



# T-CRAFT AERO CLUB

## JULY 2014 Newsletter

VOLUME 11, ISSUE 7

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See Page 4  
Regarding  
New Fuel  
Charges  
Starting  
Next Month



**Scott Peterson won the spot landing & was 2<sup>nd</sup> in the bombing. He was the overall winner for the Fly-in.**

Have your photo featured here! [brent@papaross.com](mailto:brent@papaross.com)

### SCHEDULED EVENTS

#### JULY/AUGUST

S	M	T	W	T	F	S
27	28	29	30	31	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

#### ✦ T-Craft Board Meeting

August 12, 2014 @ 7pm  
Location: T-Craft Hanger

#### ✦ Safety Meeting

“Boise Tower Tour”  
August 26, 2014 @ 7pm  
Limited to 10 who have not been

**Note:** No General membership meetings June – August. The Next General Membership meeting is September 30th 7:00 pm at EAA/CAP.

### FUEL REIMBURSEMENT

**\$5.47**

### MEMBERSHIP STATUS

**65**

**Members**

### COMMUNICATIONS *by Jim Hudson*

The recent mid-air collision/fatality near Landmark (last year there was a mid-air/fatality at Johnson Cr.), and a student’s question on communications in general has prompted this month’s topic. Communications is a broad topic involving the use of knowing how to use each bird’s radios and avionics, airspace requirements, airport communications (controlled and uncontrolled), en-route communications and services including, position reporting, correct phraseologies, use of communications for situational awareness, and other regulations. Communications involves sending, receiving and understanding a message or information. The urgency and importance of the communication must also be taken into consideration.

There have been numerous newsletter articles related to communications. Just last month, Bill McGlynn wrote an excellent article on position reporting just prior to the mid-air tragedy near Landmark. There have been several articles in our monthly newsletter that pertain to communication. The following is a list that I would encourage you to review:

- 2008 Aug** *Situational Awareness* - Visual and listening on the radio.
- 2009 Mar** *Clarify Your Communications* - Caution on using local landmarks for position.
- Aug** *Talk to Me-ATC* – Contacting Big Sky on departing Northbound.
- 2010 May** *Expect the Unexpected* - Non-standard patterns & near misses @KMAN.
- Sept** *Avionics Equipment & Communication*- Inability to communicate can be distracting, our Avionics equipment & com checklists, com manuals.
- 2011 Jan** *Flight Following* – What is Flight Following, why & how to use it.
- May** *System and Equipment Malfunctions* - Loss of Com.
- 2012 Jun** *Radar Coverage* - BOI/ATC– Com cheat sheet.
- Jul** *ATC Phraseology*
- 2013 Jun** *Situational Awareness* – Mid Air collisions, wrong radio callouts/ non-standard patterns.
- Aug** *Avionics 101* – Avionics Manuals/Panels on our web page.
- 2014 Mar** *VFR Flight Following*
- Jun** *Position Calls* – Bill McGlynn.

Article Continued on Next Page

Sponsor a New Member and Recieve One Hour of Flight Credit (C152)

**T-CRAFT-PAGE 1**

*“Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.”*  
— **Leonardo da Vinci**



**COMMUNICATIONS- Continued**

**Position Reporting:** Make frequent position reports. Make it clear where you are and what your intentions are. If any other aircraft is close, communicate clearly your position, and altitude (confirm altimeter setting if necessary).

**Example 1:** Over Star approaching Nampa to land (obtain ASOS and make sure you are on the correct frequency CTAF frequency 122.7)

- Location – Nampa Traffic
- Who you are: Cessna 172, N13686.
- Where you are: 7 mi North, over Star, at 5,500’.
- What area your intentions: Inbound for landing 29, will be flying over mid-field at 4,000’ for teardrop entry 29.
- Location again: Nampa Traffic.
- Call again when closer and over mid field.

**Example 2:** Approx 10 mi S of Cascade (over Smith Ferry) enroute to McCall. (obtain ASOS at KMYL and make sure you are on the correct frequency CTAF frequency 122.9).

- Location – Cascade Traffic.
- Who you are: Cessna 172, N13686.
- Where you are: 10 mi South of Cascade, over Smith Ferry, at 8,500’.
- What are your intentions: Will be passing overhead enroute for McCall.
- Location again: Cascade.
- Call again as you pass Donnelly and 5 mi S of McCall.

**Air Space Communications (Reference FAR/AIM):**

**Class A:** ATC clearance and two-way communications required. Must be IFR 91.135b

**Class B airspace and VFR Transition Routes:** ATC clearance required. 91.131c/3-2-3a, 3-5-5c1.

**Class C:** Two way communications must be established with ATC prior to entry and while operating within the airspace. 91.130c / 3-2-4c3.

**Class D:** Two way communications must be established with ATC prior to entry and while operating within the airspace. 91.129c / 3-2-5b3.

**Class E/G** No communications required. However, in some cases there may be a temporary tower (KMYL). Communications with control towers: Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through or on an airport having an operational control tower unless two-way radio communications are maintained. Communications must be established prior to 4 n miles from the airport up to and including 2500’ AGL. 91.126d, 91.127c.

**En Route Communications:**

- Flight Following – Request through ATC or ARTCC. (see article above for details)
- EFAS En-Route Flight Advisory Service – Flight Watch 122.0 AIM 7-1-5
- PIREPS AIM 7-1-20 Report to nearest FSS.

