

# T-CRAFT AERO CLUB

*“Putting Wings on Your Dreams”*

## **Flight School Operations at Caldwell – Silverhawk Aviation & TVCC**

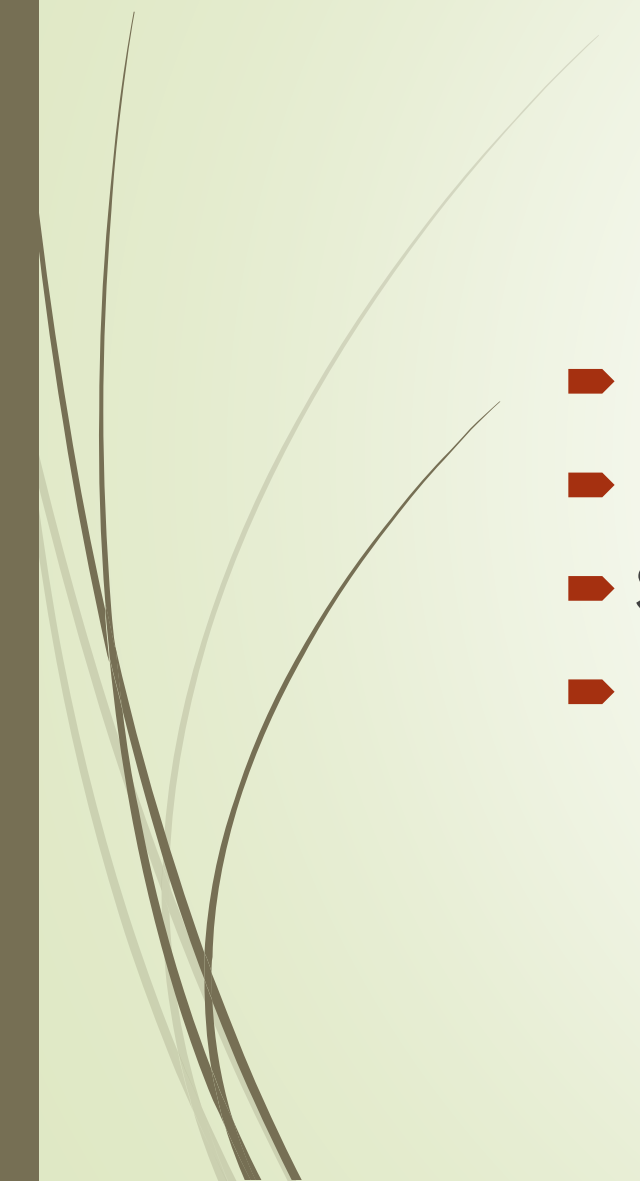
March 26, 2019

Pete Glick, CFI – Rotorcraft-Heli, AGI



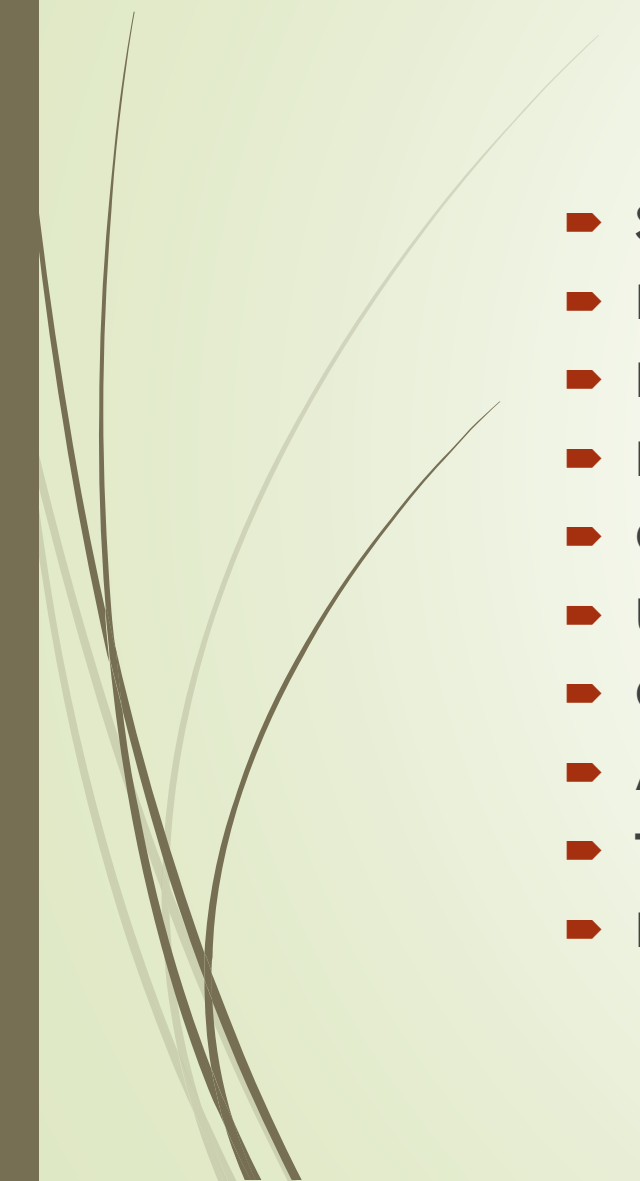
# **T-CRAFT AERO CLUB**


## **Briefing Highlights**

- **Flight Operations at KEUL**
  - **Flight Operations at Silverhawk Aviation Academy**
  - **Students in Flight Training**
  - **Radio Congestion**
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# Flight Operations at KEUL

- ▶ Silverhawk Aviation (Pts 141/61) – Tours – Pt 135 Operations
  - ▶ Flying Club Ops
  - ▶ Pt 61 Training
  - ▶ Parachute activity
  - ▶ Gyrocopters
  - ▶ Ultralights
  - ▶ Other heli operators
