



**T-CRAFT  
AERO CLUB**

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# JUNE 2015 NEWSLETTER

Volume 12, Issue 6

## Safety Article

The FAA publishes a Safety Briefing every couple of months, and probably many of you subscribe to these. The following is a good article on V speeds. You can subscribe to these briefings if you like for the web page listed.

### Mastering the Maze of V-speeds

Knowing and using the proper airspeed during various phases of flight in your aircraft is vital to both airmanship and safety. But understanding why a particular airspeed is used is equally as important. For example, do you know which airspeeds you really have to know, or how/why airspeeds change? Also, do you know what the V stands for? Hint: It's not what you might expect. Find out more about mastering V-speeds in the May/June 2015 issue of FAA Safety Briefing. Check out the article here: [www.faa.gov/news/safety\\_briefing](http://www.faa.gov/news/safety_briefing).

Also, on the FAA safety briefing link above, there is a listing of short fact sheets on the following topics.

## 2015 GA Safety Enhancement (SE) Topic Fact Sheets

- [Transition Training](#) (PDF) – June
- [Aircraft Performance](#) (PDF) – May
- [Mountain Flying](#) (PDF) – April
- [Single-Pilot Crew Resource Management](#) (PDF) – March
- [Personal Minimums](#) (PDF) – February
- [Fly the Aircraft First](#) (PDF) – January

## SCHEDULED EVENTS

### JUNE/JULY

S	M	T	W	T	F	S
28	29	30	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	31	1	2

### ✦ T-Craft Board Meeting

July 14, 2015 @ 7pm  
Location: T-Craft Hanger

No membership meeting during July.

## WELCOME

### NEW MEMBERS!

Gerard Cattin  
Ryan Thielges

**NEWSLETTER CONTRIBUTIONS:**  
Please send your photos & flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.

**Membership Status**

**75**

Sponsor a  
New Member  
& Recieve  
1 Hour  
Flight Credit  
(C152)

\$4.32

**FUEL  
REIMBURSEMENT**

“For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have seen and there you will long to return”

Leonardo da Vinci

## Lots of successful pilots:

### Accomplishments:

#### New Certificates / Ratings

Scott Cagle - Recreational Pilot Certificate

Preston Rufe - Instrument Rating

#### Back Country Level 1 Certified:

Paul Chase

Scott Peterson

Nik Jones

#### Solo:

David Lamoreaux

#### Tail Wheel Endorsement:

Gordon Hall

## Hanger Notes

This time of year our water buckets get dirty and low on water rather quickly. There is a water faucet located just outside the South West corner of our hanger. The Car Wash soap we use is located on the work bench on the west side of the hanger. This cleaning solution should only be used to wash the bugs/debris off the leading edges. Do NOT use the cleaning buckets for cleaning up oil or fuel grime/spills. We have engine degreaser for this purpose on the workbench. If the cleaning bucket is too low or dirty, go fill it up. Remember we are all owners.

## Squawks:

FYI - Squawk about CP PTT on yoke in 686. Jim Eyre called the guy who made the yoke grip (thanks Dennis for getting with Spruce). He told Jim to remove grip, ship it to him and he would take a look. During the removal of grip Jim, discovered a broken wire so he took it to Mike Metcalf. Mike soldered & shrink wrapped. The grip went back on fairly easily for Jim.. He used several tie-wraps to secure wires to yoke. PTT tested good while parked in hanger.

The aircraft have repositioned because of the asphalt project. We will not have access to one side of our hanger during the first phase of the project and won't have access to the other half of the hanger during the second phase of the project. 89E is now in hanger 310-03 (west side as you come thru main gate). The Champ is in hanger 540-05 (long line of hangers on your left as you proceed toward our hanger). The combination for both hangers is 0116. 375 is located under shade hanger 910-12 and 91X is in spot 910-10. The (spots are numbered above the aircraft position on the metal overhang. 910 is the shade hanger nearest the FBO.

In our T-Craft hanger, 686 is located where the Champ was and 93S was moved to where 686 was parked. This was done to facilitate people movement in and out of the main hanger. Please use these positions.

