

PUTTING WINGS ON

YOUR DREAMS

VOLUME XIV

ISSUE 5



Submitted by Jim Hudson Membership and Safety Director

The Idaho Division of Aeronautics provides a great service to pilots. Their website is <http://itd.idaho.gov/aero/> There are free apps on Idaho Airport Directory, including those who offer curtesy cars, camping facilities, etc. The following is just one of many examples of how they are helping to improve aviation safety.

Dear Idaho CFI's and flight schools,
We are excited to announce the completion of the 2017 Idaho Aviation Accident Scorecard (IAASC). This is the third edition published by the Idaho Division of Aeronautics Safety/Education Unit (a link to the report is provided below). Each year, this publication reviews the accidents in an effort to determine what lessons can be learned and what we can do in the aviation community to help decrease the number and severity of accidents in the future. The Division of Aeronautics has observed a decline in the number of accidents since the IAASC was first published. We believe this is due in part to the information provided in the IAASC and that information being disseminated and

implemented throughout our State to flight schools and to our CFI's. Thank you for your participation.

In this year's 2017 edition, go-arounds exist as a needed area of emphasis. The 2017 IAASC covers 2015's accidents in Idaho. 2015 exhibited many accidents resulting from inadequate go-around procedures. Thus, we would like to stress the importance of our aviation community being proficient in the go-around procedure. This includes not only configuring power, flaps, and gear, but also when to go-around (or the abort point and path, if applicable) in addition to knowing the aircraft's performance profile for a go-around.

The 2017 IAASC highlights a case study involving a go-around which resulted in the airplane striking a tree to the side of the runway, coming to rest upside down shortly thereafter. The aircraft was operating near gross weight and in high density altitude conditions. The timing of the go-around was also a factor. Please help us in bringing awareness and proficiency in the go-around procedure. With some added emphasis in the go-around by our partner flight schools and CFI's, we believe these types of accidents can be

mitigated and reduced, helping to further foster a safety culture in Idaho's aviation community and beyond.

To access the 2017 IAASC click [here](#). Click the "Safety & Education" tab then the "Idaho Aviation Accident Score Card" drop down menu for the report.

We again thank you in advance for your contributions in these efforts and wish you all fun and safe flying!

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Fly Smart, Fly Safe, Have Fun, and –
Don't do anything Stupid!
Jim Hudson

June 2017

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	

Calendar of Events:

06/09-10/2017 Garden Valley Fly-in
06/10/2017 – Accounts due
06/13/2017 - Board Meeting
06/20/2017 - Accounts past due
06/27/2017 - Membership meeting

- October – Plane Wash, Fall WX Class
- November - TBD

2017 - Calendar of events is available on the T-Craft website.
The Garden Valley Fly-in is set for June 9 and 10. Mark your calendars

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

The T-Craft telephone: 208-546-4128.

Fuel Reimbursement

\$4.17 per gallon.
The fuel account balance as of 04/30/17 was approximately 780 gallons.

Price of Fuel to Increase

Over the past few years T-Craft was able to purchase fuel independently and store the fuel in the tanks of the FBO. The FBO has terminated that agreement and we will be buying our fuel from the FBO. We expect an increase in our fuel which will lead to an increase in the hourly cost of the aircraft. As soon as that cost is computed you will be notified.

NEW MEMBERS

Scott Bethel Class I

Logan Schwislow – Class I Student

Breakdown of Membership

Member Statistics:

105 Members (3 LSA only)

9 on wait list.

42 Class I Members (40%)

63 Class II Members (60%)

06 Inactive (voluntary suspension)

04 Suspended (BFR/Med/Attend/Billing)

08 Social Members (non flying, not included in “Members”)

Ratings

16 Student Pilots

67 Private Pilots

01 Recreational Pilots

14 Commercial Pilots

07 Air Transport Pilots

30 Instrument Rated Pilots

HATS OFF

Kale Dobson fabricated a tow bar that can be used when it is necessary to attach an aircraft to a vehicle and tow it some distance.

Ken Kaae calibrated the T-Craft scales.

Mike Sheridan – Donated the Sporty’s Aspen 1000 EFD Training Video

Accomplishments

Hootan Shariat Solo May 30, 2017



BFR's

Reggie Sellers
Warren Kouba
Len Buchanan
Leon Baker

New Ratings

Mitch Geibel – CFII Fixed Wing
Preston Rufe – CFII Fixed Wing

Back Country Check Out's**Level I**

Bill Chapman

Level II

Van Turney
Dale Reese
Scott Jennings

Class II / C182 Check-out

Lloyd Putman

October 2017 Plane Wash

The T-Craft Board approved Jim Hudson's proposal that we have the October plane wash on Saturday, October 7, 2017. Several of the members had commented that they couldn't make the plane wash because of work. The board accepted the proposal and the plane wash will be Saturday, the 7th starting at 8:00 a.m. There will be a barbecue when the plane wash is completed.