**AIM Resources: Chapter 4 Air Traffic Control**

**Section 1 Services Available to Pilots:**

- 4-1-8:** Approach Control Service for VFR Arriving Aircraft.
- 4-1-9:** Traffic Advisory Practices at Airports without operating control towers. – Summary of recommended communication procedures.

**Section 2 Radio Communication Phraseology and Techniques:**

Several examples of communications with various services, such as Flight Service, Flight Watch, Air Route Traffic Control Centers.

As in other aspects of aviation safety, there is always something new to learn and ways to improve our communications. The Airmans Information Manual is an excellent source of good information that is often overlooked. Please review the references above and don’t hesitate to ask me any questions you may have.

*Fly Smart, Fly Safe, Have Fun, and don’t forget the “This is Stupid” Abort Now. Button*

**Jim Hudson**  
**Safety/Membership Director**



**News Letter Contributions**  
Please send photos and your flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.

## MESSAGE FROM THE DOM... by Jim Eyre CERTIFIED ELECTRONIC IGNITION

We recently upgraded N-67375 with Electroair 4 Cylinder Certified Electronic Ignition System (CEIS). According to Electroair replacing one magneto with the CEIS will improve fuel economy, improve horsepower, increase smoother engine operation, eliminate hot starts, eliminate spark plug fouling (a problem with this O-235-L2C engine), extend spark plug life and possibly reduce maintenance costs.

The CEIS is a single magneto replacement. N-67375 is now equipped with a CEIS and a single magneto (CEIS replaced the Left Magneto). Both units make up the dual ignition system.

The CEIS performs its function by delivering energy generated by a coil pack to each spark plug. This high voltage, on the order of 70,000V, creates a high intensity, long duration spark which more effectively ignites a wide range of fuel/air mixtures inside the cylinder. The coils fire directly into the spark plugs (with no distributor involved). Additionally, the coils fire the spark plugs on the compression stroke and on the exhaust stroke; this is referred to as a "waste spark" system. The CEIS is also able to vary the ignition timing (spark event) during the combustion cycle so as to more closely have the peak pressure as a result of combustion occur at an optimal range for a piston engine. The adjustment of ignition timing is based on Manifold Absolute Pressure (MAP) inside the engine.



The combination of a high energy spark and variable timing (principle differences between the CEIS and regular magneto) permits a more efficient operation of the engine.

The CEIS is operated by DC power provided by the aircraft's power bus, and controlled by using a toggle switch located on lower instrument panel. You should familiarize yourself with the location of the "EIS" switch before proceeding with



When doing the magneto check there will be a slight loss of both mags (as if when you may accidentally turn the mag switch to the off position) for a brief moment. This is normal so don't swear. Reason is when the Right Magneto is tested (EIS is off) and you are switching back to both passing through the Left position (Right mag is off) it takes a brief time (less than a second) for the CEIS to figure out its status. So for that brief second both the CEIS and Right Magneto are Off. To minimize this do the L/R Magneto check as normal but go to Both as quick as possible while testing each magneto.

So now that you've read this we suggest you go to the following link [http://www.electroair.net/pdfs/4cyl\\_afms.pdf](http://www.electroair.net/pdfs/4cyl_afms.pdf)

*The CEIS performs its function by delivering energy generated by a coil pack to each spark plug. This high voltage, on the order of 70,000V, creates a high intensity, long duration spark...*

your pre-flight checklist. The Supplement to the POH (found in N-67375) is for your reading enjoyment and to further your understanding of this system. Contrary to the supplement we have opted to leaving the EIS toggle switch ON. No harm will be done.

Our web site will also have this info on the fleet page and checklist updated (thanks to Mr. Hudson). If this CEIS proves worthy we may pursue installing in other aircraft in our fleet. Questions call your DOM.



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# IN THE KNOW

## FROM THE BOARD

Due to the recent unrest in the Middle East causing a potential increase in fuel prices, Dennis Wheeler made an excellent call on completing a fuel purchase of 8,478 gallons in mid-June which led to a reduction in our hourly aircraft wet rates. Next month we will reduce our fuel reimbursement amount from \$5.47 to \$5.26 per gallon. Taking a quick look at rates around the country you will see we have locked into an excellent price per gallon.



# SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

## MONTHLY DUES \$70



**N67375:**

**\$61.00 per Hour**

Electronic Ignition switch always on!



**N13686:**

**\$85.00 per Hour**



**N4464R:**

**\$83.00 per Hour**

Engine at 2100 hours (2000 TBO), compressions good at 100 hour inspection, continuing, look for engine in Fall possibly.



**N1891X:**

**\$123.00 per Hour**



**N7593S:**

**\$126.00 per Hour**

IFR certification completed this month.



**N9989E:**

**\$126.00 per Hour**

COMPLETED BFR'S

**JULY 2014**

**Jeff Fulcher**

**Mark Slusser** - Jeff Fulcher, CFII

**Jared Martens** - Jim Hudson, CFI

## Achievements

**Reggie Sellers**

*Level II Back Country Checkout*  
Gordan Hall, CFII

**Mike Bracke**

*Level I Back Country Checkout*  
Gordan Hall, CFII