

PUTTING WINGS ON

YOUR DREAMS

VOLUME XIV

ISSUE 10



Editor Bert Osborn

Submitted by Jim Hudson
Membership and Safety Director

Check Yourself

I happened to hear a podcast on NPR about the use of checklist in medicine and how the medical community has leveraged the concept of checklist from aviation. [NPR Checklist Podcast](#)

The simple "to-do" list may be one of humanity's oldest tools for keeping organized. But checklists are also proving essential in many modern-day workplaces, from operating rooms to the cockpits of jumbo jets. In this podcast, we explore the power of the humble checklist to help us stay on track and focus on what's important, particularly when pressure is intense and the stakes are high

The checklist concept in aviation reportedly started after the maiden voyage of the Boeing 299 flying



fortress crashed for not removing the equivalent of the "gust" lock. A history of this accident is recorded here [from-the-ashes-of-the-model-B299](#)

A book called the Checklist Manifesto is referenced in the podcast; it can be found on Amazon at [Checklist Manifesto How to Get Things Right](#)

T-Craft has over the years developed checklists for each aircraft. However, these are for your convenience. The POH is the "official" document. You are certainly free to modify the T-Craft version for your own use, or create your own as some members have done.

Checklist have proven their value in commercial aviation and are one of the reasons for their low accident rate and incredible safety record.

In general aviation, our safety record is not so great, about on par with motorcycle accidents. Many accidents are attributed to the lack of discipline in the use of checklist. Please use the checklist !!

Hopefully this will cause you to re-think your use of the checklist.

Have fun, Fly safe and Don't do anything Stupid,
Jim

Meet N1293F T-Craft's new 180 HP C172N

A very nice, low time bird that should serve us well. This bird has the Air Planes 180 HP STC. She'll burn more fuel, 10.4 gph, go faster, 124 Kts, (8,000' 2,700 rpm, 77% BHP). She'll carry more; 1,035 useful load at 2550 Max GW. With 40 gal tanks, she'll have short legs, 3 hours with 3/4 hr. reserve at full power. She's in the hanger now. She needs an annual and some minor squawks complete before she goes on line.



Reggie Sellers in the background with 89E at Baker, Or. The last leg of a three-day trip to bring back the N1293F to KMAN from Evert, WA. Ben Brandt and Dennis Wheeler will have to share the first two legs of the adventure.

November 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	31	

Calendar of Events:

General membership meeting Tuesday, November 28.

Presentation: Scott Marshal on Professional Aviation - He will have a Pilatus for us to look at!

- 11/10/2017 – Accounts due
- 11/14//2017 - Board Meeting
- 11/20/2017 - Accounts past due
- 11/28/2017 General membership meeting

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

Fuel Reimbursement
\$4.17 per gallon.

Articles or Pictures

If you have any pictures or articles for the newsletter submit them to Jim Hudson or Bert Osborn.

Ratings

15 Student Pilots
67 Private Pilots
01 Recreational Pilots
13 Commercial Pilots
09 Air Transport Pilots
33 Instrument Rated Pilots

Member Statistics:

105 Members
16 on the wait list.
39 Class I Members (39%)
66 Class II Members (61%)
09 Inactive (voluntary suspension)
04 Suspended (BFR/Med/Attend/Billing)
12 Social Members (non flying, not included in "Members")

BFR's

Scott Cagle
Steve Chaffin
Paul Chase
Andy Toth
Steve Turney
Jeff Vanhoozer

C182 Upgrade

Paul Chase
Mike Sheridan

New Ratings

David Thomas - Instrument Rating

New Member

David Thomas

HATS OFF

A big thank you to Vivian Brandt for providing the plane wash participants with the barbecue pork meal. We appreciate everything she does for T-Craft.

A big thank you to everyone who turned out for the plane wash. Your help in keeping your aircraft clean and flyable is appreciated.