COMMITTEE WORK

The committee headed by Member Tad Jones has been working diligently on issues related to 1891X. Here, I have inserted some email exchanges from different members and from former member, Bill McGlynn to update the club on what is happening. If you want to volunteer to serve on a committee, contact President Ben Brandt.

These are some items (in order) of priority for 91X so far. Please feel free to modify or add to the list:

1. Upgrade (Simplify) Avionics
 - a) Garmin Radio(s)
 - b) Garmin G5 Attitude Indicator
 - c) ADS B Out Compliance
 - d) Regular Instrument Layout such as standard 6 pack.
 - d) Overall concept - "Simplify and eliminate weight".

2. Replace Seats
 - a) More comfortable front seats
 - b) When replacing front seats please keep the "vintage" look in the upholstery. (It is really cool how it looks like a '57 Chevy or vintage car on the interior.)
 - c) Look at "jump seats" for the back seat(s) that can be easily removed or folded to make room for camping gear, etc. "Utility over comfort" for the back seat & would be really nice to take the rear seat out for flights with only 1 or 2 people with camping gear.

3. Increase tire size

a) Minimum would be increasing to 206 tire size. (I guess we owned a 206 fork at one time but it has since been sold.) I think there are some options on how this gets installed & we will need Jim E.'s help & guidance with this.

b) The largest tire size we would be looking at would be something similar to the King Katmai

<http://www.katmai-kenai.com/aircraft/katmai.php>

c) Largest on the King Katmai are 29" alaskan bushwheels on the mains & 850x6 nosewheel. (The 29" alaskan bushwheels are too big in my mind.)

4. Add a STOL kit

a) Vortex Generators

b) Wing tip kit

c) Suggestions on cost/benefit of Robertson, Sportsman, etc.

5. Repaint 91X

a) Re-painting would give the club more pride in flying this airplane. I know there is the idea that "it is a backcountry plane & will be getting dirty, etc." but I think that if it were repainted it would get more use by members.

b) Increased value even if it is mainly "perceived" value.

c) Maybe we could paint it this color scheme :) Please see attached photo:

This is a photo of the plane I wanted to buy. It is a 1969 180H Skywagon II.

(Photo not included)

Ben said that the insurance on a 180 or a 185 for the club was really expensive so fixing up 91X is the next best thing & I think 91X would actually get more use by the club & possibly decrease usage on some of the other planes in the process. Also, we already know 91X and items related to maintenance over the years, etc. which makes it more comfortable investing in it compared to purchasing a new plane & working the bugs out of a new plane.

With our current budget it may also allow us to:

1) fix up 91X first...along with other smaller items identified in the investment meeting such as repaint of 93S & 375, maintenance on current hanger, etc.

2) then build the new hanger...before we purchase another airplane & start incurring hanger fees (building a new hanger also adds value & is an asset to the club). We could also rent out spaces in the new hanger which creates revenue for the club.

3) Once the new hanger is complete we could then purchase a more capable taildragger like a Super Cub, Maule or Scout which would give us 2 very capable backcountry planes. We would then also be able to keep the Champ as a tailwheel

trainer allowing members to get comfortable in that plane before moving up to a more complex tailwheel plane with more useful load.

Thanks!
Tad

Hi Tad,
Thanks for summarizing the list.
I'm in agreement, with the items on the list and priorities, with a few exceptions.

Avionics - I think Gordon's avionics team will be taking care of most of the items on this list. As far as the audio panel - yes, the current one is old, but it's simple, functional and works fine. I would agree to replace it with a Garmin panel, when it craps out, but not before.

The same for standardizing the instrument panel and replacing the vacuum instruments, when the current attitude indicator or heading indicator wear out, or whatever fits in the overall plan the avionics committee has.

I would like to see the STOL kit moved up to #8 on the priority list, ahead of the P-Ponk upgrade. I'm for the P-Ponk upgrade irregardless of priority, when its time for a new engine, or when we have the next prop-strike :-).

Big Tires - I think John has a valid point, however, the advantage I see is some extra margin on rough runways from prop strike's. There are a few strips in which I've almost got stuck in gopher holes, and had to taxi fast enough so as not to get stuck, but was worried I might have a prop strike. Warm Springs, Moose Creek, Chamberlin come to mind. A few others have some good size mud puddles that could cause problems, Shear, Reed Ranch. I'd like to hear John's view on this aspect vrs. the sacrifice in take-off performance. I asked Bill his thoughts, since he has larger tires and the standard 230 HP engine. Here is Bills response on this issue.