  - ▶ Aircraft restorers/rebuilders/maintainers
  - ▶ Transient traffic
  - ▶ Not all inclusive
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# By the Numbers - Silverhawk Aviation Academy/TVCC Part 141 and Part 61 Flight School

- 10 Fixed Wing Aircraft
- 14 Helicopters
- Students
  - Private
  - Instrument
  - Commercial
  - CFI
  - CFII
  - ME/MEI
- 2018 Hrs. Flown – 9525.5
- Jan 2019 Hrs. Flown – 1089.2
- Feb 2019 Hrs. Flown - 690.9

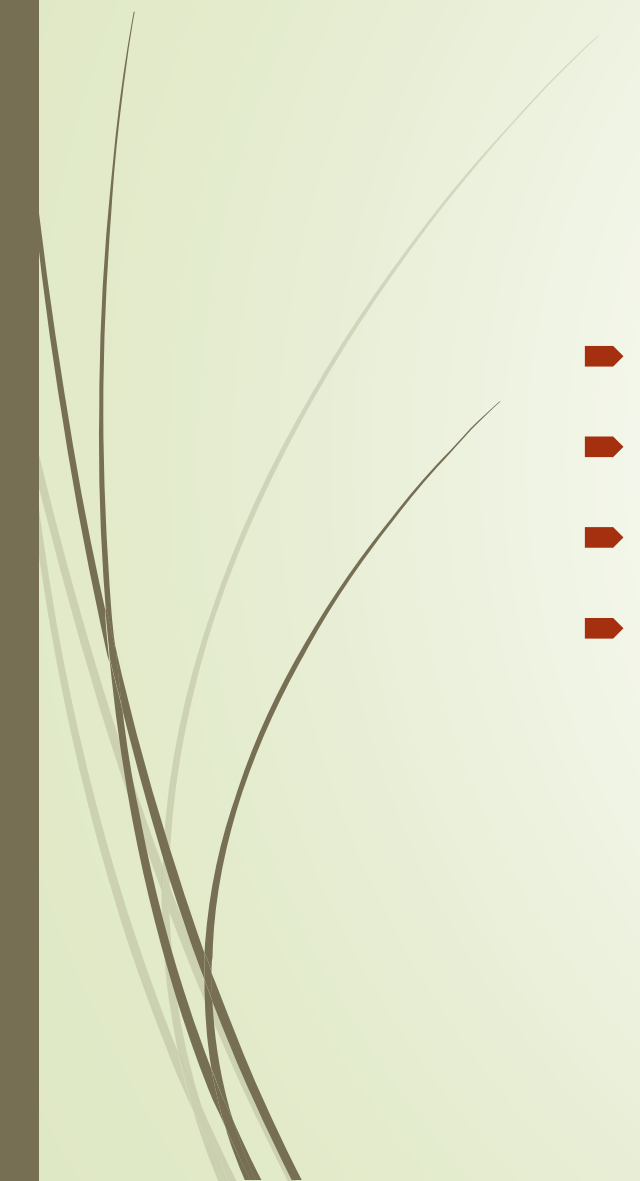


# Flight School Students

- ▶ **Pt. 141/61**
  - ▶ **Students begin with Treasure Valley Community College (TVCC) and complete private rating under Pt 61.**
  - ▶ **Students then train with Silverhawk under Pt 141 while attending classes at TVCC**
  - ▶ **Silverhawk also has Pt 61 students**