Division of Aeronautics/FAA Safety Stand down

(Bert Osborn, Ed)

On Saturday, October 28 the Idaho aviation community was honored to have to have the famous Aviation Educators John and Martha King as the featured speakers at the 2017 Safety Stand Down. What a great aviation couple! As impressive as their Curriculum vitae was, I was just as impressed by their warmth, friendliness and approachability. Their combination of humor and interesting presentation constituted a great climax to the stand down. These are the folks who run the King School, the school that most of us have used at some time in our pursuit of various certificates or ratings. The Kings have taught more pilots than anyone else in the history of aviation. They are the first and only couple to both hold every category and class of FAA rating on their pilot and instructor certificates. Martha King is the only woman to achieve these ratings. I mentioned to John King, even though he doesn't know any of us, after we have spent hours of our lives watching videos produced by them, John and Martha seem like members of our families.

CFII Jason Miller from SoCal gave a great presentation and Jim Hinen from the ITD Division of Aeronautics gave a super presentation. Jim Hinen also presided over the Jeopardy game that was dominated by DOM and DOS Jim Hudson.

Mike Pape of the Division of Aeronautics represented the Division of Aeronautics and Cliff Smart was

there on behalf of the FAA.

Thanks to the Idaho Department of Transportation, division of Aeronautics and the FAA for sponsoring this great event.

On a side note, T-Craft had a super turn out. At least 24 members and social members were present at the event. That was close to 8% to 10% of the total attendance.



John and Martha King



John and Martha during their presentation



Gerard Cattin, John King, Scott Cagle and Bert Osborn

**Jim Hudson wearing his red trophy for winning the Jeopardy game
at the 2017 Safety Stand Down**



**Hangar progress
Report from the President**

Hangar update..... At the direction of the Board, I (President Ben Brandt) ordered the foundation plans from RM Steel. We are working on submittals for the building permits. We need to get a topographic survey to make sure drainage is correct. I will be working with the airport commission to see what portions of the survey will come off of our lease.

Basic Med

What documents does T-Craft Need for Basic Med? We have Six members who have obtained completed their Basic Med requirements.

1. We need the AOPA Basic Med Course Completion Certificate,
2. The Physician's Signature and Declaration page from the Comprehensive medical Examination Checklist,
3. Copy of your Driver's license showing the expiration date.

WINTER HEATING RULES

Heaters & power cords are out. Next time you arrive at hanger to fly and you have layers of clothing to stay warm, please remember that your aircraft is also cold. There are two (2) power cords per aircraft.

One power cord for oil sump heater & another for the small heater on chair. Please leave heater on chair. Usually takes a good 30 minutes to take some chill off engine & surroundings. Except for 64R, which has oil sump heater plug located in left nose air intake, the other aircraft have a plug located near oil dip stick tube. This should have been pointed out to new members during your walk-a-bout introduction to the aircraft/hanger and certainly during your aircraft checkout. If not please get with another member to help guide you. Taking care of an engine now will give us longer engine life. Please read "[Cold Weather Operations](#)", and a related article [Why you're more likely to have an engine fire this fall](#) on our web site in the site index.

Thanks. Safe enjoyable flying. DOM

HOURLY RATES



N67375
\$60.00



N4464R
\$71.00



N13686
\$73.00



N1293F
\$85.00



N1891X
\$106.00



N9989E
\$112.00



N7593S
\$116.00

SQUAWKS

James Eyre, Director of Maintenance.

13686 - Two Garmin G5's have been installed. The G5 used as the directional gyro has been indicating hardware malfunction so it has been removed and returned to Garmin . We need to order a Vernier mixture knob which could be installed when available. 686 had the right fuel sump drain replaced.

9989E - The Garmin G-5's have been installed. We need to order center plastic console which could be installed when available. 89E had its dual shoulder harnesses installed. The cargo latch had been repaired and 2 Garmin G-5's had been installed. The vacuum pump had been removed. The suction gauge is also gone. The inertial reel had been removed and will be replaced.

