

PUTTING WINGS ON

YOUR DREAMS

VOLUME XVI

ISSUE 1



Editor Jim Hudson

Happy New Year 2019

Fellow Members, as 2018 came to a close, January 2019 came and went. I've been crazy busy preparing and delivering some presentations for AOPA Air Safety Foundation on lessons learned flying the backcountry. The series, which some of you have seen on Facebook, is titled [Peaks to Pavement](#), lessons from the backcountry. My presentation features some footage of T-Craft, and instructional video's Tad Jones took of flying with me into some of the backcountry strips. I have learned a great deal in flying with many of you and hope to pass some of that on to fellow pilots in the presentations to make us all safer.

I've done three presentations in January, and have ten more to do in California, Michigan, Ohio and Minnesota with the last one being in Boise on April 22nd at the Riverside Motel (note: this presentation is not up yet on the AOPA webpage, but it is set for this date and location). These presentations are free and open to the public, and a chance to win a door prize and qualify for Wings credit. I will be doing a T-Craft version of the presentation for the club at the February 26th membership meeting.

As a result of this endeavor, the December newsletter was not published, and January is late.

I feel fortunate, to be able to fly and help many realize their flying dreams, as I remember earlier in my life that flying was always a dream for me. I also feel fortunate to be part of T-Craft with many like-minded pilots, who enjoy the freedom to fly, and are willing to help and participate toward our common goal. We have a great club, as witnessed by our membership that has been maxed out for over two years, and a wait list that has continued to grow and now is at 24.

I usually write about some flying goals to think about for the coming year. Here are some thoughts for 2019.

- What skills would you like to improve on? Are there some areas that make you nervous or a little afraid? (for example: strong winds, stalls, spins, emergency situations) If so, seek out some instruction to improve your skill level or help you overcome that fear.
- New skills - move up into a High-Performance bird or go after a tail- wheel endorsement.
- Learn to fly the Backcountry or move up a level in the BC policy.
- New Certificates/Ratings – Instrument, Commercial, or CFI
- New Places to go – new landing strips to master?

One of the great things about our club is that we have a wide range of experience in our members and instructors who can help you achieve your goals. If you're not sure who to ask, ask me, or any of the instructors or board members who can help you achieve your flight dreams.

I hope 2018 has been a good year for you and that 2019 will be even better.

This year brings an end to my monthly (most of the time) safety articles as our new Safety Director David Thomas takes over this position. I have enjoyed writing the articles for the past 10 years and probably will contribute some thoughts and ideas from time to time, however it's time for some new blood and fresh ideas. An index of past articles is listed on our club web page, at the top of Newsletter tab, or at this link: [Safety.Article.Index](#). David has asked that you contact him for any safety topics that you may be particularly interested in hearing about for the newsletter. He doesn't mind reading and/or doing research and learning about a topic that may be of interest. Also, if you have ideas for a Safety meeting topic, or have a presentation that you would like to make, let David know. David's email is: david.thomas.arch@gmail.com.

On the Newsletter front, Jim Manley, our new Secretary, will be taking over as editor for our monthly newsletter. Please continue to contribute your thoughts, ideas, and articles to help make our club better. Jim's email is: Jim@JRManley.com

I'm looking forward to continuing to serve the club as VP/Membership Director and continuing to help keep our great club growing and improving.

And remember -- Fly Safe, Have Fun, and Don't Do Anything Stupid.

Jim

Note: Clicking on any [Blue Highlighted](#) words throughout this newsletter should bring up a link to a webpage (but not the one in this example)

ELECTIONS

Election of club officers and directors were held at the January membership meeting, 1/29/2019.

The following are the results of the election.

- President: Ben Brandt
- Vice President/Membership: Jim Hudson
- Treasure: Dennis Wheeler
- Secretary: Jim Manley
- Safety/Hanger Maintenance Director: David Thomas

Welcome Jim Manley and David Thomas as new board members.

The motion to add the board officer position of VP/Membership position and to add Hanger maintenance to the Director of Safety was recommended by the board and passed by the membership at the general membership meeting.