As for John's remarks about drag and take off performance - I haven't noticed this being a factor - (although there are so many factors in a take off roll). I notice that since I'm not nearly as concerned about the nose gear getting pounded, I believe I might actually get in the air a bit earlier, since I'm not trying to accelerate at a higher angle of attack, (to keep the nose gear up), on my takeoff roll. My Sportsman cuff may also play a favorable role. Also not sure how big tires John was talking about - I have 6x8.5 mains and 6x8.0 nose. A 206 has 6x8.0 mains - so not really big tires. Much softer landings are noticeable, especially on imperfect landings. On an older airframe like 91X, that might be important. Bigger yet, the taxiing advantages really give piece of mind. Prop strikes on a 182 in the backcountry are probably the single biggest threat of flying those airplanes in the backcountry and I'm glad to have nullified that issue. Takeoff roll is not usually my biggest concern. I take care on weight & balance, time of day and where I go - have never had a close call as a result. That said, between my Sportsman STOL kit

and bigger tires, I believe I fly about 5 kts slower. The 5 or 10 minutes it might make in my total flight time is a good tradeoff in my book.

If I ever need an engine I'm inclined to buy a P-Ponk. I hear so many good reports from so many customers. Seems like a great value.

Hope that helps.
Bill

Gordon Hall and his committee have been working diligently on bringing T-Craft into compliance with the FAA's 2020 deadline to be ADS-B compliant. Here is an email from Gordon;

Hi Guys,

We now have ADS-B transponders in 4 aircraft, with two more ready to install. That will put Garmin 335 or 345 transponders in all aircraft except the Champ.

There is an article in the May 2017 AOPA Pilot magazine that outlines the operation of these transponders.

Here is the big difference, as quoted in the Garmin operating manual:

"When on the ground or in the air, always operate the transponder in ALT mode unless requested by ATC." The ADS-B will automatically switch between ground and air modes, but only if it is operating in the ALT mode.

All of our transponder are in ALT mode as soon as the Avionics Master is turned on.

Our checklists currently call to put the transponder in Standby upon startup. We need to change those checklists, and to notify all members to leave the transponder in ALT at all times.

Thanks, Gordon

Thanks to all of the members who give their time for the advancement of T-Craft. (Ed)

AGAIN - POTENTIAL CLOSURE

President Ben Brandt has been informed that the airport closure in August will last 4 days and will be mid-week. We may not need to move any airplanes to Caldwell.

CFI's

We now have 9 club member CFI's on the list of 22 [club approved instructors](#). Only instructors on our list can instruct in club aircraft unless you get an exception from the

board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list are approved by the board to instruct in the Champ.

HOURLY RATES

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our rate to increase as indicated below.



N1227G
\$60.00



N67375
\$60.00



N4464R
\$71.00



N13686
\$73.00



N1891X
\$106.00



N9989E
\$112.00



N7593S
\$116.00

SQUAWKS

7593S had a door hinge pin replaced. The oil filter was opened after 10 hours and the oil looked fine.

9989E - The window latch had been shipped

1891X - Will have its annual mid May

4464R - The new transponder has been installed

13686 - The avionics master switch failed. A new switch was installed on the 9th.

1227G - The nut securing the carb heat housing worked loose. It was repaired during the oil change.

Remember to report squawks on schedule master. The old clip boards for reporting squawks have been retired.

Reports from James Eyre, the Director of Maintenance.

Jim reported that he would like to have ballistic shoulder harnesses for the front seats in 91X. He also reported that Aspen had taken care of replacing the defective remote sensor in 93S. The sensor has been replaced. The G5 STC says that it has to be the primary flight instrument and cannot be used as a backup. That doesn't make sense, but that is the present STC. 375 needs an antenna. There is one in stock and by the first of June 375 will be ADS-B out compliant.

Jim also reported that he had sold a surplus transponder for \$300.00 and a surplus Norco radio for \$300.00.

PRESIDENT'S REPORT

President Brandt reports that he had attended an airport meeting month and the airport committee had approved the site where the old FBO building is located. There were 9 people seeking permits to build hangars. The old FBO building is ready to be demolished and the asbestos has been removed. We may have to demo the building ourselves. T-Craft made a \$100.00 deposit to reserve the spot because several other people had requested that they be allowed to build a hanger at that location.