91X -To get her back on line as soon as possible I suggest the following schedule:

1. Install fuel bladder as soon as it arrives.
2. Install STOL Kit, Windscreen, and any other items available during slow time this winter.

These items will take extended down time so why not accomplish when flying is slow to nil.

93S - 93S has an oil leak. We are not sure where the leak is, but it will be looked at on October 25. The suggestion is why not paint her ugly cowling before painting the others.

64R - Yes we have replacement panel. It is a **solid piece** of plastic which will need the **exact** placement of holes to accommodate switches, etc. Anyone very proficient with using a dremel? Involves removal of switches requiring inspection and approval by A&P/IA. Do we want to tackle this project or put it into hands of Aero Services? Must factor in down time. ?Winter project?

67375 - During the 100 hour inspection, 375 had a leaking crankcase seal replaced.

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

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.

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.

Remember. You use your credit card to purchase your fuel offsite. Submit the bill to Reggie and he will give you property credit.

From the T-Craft plane wash, Tuesday October 24











LETTER TO THE EDITOR - FROM MEMBERS

Member Jim Manley's Article in Flight Training Magazine



AOPA Flight Training magazine just published an article Jim wrote. Here's the link: [Look Before You Land](#)

A pilot's initial solo landings rank as major achievements worthy of celebration—getting drenched with water or having your shirrtail cut off. But the newly minted aviator quickly learns that finessing an aircraft through a maneuver is not the same thing as judging where, when, or even if he or she should employ the acquired skill.

Thanks Jim,
This is a great article, especially for landing at any backcountry strip, or any unfamiliar strip.
Jim Hudson

Flying in Response to Hurricanes Irma/Maria... by Preston Rufe

In September of this year, portions of our Country were ravaged by some of the most intense hurricanes ever recorded. First came Harvey and the extensive flooding in the Houston, Texas area, then followed Irma and shortly after, Maria. Irma and Maria (Irmaria, as they are now being called) both took paths that brought them directly over or perilously close to the US territories of the Virgin Islands and Puerto Rico. The power of these storms was unlike any in recorded history and the damage they imparted to these areas was nothing short of catastrophic.

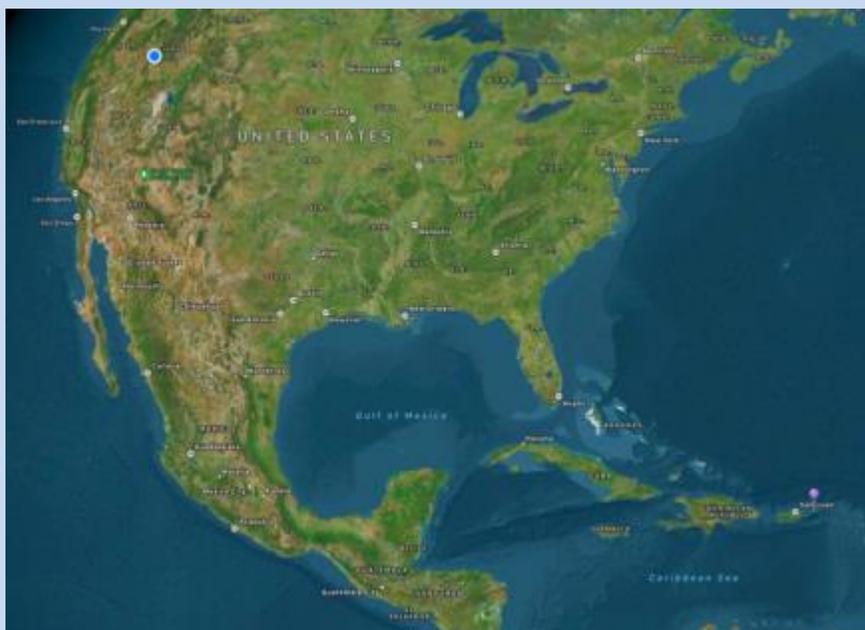


Figure 1 St Thomas is located approximately 3,000 nm SE of Boise, ID, about 60 nm East of San Juan, PR

Through good fortune, I came to know the owners of a Part 135 helicopter charter company on St Thomas, US Virgin Islands. I got to teach their son how to fly helicopters here in Idaho, along with another good friend and fellow CFI. As luck would have it, I was offered a job flying for their company in the Caribbean through the busy winter season, although all of this happened prior to the storms. After Irma struck, I had no idea if they still had their helicopters or if I had a job. Then, a few days after Irma, I got a call asking if I could come down right away and help. Knowing there was no power, no water, and not sure about food, I said, “of course”!