# Flight School Students

- 47 Heli students in various stages of training (TVCC)
  - 15 FW students in various stages of training (TVCC)
  - 33 Heli students in various stages of training (SH)
  - 44 FW students in various stages of training (SH)
- 



# Radio Congestion

- ▶ **Increased flight activity from all quadrants**
  - ▶ **2% increase nationally (AOPA)**
  - ▶ **9% increase in Idaho between 2017-2018.** (ID Div. of Aero – Gas Tax #s)
    - ▶ **4% increase 2016-2018.**
  - ▶ **4% Increase Student, Private, Commercial certificates (2017) (AOPA)**
  - ▶ **>5% Increase in CFI certificates (2017) (AOPA)**
  - ▶ **5% Increase in Instrument certificates (2017) (AOPA)**



# FAQs (Radio Congestion)

- “Why do helicopters in Caldwell always call which intersection they intend to land on? Is that necessary?”

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# Areas of Operations

- ▶ **“Preferred helicopter pattern SW of rwy.”** *Chart Supplement*
  - ▶ Avoid flow of fixed wing aircraft [Class G airspace, Pt. 91.126 (b) (2)]
- ▶ **Traffic pattern for helis**
  - ▶ “Normal”
  - ▶ 90 degree Autorotations
  - ▶ 180 Degree Autorotations
  - ▶ Hover maneuvers
  - ▶ Instrument training

# Heli Training Ops

Legend  
✈ Caldwell Industrial Airport

Wind

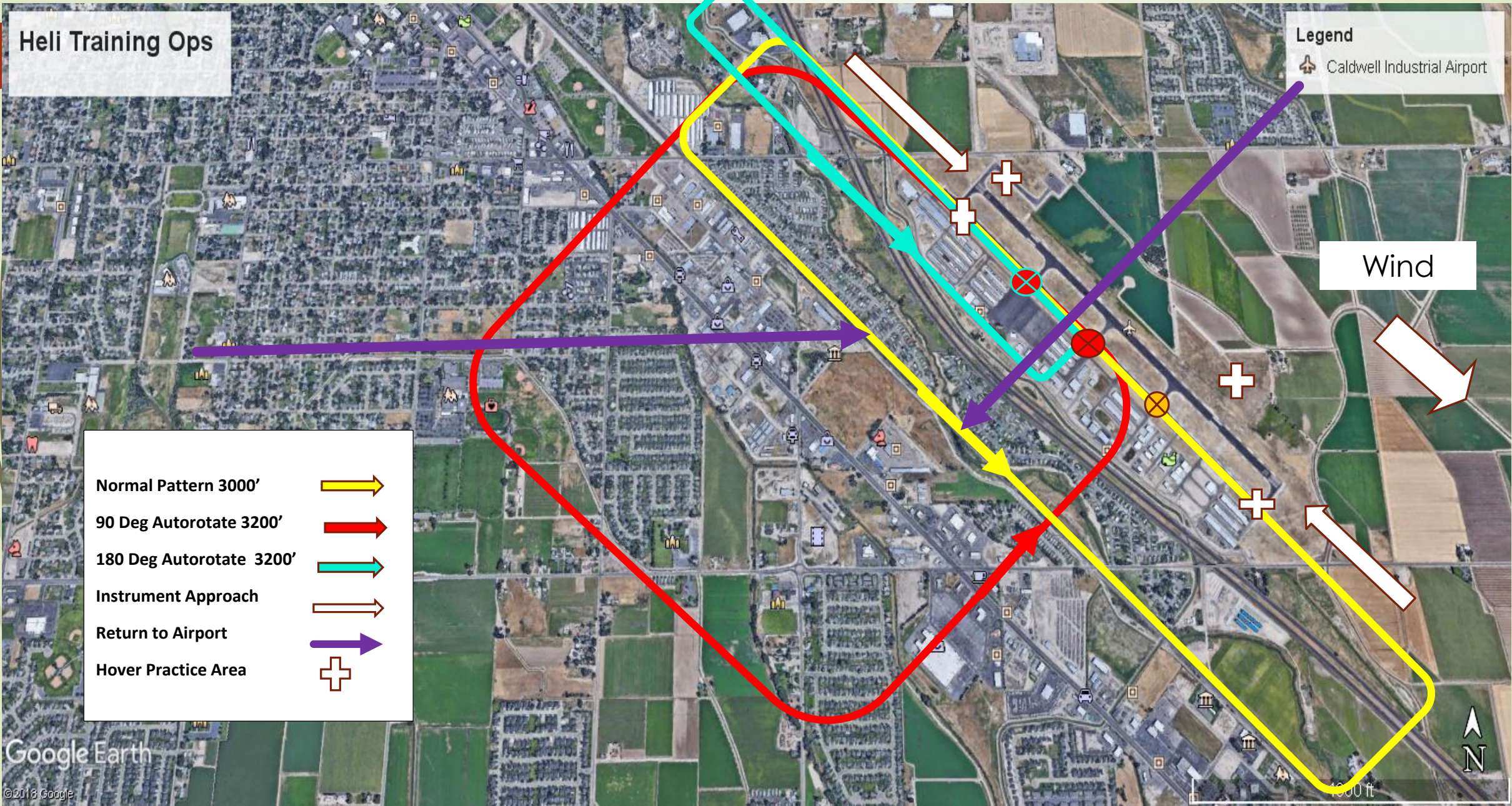
- Normal Pattern 3000' 
- 90 Deg Autorotate 3200' 
- 180 Deg Autorotate 3200' 
- Instrument Approach 
- Return to Airport 
- Hover Practice Area 