The duties of each position can be found at the following link: [Officer-Director Duties](#)

In addition, the board recommended, and membership passed a motion to add a general membership meeting in August, the last Tuesday of the month.

February 2019

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		

The next board meeting is February 11th.

Membership meeting February 26th.
Safety Presentation: Peaks to Pavement
– Lessons from the Backcountry – Jim Hudson

2/10/2019 – Accounts due
2/20/2019 - Accounts past due
2/25/2019 – Winter Hours End

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Safety Director David Thomas

Calendar of Events:

See the club web page for updates

.Articles or Pictures

If you have any pictures or articles for the newsletter submit them to Jim Manley

Member Statistics:

106 Members
 24 on wait list.
 37 Class I Members (34%)
 69 Class II Members (66%)
 10 Inactive (voluntary suspension)
 15 Suspended (BFR/Med/Attend/Billing,
 Including the 10 Inactive)

13 Student Pilots
 69 Private Pilots
 01 Recreational Pilots
 11 Commercial Pilots
 12 Air Transport Pilots
 34 Instrument Rated Pilots

(Please report any BFR's, IPC's,
 Upgrades, or new ratings to Jim Hudson)

New Members

Lorena Correa – Class I
 Sean Rando– Class I
 Benny Wells – Class II

BFR's

Gordon Hall
 David Nejely
 Lloyd Putnam

New Ratings / Accomplishments

Chris Nebrigich – Solo
 Stefan St. Marie – Private Pilot
 Slay Windham – Instrument
 Wade Spradley – CFI

T-CRAFT STATS**2018 Totals****Top Flyers: Hours Flown**

Bill Howard	109.7
David Thomas	106.7
James Patterson	96.7
Jiyun Li	75.0
David Nejely	68.1
Slay Windham	67.9
Stefan St. Marie	65.9
Kent Murri	64.9
Tad Jones	64.7
Elizabeth Carter	61.3

Aircraft	Hours Flown	Dollars Billed
N13686	576.3	\$42,338
N4464R	387.7	\$27,610
N67375	334.4	\$20,380
N9989E	311.1	\$38,898
N1293F	302.3	\$25,478
N7593	214.1	\$26,527
N1891X	179.9	\$21,483
Totals	2305.8	\$202,715

January Billing Period**Top three flyers:**

Chris Nebrigich	20.2 hours
Bill Howard	12.9 hours
Wade Spradley	10.3 hours

The top three aircraft flown were:

N13686	52.1 hours
N67375	33.4 hours
N9989E	13.8 hours

The top billing aircraft were:

N13686	\$3,908
N67375	\$2,017
N9989E	\$1,766

Fuel Reimbursement

\$4.70 per gallon

REMINDER-We receive a significant discount from the AV Center published prices. PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

HOURLY RATES (New Rates Effective 1/31/2019)



N67375
\$65.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$90.00



N1891X
\$125.00



N9989E
\$128.00



N7593S
\$128.00

SQUAWKS

375 - Annual scheduled 18-22 March
- Ammeter to be addressed
- Radio squawk still pending.

93F - Squawk on cowl heater not working however it does work if safety switch on heater is engaged. If you don't know how system works, ask for help.

89E - Fuel bladder leak on right side. Replacement bladder on order and will be installed when possible. Safe to fly with some restriction in fuel capacity on right side.

93S - Engine is ready to be installed along with new prop and governor. Break-in will commence when able.

64R - Engine break-in has started. Will continue as weather permits. Annual was completed. New seat rails on pax side. New lower instrument panel.

Cold Weather Operations

I think Punxsutawney Phil's February 2nd Groundhogs day prediction for an early spring was wrong. It's still cold out there.

- If you did not read the article in the previous month's newsletter, please go to the following link on the club web page. If you did read it, it wouldn't hurt to read it again.
- <http://www.t-craft.org/Reference/ColdWXOps.pdf>
- As noted in the article, the tape on the bottom over the safety switch on some of the heaters may loosen up and need to be tightened for the heater to operate. If the heater doesn't turn on, check this out.
- Ben Brandt has offered to stop by the hanger the night before your flight and put the heat on.
- Note: In cold WX the circuit breakers may trip on some of the power posts when the heaters are on. Check the circuit breaker panel, its in the office, on the right as you enter the door. If you find it tripped, let David Thomas know.