I figured things couldn't be any worse than my nearly one year in Iraq attached to the 101st Airborne Div and I was thrilled to be able to help in any way I could. I knew the Islands took quite a beating and the people, who are American Citizens, were suffering. Anything, as small as it may be, would be worth trying. It is mainly because we don't think of our Territories as part of the US that I want to share this aviation tale in hopes that we can be more aware of all of our countrymen and be advocates for their help when they need it.

Landing in San Juan, we were whisked away to St Thomas via helicopter, so we could get to work on some much needed maintenance on their birds. As it turns out, the company was flying virtually all day, every day, following Maria trying to get supplies in and people out. The birds were being worked hard and maintenance was not able to keep up. We flew over in an H145, which is a twin turbine 10-person helicopter. The owner of the aircraft graciously donated its use for the recovery.

Arriving in St Thomas, the destruction was immediately evident. Most notably, the hillsides typically emerald green with lush vegetation were denuded, stripped of bark, and brown. Destroyed aircraft were littered about the ramp and the commercial terminal was in shambles. It was breathtaking and at the same time an awe-inspiring display of the raw power of nature.



Figure 2 A pair of Piper Aztecs



Figure 3 Final approach in the helicopter to the ramp at St Thomas. In the background is a Beech King Air laying in the bushes, along with several Piper Aztecs and Rockwell Commanders. Also note the barren hillside in the background and building debris scattered about.

Through the coming days, we worked long shifts to maintain and fly helicopters between the British Virgin Islands, US Virgin Islands, and Puerto Rico. We moved people who lost absolutely all of their worldly possessions to locations where they could receive help or board one of the many airline sponsored civil relief flights back to the continental US. As I flew over the damage, I was impressed by the empty foundations, missing roofs, and debris fields that covered large majorities of the islands.

In the middle of all of this, Maria decided to follow up with another round of destruction. Not wanting to risk damage to the aircraft, we resolved to relocate them to the former Roosevelt Rhodes Naval Air Station near Fajardo, Puerto Rico. We flew the aircraft from St Thomas and tucked them away inside a strong, concrete ex-Navy aircraft maintenance facility, where they would be well protected from the coming storm.



Figure 4 Three helicopters safely inside

Once we secured the aircraft, we setup our “camp” for the storm. We stayed in the FBO lobby, sleeping on inflatable mattresses and cooking in a large coffee urn (turns out, they cook pasta really well). Electricity went out immediately after the first winds gusts touched the east coast of Puerto Rico, demonstrating just how fragile the infrastructure really was. Fortunately, we had a small 1000 watt portable generator and could keep some lights on and power a mini-frig to preserve some food.

Late the first night, the heart of the storm started to make landfall. The wind noise was unlike anything I ever experienced previously. It was as loud as if you were standing next to the tracks of a passing freight train and did not relent for hours. With the eye of the storm passing no more that 10 miles to the North, not daring to step outside and safely behind metal storm shutters, we could hear parts of the sheet metal hangar being torn off the building. For perspective, this was a US Navy facility, built to NAVFAC specifications (yes, I’m an engineer), meaning it was not lightly built or under-reinforced.

After about a day and a half, we emerged from our cave-like refuge and surveyed the damage outside. The lush vegetation that survived prior to Maria was gone. Street lights were torn off their posts, powerlines were strewn everywhere. Pieces of the building were gone. But, we were safe. Another day after the storm passed, we flew the aircraft back to St Thomas to resume evacuations, damage surveys, and whatever else we needed to do.