Jim put bucket fresh water, a tow bar, a ladder, window cleaner, pledge and paper towels in the hanger with 89E, (Hanger 310-3) He put yellow marks where door pins go and 2x4s as a rear stop. Hanger doors are somewhat difficult to open especially the doors on 540-05-0. 310-3 is a very dusty, dirty hanger.

If you are frustrated - step back, take a deep breath, relax and be happy. This is only phase one! We were lucky to get the places we did.

# SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

**N1227G**

\$55 / Hour



27G suffered some significant hanger rash. Hope fully the damage can be repaired and the little bird can be back on line this month.

**N67375**

\$61 / Hour



ELT has been updated.

**N4464R**

\$74 / Hour



64R has had some rough treatment. Please remember that we own these aircraft and if we treat them well they will serve us well.

**N13686**

\$76 / Hour



The right seat PTT has been fixed and the ELT has been updated.

**N1891X**

\$111 / Hour



Out of mothball and ready to fly. This is a great basic 182. The ELT has been updated.

**N9989E**

\$115 / Hour



This is a beautiful aircraft. Everyone should work to get Class II membership just to have the opportunity to fly her.

**N7593S**

\$115 / Hour



The ELT has been updated.

Winter Flying Hours are no longer in effect. Please clean the leading edges and install the gust

**Monthly Membership Dues \$70**

## WORRIED?

Aircraft late?  
Didn't call as planned?  
Did not arrive at their planned destination?

**Call Idaho State Communications  
208-846-7600 or 800-632-8000**

1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.



## FLOWN PILOTS FLOWN PLANES BILLED PLANES

### Top 3 Most Flown Pilots



1. Todd Goode 12.1hrs
2. Mark Turner 11.8 hrs
3. Preston Rufe 11.5 hrs

### Top 3 Most Flown Planes



1. N13686 49.3 hrs
2. N4464R 36.9 hrs
3. N1227G 28.6 hrs

### Top 3 Most Flown Pilots



1. N13686 \$4191
2. N9989E \$3541
3. N4464R \$3063

## JUNE 2015

### COMPLETED BFR'S

Warren Kouba  
Justin Robinson  
Bill McGlynn  
Paul Chase  
Nik Jones  
Len Buchanan  
Len Erickson  
Reggie Sellers  
Scott Paul  
Ken Reed

### ACCOMPLISHMENTS

## NEW REDUCED RATES:

Because Dennis was able to negotiate such a great deal on the latest fuel purchase, the hourly rates have been adjusted as follows:

89E \$126.00 per hour reduced to \$115.00 per hour.  
93S \$126.00 per hour reduced to \$115.00 per hour.  
91X \$123.00 per hour reduced to \$111.00 per hour.  
686 \$85.00 per hour reduced to \$76.00 per hour.  
64R \$83.00 per hour reduced to \$74.00 per hour.  
27G \$55.00 per hour reduced to \$50.00 per hour.  
375 \$61.00 per hour reduced to \$57.00 per hour.

Remember: When you complete your flight, clean the leading edges, clean the windscreen, install the gust lock and lock the doors. We have a first rate fleet of well maintained aircraft and as owners we should take pride in them. Thank you.

Some of our members have lived very storied lives. I have attached a very interesting story about Jim Eyre, our Director of Maintenance, who served our nation for many years in the United States Military. We thank him and all of our veterans for their service.

### Seemed Like a Good Idea at the Time

Have you ever known someone who's done or said something on spur of moment? It's a character flaw one has to work at to overcome. Sometimes one can't help it when the opportunity presents to do or say exactly what they are thinking, which we all know is probably never a good idea.