Google Earth

©2018 Google



1000 ft





# FAQs (Radio Congestion)

- ▶ “Why do helicopters in Caldwell always call which intersection they intend to land on? Is that necessary.”

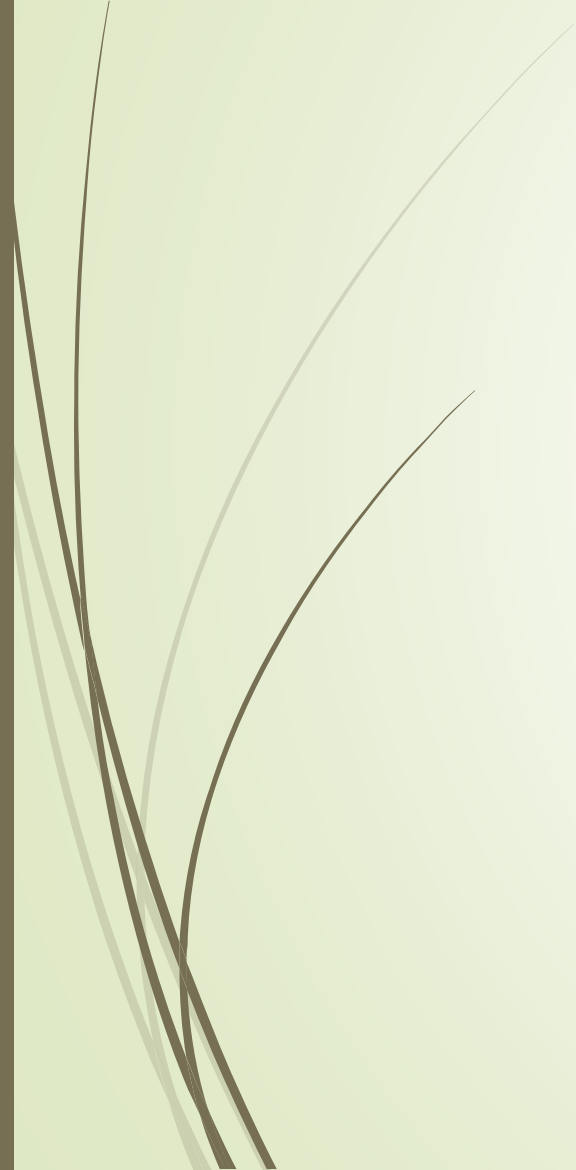
## Answer.

- ▶ Helps us separate from each other
- ▶ Helps us separate from other aircraft using taxiway Alpha to “avoid”



# The Way Ahead?

- **Split Frequencies between KMAN and KEUL?**
  - **Pros and Cons**
- **Designate “Alert Area” on Aeronautical Charts?**
- **Defined Boundaries of “South Practice Area”?**
- **Boundaries of additional practice areas?**
- **Continue efforts to minimize radio traffic**
- **Continued discussions between users to solve problems**



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