Figure 5 Large hangar building after Maria. Siding is torn off, one of the large rolling doors was blown open, and the aircraft within tossed about. A C172 took flight inside the hangar and was on top of some other airplanes.

Below are some pictures that attempt to capture the extent of the damage in different areas I flew.



Figure 6 St John, USVI



Figure 7 West end of Tortola, BVI (notice the lack of vegetation on the hillsides)



Figure 8 Near the East End of Virgin Gorda, BVI



Figure 9 Road Town, Tortola, BVI



Figure 10 Marina on Tortola, BVI. 60+ foot boats scattered and piled.

Aviation is an exciting, amazing activity. It can take us places we would have never imagined. I had no idea I would be able to take part in something so unique and meaningful. I hope you found this story somewhat interesting and I also hope it increased your awareness of the needs of our American Citizens who live disconnected from the mainland US. Stay safe out there and whether you are a professional pilot or not, treat every flight like it is your profession.

From Member Jason Hull

I know you are always looking for pics for newsletters and such so I thought this was kinda fun. Logan and I did his dual cross country last weekend to KMYL (he said that's where most of his flying will be since friends and family have places there), KBKE, KMAN. When we landed a line guy from McCall Aviation came out and asked us all kinds of questions about 375 because he had never seen a 150/152 in McCall. On takeoff, and at 23 F, Logan got a pretty good lesson on higher airports cause 375 is a dog up there.

Thought you might enjoy it.

Jason Hull



The Strangest Aviation Safety Report We've Ever Seen

- By [Colin Cutler](#)



[Google Maps](#)

Just when you think you've seen it all, you come across this.

We spend quite a bit of time going through accident and safety reports, finding areas where pilots make mistakes, so we can all learn from them (and hopefully not make them ourselves).

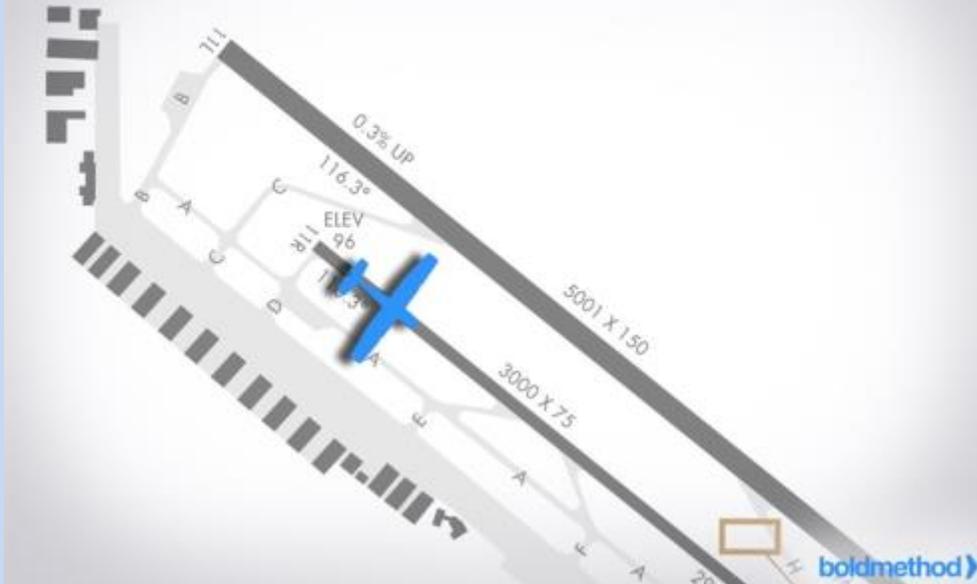
This week we came across a pretty wild one from Torrance, CA.