An example of this happened in 1967 in South Vietnam, sometime into my one-year tour of duty with Charlie Company, 229<sup>th</sup> Aviation Battalion, 1<sup>st</sup> Cavalry Division. I was sitting in the second row of our makeshift outdoor movie theater on a wooden ammo box after another long 10 hour day of flying (we hot refueled so never shut down). It was 2030 at night. I was drinking a lukewarm PBR (Pabst Blue Ribbon for you youngsters) waiting for the movie to begin. The air was hot and thick. Needless to say I was exhausted. I hadn't had a shower for several days. I hadn't even had chow except for some beans, weenies and pound cake, out of C rations during the day. I'd landed a half hour earlier and was still wearing the same sweaty jungle fatigues I'd put on at 0500 that morning (hey everyone around me had similar aroma).

Because movies were sent so infrequently to Charlie Company (we were based at LZ Sharon, Quang Tri Province near DMZ (Demilitarized Zone) next to North Vietnam), the projectionist would change the sequence of the reels each time a movie was shown to add variety to the same movie. This made it seem like we were watching a different movie at the time. The movies were projected onto a white plywood screen nailed on two vertical 12-foot four-by-fours.

During the break between reel changes, Captain John Barfield, from flight operations, would walk around the outdoor theater, calling out the names of aircraft commanders while passing out mission sheets for the next day's missions. The sheets contained the particulars of the mission, lift-off time, unit to be supported, geographic position of the unit's support base, call sign, and radio frequency codes to be looked up in the SOI. The Signal Operating Instructions was a secret document kept by each aircraft commander. It was a small book worn around the neck on a thick string. I usually kept mine tucked into the right chest pocket of my jungle fatigues.

John was rushing around passing out mission sheets. "Edwards!" he yelled. "Here!" Edwards yelled back. "Fischer!" "Here, John!" "Kallem!" "Right Here, John!" "Eyre!" "Here, John!" I yelled. He was a fair distance away. He searched the crowd of over a hundred men. "I don't see you!" "In the second row!" I shouted. "Still can't see you."

"Wait one, John," I replied taking out the emergency pen flare gun I had on me. I screwed in the red flare, held it over my head, and with a warning shout of "Stand by!" I fired the flare. The bright red flare rocketed

straight up over the heads of the GIs sitting in the outdoor theater. You could hear the laughter and applause as it filled the company area.

“Ah, I see you now, Eyre” John chuckled. Under the red glow of the descending flare, John approached and handed me my mission sheet. “Thomas!” he continued and walked away.

A new replacement to Charlie Company, Captain Charles Knupp, marched over. “Give me that flare gun Lieutenant. Just what in hell’s name do you think you’re doing firing that thing in the company area?” “Getting John’s attention,” I explained. My insubordination shocked him. “That’s Captain Barfield to you, mister. You don’t call a superior officer by his first name.”

I tried hard not to laugh out loud. I was dog-tired and my first instinct was to tell him to go perform an anatomically impossible act on himself. I fought to keep my composure before I spoke. “I was just trying to get John’s ...uh...Captain Barfield’s attention.”

“What do you think this is around here, a damn circus?” I began to answer, “Well, sir, now that you mention it...” “Never mind.” He threw out his hand. “Gimme that flare gun.”

I shrugged and handed it to the captain. “This won’t be the last you’ll hear of this, Eyre, That, I can assure you!” he shouted and stormed off toward the orderly room. His statement set off a barrage of catcalls and boos from the rest of the audience and the heckling didn’t stop until he had disappeared into the night.

Not too long after this incident, John assigned newbie Captain Knupp as my “peter pilot” on his first combat mission. Me, being the AC (aircraft commander), had Knupp for a good long day, hauling troops on combat assaults, bringing in resupply of ammo/water, sling loads & taking out the wounded and anything else (read body bags) that was passed our way. A few sniper fires at us added to the obvious stress on Captain Knupp. Did I take advantage of the situation to give him a stressful day – why of course!

John Barfield continued to assign Captain Knupp as my “peter pilot” for a variety of missions over the next few weeks as I continued Krupp’s in-country training. Charles eventually became an acceptable combat helicopter pilot and attuned to life with the cavalry. By the time of my departure from SEA I had been promoted to Captain and Charles finally recognized me as a peer.

Some pictures of the Garden Valley fly in.