New Hangar Update

Hangar Update

- Wrapping up construction / electrical
- Occupancy permit pending final electrical inspection
- Installing door strikes on some of the hangars, New doors should be installed... likely not an impediment to the occupancy permit
- Thanks to member Jay Gooden for supporting the club with labor discounts to make the hangars affordable for the club
Final cost about \$280,000 (impacted by a little less than \$15,000 due to steel tariffs), of which a large component was asphalt. This is over our initial budget, but we expect to recoup the difference over the next two years with adjusted lease payments to compensate for the higher costs

Tips and Tricks

This is a new area in the newsletter. All members are encouraged to submit items you find helpful to the newsletter editor.

From Boldmethod.com

What's More Dangerous: Light Or Strong Crosswinds?

By Colin Cutler | 02/02/2019



Boldmethod

When you think of landing accidents that happen in a crosswind, you usually think of windy days. *Really windy days.*

And it's true, a lot of landing accidents do happen when the wind is gusting to 25 knots or more. But a surprising number of these accidents happen when the winds are light - even when the wind is less than 10 knots.

How is that possible? When you're dealing with a light crosswind, you only need a little correction to maintain centerline, right?

Here are three landing accidents from the NTSB's database where the crosswind component was less than 10 knots. We'll go through each of them, and then talk about what went wrong.

Accident #1: 2 Knot Crosswind On Rollout



According to the NTSB, the pilot reported that during the landing roll he encountered a crosswind, the left wing lifted, and the airplane began to drift left of the centerline. He attempted to correct with the right rudder and brake, but the airplane departed the runway to the left. During the runway excursion, the airplane impacted an airport sign and came to rest on an adjacent runway.

The pilot stated that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. Substantial damage was found to the right elevator and firewall. The reported wind at the airport about the time of the accident was from 080 degrees at 11 knots, which created a crosswind component of 2 knots for landing on runway 7.

View the full report [Click here: Accident 1](#)

Accident #2: 9-Knot Crosswind On Rollout



According to the NTSB, the pilot reported that during the landing roll it felt as if "air got under the wing." The airplane drifted to the left and departed the runway surface into the grass about 40 miles per hour. During the runway excursion, the pilot reported that he crossed over a parallel taxiway, the nose gear impacted a storm water ditch and collapsed. The firewall sustained substantial damage. According to the pilot, the reported wind from the airport automated surface observing system about the time of the accident was 350 degrees true at 9 knots, which resulted in a 9 knot crosswind component.

The pilot stated there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

View the full report [Click Here: Accident 2](#)

Accident #3: 9-Knot Crosswind On Landing



In the NTSB's report, the private pilot reported that as the airplane approached the airport after the cross-country flight, he checked the weather, which indicated that the surface wind was from 230 degrees at 10 knots. He chose to land on runway 29 because runway 24 was closed. He stated that on final approach, the "crosswind became evident."

After touchdown, the airplane veered sharply left. The pilot used steering and braking inputs to keep the airplane on the runway, but his efforts were not successful, and there was no noticeable reduction in speed. The airplane subsequently exited the runway surface and spun sharply left. The right main landing gear collapsed, and the right wing impacted the ground. The airplane sustained substantial damage to the fuselage, empennage, and right wing. Examination of the brakes, rudder, and nose wheel steering systems revealed no discrepancies.

View the full report [Click Here: Accident 3](#)

How Can A Light Crosswind Cause So Many Problems?

As the famous saying goes, "the devil you know is better than the devil you don't." When you're dealing with a strong crosswind, you know it's there, and you're ready for it. But when

the winds are light, they're harder to perceive and prepare for. And even in a light crosswind, if you're not prepared, things can quickly get out of control.

In all of these accidents, the pilot either wasn't prepared for the crosswind, or didn't perceive there was a crosswind significant enough to affect their landing or rollout.

And in all three accidents, 2-9 knots of crosswind was all it took to send the aircraft careening off the runway.

Spring Is Coming, Which Is Prime Time for Crosswind Accidents.

