

# T-CRAFT AERO CLUB

Volume 3, Issue 7: July 2006

## MONTHLY NEWSLETTER

*Night Flying... Read more in "From The Membership Director"*

### General Information

#### **Boise Control Tower Tour:**

July 25th, 6:30pm at the Kopper Kitchen  
(next to the Boise Airport)

*There is a limited number of people that can take the tour at a time, around 10 is what Mark would like, so I need to get a count as soon as possible so email me with a confirmation if you are interested in attending. [-Jeff Beers](#)*

#### **Board Meeting:**

August 8, 7:00pm in the T-Craft Hangar

#### **Boise Control Tower Tour:**

August 9, 6:30pm at the Kopper Kitchen  
(next to the Boise Airport)

*There is a limited number of people that can take the tour at a time, around 10 is what Mark would like, so I need to get a count as soon as possible so email me with a confirmation if you are interested in attending. [-Jeff Beers](#)*

#### **Ground School Refresher:**

August 23, 7:00pm at the T-Craft Hangar  
*"Cross Country Flight Planning" by Jeff Beers  
Bring a Salt Lake sectional, an E6B, a plotter and  
lets have some fun!*

#### **Board Meeting:**

September 12, 7:00pm in the T-Craft Hangar

#### **General Membership Meeting:**

September 26, 7:00pm in the EAA/CAP Hangar

### Aircraft Maintenance

[375:](#) 100 hour scheduled for Thursday and Friday  
July 13-14, 2006.

[686:](#) #2 Radio research is ongoing. Probably will  
wait until fall for action.

[64L:](#) Nothing to report.

[91X:](#) Nothing to report.

[29Q:](#) 5 hours past TBO before Bill McGlynn left  
last week, did 25 hour check, oil change, and  
everything looks great.

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

**USE TACH TIME FOR SQUAWKS PLEASE.  
This helps the maintenance team  
tremendously! 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. **DON'T  
FORGET TO LIST YOUR NAME AND PHONE  
NUMBER!**

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

**FUEL RE-IMBURSEMENT PRICE FOR JULY  
\$3.96**

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.

**Special  
Announcements**

**New private Pilot:**

On July 6, 2006 Ian Brown became a private pilot. CONGRATULATIONS!

**New Members:**

We have two new T-Craft members. They are Mark Palmer and Glenn Rice. If you see them around introduce yourself and make them feel welcome to our club.

DSL is in the hangar, and we have added an additional computer. These changes are greatly improving the use of our facility as a class room, meeting room, and a planning room that will give each member the ability to plan a flight right from the hangar. The videos are available for "borrowing" again, they are in the new cabinets. The videos are a great teaching tool and refresher, sign out a video or two right away!

The Board of Directors has voted in a change to the new backcountry policy. Level I now requires 150 hours total time. Please review the [new policy](#). Any questions or concerns as well as the backcountry pilot approval process, please direct to the [Membership/Safety Director](#), or any Board member.

There is a rumor circulating that Sulfur Creek sold, and that it has closed to GA traffic. Ray Arnold has been mentioned as the only way in.

**From the  
Members**

*My weekend adventures from your Treasurer. Last weekend (June 18) I participated in the annual Father's Day Fly-In at Smiley Creek (U87) elevation 7,160', in the beautiful Stanley Basin. This event attracts over 125 breakfast eaters and more than 60 aircraft. It has been held for more than 25 years. One of the highlights is the spot landing contest, which attracts all types of aircraft but especially the Super Cubs, C-180's and 185's, and anybody with a STOL kit on their airplane. I was able to win a first place trophy by landing exactly on the mark with my little Piper Pacer, 52B. It was most rewarding to beat out the fancy "tundra tire" boys. My personal opinion is that landing on the spot is perhaps 60% skill and 40% luck, but the last time I participated in this landing contest (2004), I won a second place trophy with our C-182, 91X. Which just goes to show, it must be luck.... Dennis.*



*Jeff Beer's photo from American Flyers. This is when he received his CFI and CFII. Thanks, Carla Beers*

**We are interested in stories and/or pictures of trips from the membership! Please remit to [james@t-craft.org](mailto:james@t-craft.org) or call James Ferdinand at 724-3309.**

## 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 AIRCRAFT RATE ACCORDING TO [CLUB POLICY #15](#).**

**REMEMBER:** We are all owners of these aircraft. We all need to take care of these planes! Make sure they are locked, and CLEAN. In the winter months, it takes longer to warm up the oil. Take a few extra minutes to warm up the oil before doing a run-up. It only takes a minute, and it saves possible damage and extra wear on the aircraft.

**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.

It is always a good idea to check with FSS before every flight. There could be new TFR's posted in the area you are about to fly, or numerous other items you wouldn't otherwise be aware of.

Please be very careful to **ONLY** wash the windscreens in an up-and-down motion. Also, along with your normal post-flight, make sure the keys and fuel card are in the bag and left in the box at the hangar.

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 their catalog. Click on their name for the map and phone number

## From the Membership Director

*by Jeff Beers*

### NIGHT FLYING

Since it has been so hot lately a nice time to go flying might be at night when it has cooled off. A trip over to Boise at night can really be beautiful and make for a really nice flight.

One common question is regarding recency of experience. In order to carry passengers at night you must have made three takeoffs and landings at night to a complete stop within the last 90 days. The FAA defines this time period as one hour after sunset to one hour before sunrise.

Some things to keep in mind about flying at night. Make sure you check the navigational lights, since they are a requirement at night. Carry extra batteries for your flashlights. In the cockpit I like to use green lights as opposed to red lights. The red lights make magenta, pink or red markings on aeronautical charts disappear. I have a small green light attached to my headset so when I turn my head my light follows. I also carry a small green light on a clip around my neck so if I drop it I know it won't go very far. At altitudes of 5000 MSL and up the decrease in oxygen in our blood has an effect on our vision and it can be noticeable at night. The lights of the city may not be as crisp. Remember that check points during the day are not always seen at night, an example might be a large body of water, so plan accordingly. I find that I rely on my instruments more at night. It is easy to get disorientated if the horizon line is not that easy to define, when in doubt trust your instruments.

Enjoy your night flying, the sunset from the air is just breath taking.

**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 2005 ANNUAL REPORT IS AVAILABLE  
TO MEMBERS ONLINE BY REQUEST.  
Please send request to [james@t-craft.org](mailto:james@t-craft.org)**

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

Please email your ads to [James Ferdinand](mailto:James.Ferdinand@t-craft.org).

ANY MEMBER CAN REQUEST THE MINUTES FROM ANY MEETING. Any member that would like a copy of any meeting minutes can contact [James Ferdinand](mailto:James.Ferdinand@t-craft.org) by email. Any member of the board can provide the minutes as well.

Please 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.