First off, here's the NASA Safety Report, written by the Air Traffic Controller:

The Report From ATC

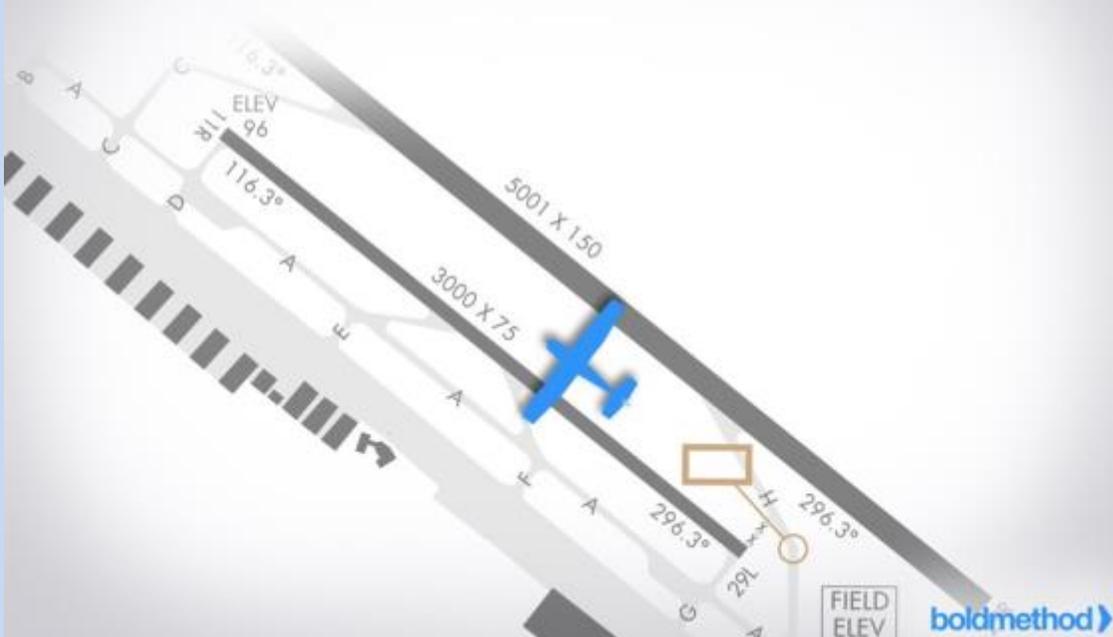
I was working the Controller in Charge (CIC) position because the supervisor was doing a skill check for a trainee on the local control position. Aircraft X called Ground Control (GC) for taxi and the pilot requested to takeoff on taxiway Charlie. GC informed the pilot that was not allowed at TOA and the pilot then requested to takeoff Runway 11R even though the wind was favoring Runway 29L/R and Runway 29L/R was in use at the time. Due to the low volume of traffic GC approved the request and taxied the aircraft to runway 11R for departure.

The pilot initially requested a takeoff from taxiway Charlie but was denied, then requested takeoff from 11R, opposite the favoring winds.