Spring is a common time to see landings accidents involving crosswinds. There are a couple factors at play here. Spring is one of the windiest times of the year. As the northern hemisphere warms up from winter, temperature differentials cause frontal systems to move more. And as the jet stream makes its way north during spring, it brings with it lots of competing high-pressure and low-pressure systems. When you have strong pressure systems (and pressure gradients), you get a lot of wind.

And second, most pilots aren't flying very often in the winter and early spring. Anytime you're out-of-practice, you open yourself up to more risk.



WireLizard

Preparing To Stay On The Runway

Even if you don't live in a windy place, a few knots of crosswind can throw you off. And if flown much recently, a little practice can go a long way.

First, make sure you always know where the winds are coming from, so you can mentally prepare for a crosswind, no matter how light it is.

Almost any airport you fly into has either [broadcast weather, ads-b wx](#) or a windsock on the field, and usually, both are available. Use them to make a mental picture of the crosswind you're dealing with.

Next up comes the stick-and-rudder part. Make sure you're ready to transition your plane from a crab on final to a slip all the way to touchdown. [make perfect cross-wind landings](#) If you haven't flown in a crosswind for awhile, grabbing an instructor and doing some practice patterns is a great way to get comfortable again. Even a few trips around the pattern can help you see the difference between a crab, and having your nose pointing straight down the centerline with crosswind correction inputs. And that can be the difference between staying on the runway, and going off the side when your nose isn't aligned with the centerline. Finally, fly your airplane all the way through your rollout (and to the ramp, for that matter). That means keeping crosswind inputs in at all times. As you touch down, slowly roll your ailerons fully into the wind. You never know when a gust of wind is going to try to lift your wing, or weathervane your plane. Stay alert to how the crosswind is affecting your plane and keep making adjustments all the way to taxiing off the runway. After all, staying on the runway is a lot better than an unexpected venture into the grass.

Get Ready For Windy Spring Weather

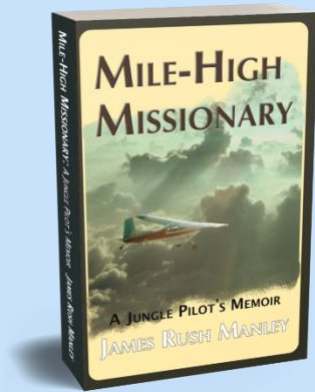
If you want to knock off the rust and really get ready for windy flying days, sign up for our [Mastering Takeoffs and Landings](#) course. You'll learn strategies, tactics and fundamental principles that you can use on your next flight. And, the course has tools you can come back to throughout your flying career.



Colin Cutler

Colin is a Boldmethod co- founder, pilot and graphic artist. He's been a flight instructor at the University of North Dakota, an airline pilot on the CRJ-200, and has directed development of numerous commercial and military training systems. You can reach him at colin@boldmethod.com.

If you missed this book for your Christmas list, it's still hot off the press.



T-Craft Member/Secretary – Author Jim Manley

Description:

The jungle pilot occupies a high visibility seat.

His role creates the convincing illusion of connection. But the truth is, he or she often leads a solitary life. He drops in from the sky, visits for 15 minutes, then goes. He touches many worlds but rarely becomes part of any.

The stories in Mile-High Missionary show how one pilot changed from hiding as a sky-creature to reentering the world of real people.

Sit in the pilot's seat as this missionary memoir flies you into the Amazon Jungle. Encounter the pilot's view. See what he saw. Hear what he heard. Meet who he met. Feel what he felt as he wrestles with his own hopes and joys, doubts and fears.

Experience bush aviation first hand as this Christian pilot asks the hard questions:

Is my airplane safe to fly?

Can I find one tiny scratch of an airstrip hidden in an immense jungle?

What if the weather changes?

Can I land and stay on the runway, then takeoff without hitting trees?

After all that, am I really helping my passengers' ministry?

Does my flying benefit the ex-headhunters I work among?

Am I honoring God, or just playing with airplanes?

Read how he juggled safety and service while doing a dangerous job, then found himself changed by the ones he served.

