4.5 degree angle from each NAVAID on an airway. Where these lines intersect is approximately 51NM between the two courses and is usually intended to be the location of the changeover point. This obstacle protection areas give you 1,000' clearance in non-mountainous and 2,000' clearance in mountainous terrain.



FAA

6) Secondary obstacle protection

If the distance is greater than 51 nm between NAVAIDs and changeover points, than a secondary obstacle protection must be put in place. This is a +/- 6.7 degree angle from the same NAVAIDs determining the primary obstacle protection and they intersect at the same location as the changeover point. This adds an additional 2NM either side of course for greater protection.



FAA

7) Obstacle protection flare

This occurs when the distance between two NAVAIDs is greater than 102 NM, and the changeover point is located in the middle. The obstacle protection flare will be located at the changeover point, and it extends beyond the normal 8NM and 12NM course width protection area.