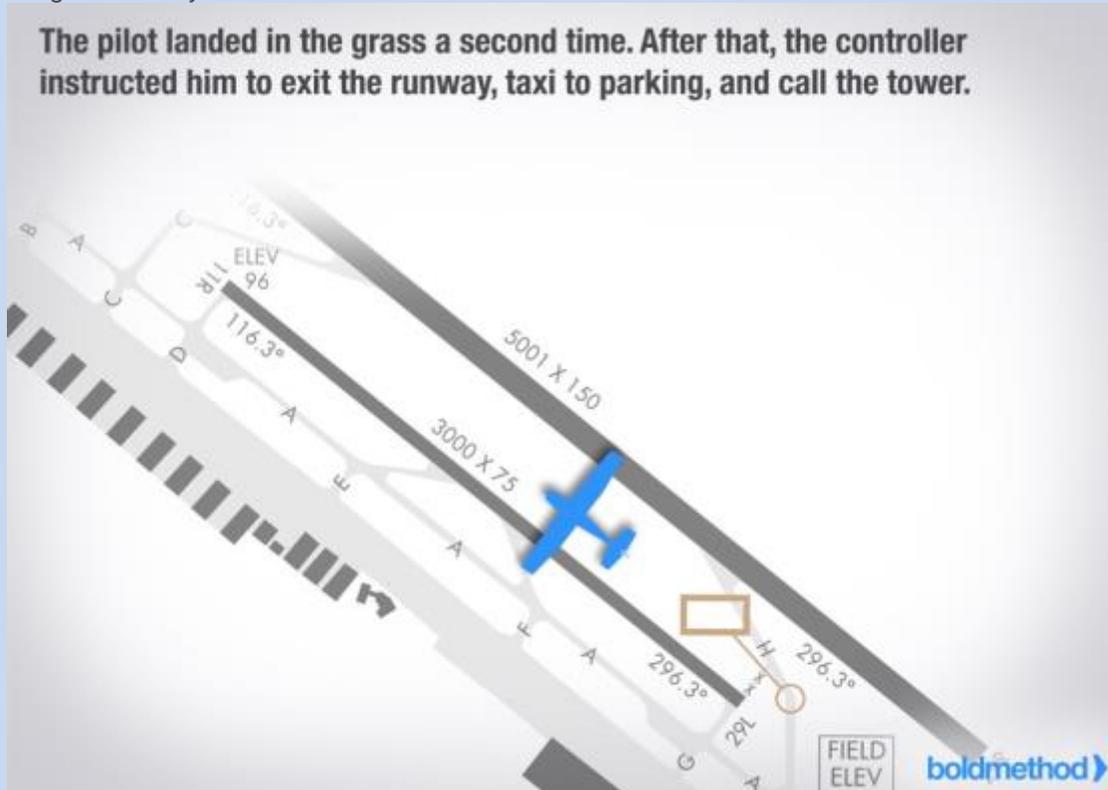
Aircraft X was cleared for takeoff and once airborne wanted to land Runway 29L. The local controller cleared the pilot to land on Runway 29L. The pilot read it back correctly and then we observed the pilot land in the grass just north of the runway. He came to a complete stop and then a transmission was blocked and the pilot took off in the grass without any communication from Local Control (LC). At this point LC issued the aircraft left traffic for Runway 29L and cleared the pilot to land again on Runway 29L. As the CIC, I instructed my supervisor and trainee on LC to emphasize Runway 29L pavement but nothing further was said.

The pilot was cleared to land 29L, but landed in the grass north of the runway instead. He then took off from the grass without a clearance from tower.



The aircraft landed in the grass again and at that point the supervisor told the aircraft that he needed to exit the runway to the left and call the tower. The pilot just said OK and followed instructions. Aircraft X called GC and GC issued the pilot instructions to taxi back to parking and asked him if he was ready to copy the phone number for the tower. The pilot said he was too busy taxiing and that he would find the number himself. The supervisor told the ground controller not to issue the brasher. At that point I had another controller get the supervisor and trainee off position so the supervisor could relieve me because I was at 2 hours on position. The pilot called and spoke with the supervisor and was very rude and told the supervisor that he could land wherever he wanted and that we were the only airport that would not allow him to land in the grass. The pilot said that in the past the tower had made a big deal of him doing this so that is why he just did it without asking.

Synopsis: The Tower Controller observed an aircraft intentionally land on the grass field next to the assigned runway twice.



Not Your Average Flight

There aren't too many pilots that would ever dream of making a flight like this.

So what can you learn from it?

First, there's nothing illegal about landing in the grass, or even a taxiway for that matter, as long as you're not violating [FAR 91.13](#). **But you do need a clearance from tower to do so, and this pilot clearly didn't have it.**

Second, if you're too afraid to ask, you probably shouldn't be doing it.

And third, if you *really* want to land off-pavement, the United States has over 8,000 grass and unpaved strips to choose from. Fly to one of them, have fun, and let the tower controllers clear aircraft to land on the runways.