Amazon link: <https://www.amazon.com/dp/B07KV6V54X>

James Rush Manley
Aviation & Space Writer

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REMINDERS

HANGER SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.

WINTER FLYING HOURS

The club policy on winter flying hours is set out below. Winter flying hours end February 25th at midnight.

5.4.3 "Use it or lose it" hour: In addition to monthly dues, members will be charged one of hour of 152 time at the scheduled rate if they don't fly the equivalent to that time during the month in any of the club planes. The "use it or lose it" hour is intended to encourage members to fly at least monthly to stay somewhat proficient.

5.6 Winter flying hours: During the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months, they will be charged for three hours of "use it or lose it" time in the February billing period.

MAINTENANCE TIP

When we are pilots in training our CFI's instill in us good habits on how to care for our birds. As time passes, occasionally we all forget and become rusty pilots in relation to care and maintenance of our aircraft. The Maintenance Tip for today is simply, when cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

CARE OF YOUR AIRCRAFT

Take Time After Your Flight

We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except it's advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all

leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger doors left open, hanger lights left on, the hanger itself not locked, lock code not returned to 0000. There should be no need for any such reminders, 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 take you time when ending your flight and be vigilant on taking care of these items.

Oil Usage

Fellow members/owners - in the big scheme of things OIL is relatively inexpensive. However, over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repletely said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read [Aircraft Oil Usage](#) on our web site under Site Index.
DOM – James Eyre

Check Lists

The club has developed check lists for each bird that contain key information on the plane from the POH and some club specific items; oil levels, tire pressures, reminders to log in-out, and clean up items. It's not mandatory that you use a club check list, in fact many members develop their own, which is a good way to get intimate with the details. We've had laminated version in each aircraft, but over time, they grow legs and walk off. Members are encouraged to print out a copy of the club check list for yourself or download the pdf version and have it on your iPad/phone/tablet or build one for yourself. There's a word file as well as pdf version of the club website under the Fleet page. If you happen to find any discrepancies or have suggestions, please let me know – Jim Hudson

Schedule Master – 90 Day Attendance and Day/Night Currency

Some of you, in fact most by now have probably received email notices from SM that you're 90-day T-Craft attendance will expire on a certain date. A field was set up in the Status tab to show the expiration date. This is a way to keep track and notify you of your upcoming 90-day attendance expiration date. You'll get a notice 30 days prior to that date from Schedule Master. You will also get a message after that notice whenever you log on to Schedule Master. As per club policy, your scheduling and flying privileges will be suspended if you exceed this date, and any future schedules will be canceled if you're suspended. You will NOT be automatically suspended by schedule master if this date is exceeded. You will get

notification by the membership director when he suspends your privileges, since there are some circumstances for exceptions.

There are two other fields that you can use to keep track of your 90-day, Day and Night currency for carrying passengers. You can use those two fields if you wish to enter your expiration date and receive a notice 30 days prior to that date. Students can use the 90-day currency field to keep track of your 90-day endorsement to continue to solo.

Billing – Reggie Sellers

There have been a few mistakes made with the Flight Log System logging, so I am writing this in hopes of helping with the billing accuracy.

1. The Flight Log System is NOT connected to Schedule Master in that if you Log a plane out in the Flight Log System and then decide not to fly, you need to log the plane back in. Cancelling the flight in the Schedule Master on-line system WILL NOT cancel the flight in the Flight Log System. You have to do BOTH.

2. When you log a plane in PLEASE hit the GREEN FINISH button. If you hit the cancel button, the flight will not be logged back in making it very difficult and confusing for the next member to take that airplane.

3. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out. We are all owners of the planes and it is important that the billing is accurate.

4. Logging Tips

- o Log before and after flights (Make sure it actually logs your time!)
- o Please check hobbs time as this is the basis for billing / reconciling accounts and also for maintenance projections
- o Enter fuel, oil, and destination
- o Request from Jim Eyre to include a specific in ScheduleMaster so that he can continue to project 100 hour / annual inspections
- o Report any issues to me at 208.861.6274 / email regluvs2fly@gmail.com

Thank you and Happy Flying,
Reggie Sellers

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