BASICMED

Four T-Craft members have completed the BasicMed training and are qualified to operate under the new BasicMed rules. If you complete this training, please provide the certificate of completion of the AOPA Medical awareness course and Medical Exam document for club records. Our insurance carrier provides the same coverage for pilots operating under BasicMed.

CARE OF YOUR AIRCRAFT

Please remember. that after landing club policy requires us to clean the leading edges and the windscreen of bugs and foreign debris. There should be no need for any such requirements. 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, after you land, clean the bugs off the leading edges and windscreen. Then use the furniture polish on the leading edges.

CLUB LIBRARY

We have a small library of various training videos and a few books. The lending period is two weeks. In review of some of the BFR and BackCountry video's, several are missing and have not been returned for many months. If you've checked out any of these, please return them. If you have any video's, training materials, or books of interest, feel free to donate them to the club library. This is a self-serve library with loose controls. Please be respectful of fellow members and do not keep the material longer than two weeks.

COLD WEATHER FLYING

The heaters, cords and blankets have been put away and cold weather flying is a not-so-distant memory. Even though we don't need to pre-heat the engines because of warmer weather, always allow the engines to warm up before starting your run-up. That means temperature gauges should be in the green before the run-up. As DOM Jim always reminds us, if we take care of the engines, they will last a long time and serve us well.

MEMBERSHIP DUES

Effective February 1, 2016 membership dues were established at \$60.00 per month. At the Annual meeting this year membership approved continuing dues at the rate of \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases and the great maintenance under the watchful eye of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying. Upgrades will not impact the hourly cost of flying an aircraft.

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.

OFF FIELD FUEL REIMBURSEMENT

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

From James Eyre, the Director of Maintenance

Visitors at Gowen Field - P-8A - Had BuNo 169004 show up during the rain and do 4 ILS approaches with a touch and go.



Also had a U. S. Forest Service HC-130H parked on the NIFC ramp. No "N" number, but MAFFS equipped. A little digging on the Internet showed that this aircraft is one of several ex US Coast Guard aircraft given over to the Forest Service for fire fighting.



155205, a CT-155 Hawk, from No. 2 CFFTS, Moose Jaw, Saskatchewan, Canada spent all day in the rain.





FROM OTHER SOURCES

Failure to remove gust lock bends 172

MAY 23, 2017 BY [GENERAL AVIATION NEWS STAFF](#) 5 COMMENTS

The pilot reported that during the takeoff roll, he tried to abort the takeoff because he had not removed the bolt he had placed in the yoke for a gust lock.

He reported that the crosswind pushed the Cessna 172 off the right side of the runway at the airport in Sussex, N.J., into the grass, the airplane hit trees, and sustained substantial damage to both wings and the empennage.

The pilot reported that the accident was due to him not removing the bolt in the yoke.

He added there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Probable cause: The pilot's failure to remove the gust lock during the preflight inspection, resulting in a loss of control and collision with trees during takeoff.

NTSB Identification: [GAA15CA088](#)

This May 2015 accident report is provided by the [National Transportation Safety Board](#). Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

Minnesota aviation company approved to build new jet

The Associated Press
DULUTH, MINN.

An aviation company in Minnesota has won federal certification to build its new 'Vision' jet, meaning the Federal Aviation Administration won't need to inspect and certify every plane coming off the production line.

Cirrus Aircraft's seven-seat plane, with a distinct V-shaped tail and a nearly \$2 million price tag, offers the speed and range of a larger jet, but is designed to be flown by the owner, Minnesota Public Radio (<http://bit.ly/2pwn7g>) reported.

"What that brings to the market is an acquisition cost and an operating cost that is truly in a category of its own," said Ben Kowalski, a Cirrus Aircraft spokesman.

The company won federal certification after more than a decade designing and building the aircraft, weathering a major recession and securing \$100 million from a Chinese-owned company to jumpstart the project.

"They've watched us enough to know that we can safely and smartly replicate the building process," Kowalski said.

So far, five jets have been delivered to U.S. customers. Next week, a sixth is scheduled to be delivered to a European customer. Kowalski said customers have used the plans for both personal and business use.

Pat Waddick, Cirrus Aircraft's president of innovation and operations, said the company is producing one jet a week at its Duluth facility and plans to speed up its production rate to three jets every two weeks later this year.

ADVERTISING

"We have over 600 very patient 'Vision' jet customers who have been waiting for us to deliver their airplanes," Waddick said. "That's an over billion-dollar book of business."

The extra business has brought job growth at Cirrus' facilities in Duluth; Grand Forks, North Dakota; and Knoxville, Tennessee. Employment has grown from about 470 to more than 1,100 since the company began ramping up its jet program five years ago. Waddick said the company plans to add more than 100 jobs over the next couple of years.