



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Pilot History Forms

Thanks to you 93 members for turning in your insurance forms, hopefully this will help reduce our insurance rates. For the thirteen who have not, your privileges are suspended until the forms are turned in to [Jim Hudson](#). Most of those who have not filled out the history form are on inactive status. The forms must be filled out and returned before returning to active status.

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Avoid aircraft damage—Get a Tug Checkout

(Submitted by Reggie Sellers, T-Craft Billing Director)

It is very important for your safety and that of the aircraft that you follow these tug operation procedures.

1. If you have not been properly trained by one of the board members please ask one of them to meet you at the hanger for this training.
2. When training a member on the use of the tug we moved one of the 172s on the north side. WHEN DOING SO THE ELEVATOR TOUCHED the hanger floor when the main gear went through the gully. When the tug is used for any aircraft on the north side it is MANDATORY that you lock the elevator in the up position by wrapping the seat belt around the yoke and carefully taking up the slack (not too tight) keeping the rudder and nosewheel straight.
3. Please adhere to all points of the procedure. As mentioned in an earlier email, the blue strap has been replaced with a rod making it much easier to pull the wheel onto the cradle.
4. The procedure will be updated soon to reflect these added points. Please review it. When updated, it will be noted at the top UPDATED (and the date).

Thank you for your assistance in helping to make the tug safe to operate for you and our aircraft.

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New Club Computer for Flight Logging

(Submitted by Reggie Sellers, T-Craft Accounts Director)

We have a new computer that is to be used for the Flight Log System only. It is much faster and very reliable. If you need to log into the computer due to it being restarted, the user name and password are the same as the computer we have been using. This and other information is posted on the lid of the plane packet box and in front of both computers on the wall.

The computer on the right is the Flight Log Computer and there is a note on it stating such. The old computer on the left is for general use and there is also a note on it indicating general use. Just wiggle the mouse to start either computer.

The printer is installed and can be used on both computers.

Please don't add files or modify the flight Log computer in any way. If, for some reason it doesn't work, please try to call me, leaving a message if I don't answer and then log your flight by hand on the clipboard provided.

Use the general use computer for weight and balance and all internet access such as weather and checking/modifying Schedule Master.

If there are any questions, feel free to give me a call. Thanks and happy flying everyone,

[Reggie Sellers](#)
Billing Director
208-861-6274

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Weather Risk Assessment-Weather Briefings 3

(FAA Webinar Select Number: WP0199010)

Topic: Gain confidence in know if any of the six hazards have a reasonable risk of affecting your flight. On Tuesday, March 10, 2020 at 15:30 Pacific Daylight Time (16:30 MDT, 17:30 CDT, 18:30 EDT, 12:30 HST, 14:30 AKDT, 15:30 Arizona, 22:30 GMT)

Description: In this 90 minute webinar (plus Q&A) Delia will demonstrate her method to clarify and add certainty to often conflicting weather information.

- Learn the top tools to identify each of the six hazards
- The tool most pilots rely on—that is actually the LEAST reliable tool (and what to use instead)
- How to identify “invisible” hazards.
- Recognizing LLWS even when it's not forecast.

This is our level 3 class for more experienced pilots, however, it can also benefit low time pilots.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the “unsubscribe” link at the bottom of each email. [Click here to register today](#)

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College Student Seeks Pilots for Interviews

(Submitted by Lakota Dory, Guest of T-Craft Member, Dave Nejely)

My name is Lakota Dory. I attend Vision Charter School and TVCC in Caldwell. I will graduate this summer with my Associates degree in liberal arts and high school. I am also trying to get my private pilot license. My goal is to become a back-country and crop duster pilot.

For my senior project I need to interview 4-5 people and do 15 hours of job shadowing in the field I want to pursue. If I can interview you or fly with you to gain time for my projects that would help me tremendously! I can help pitch in some money if need be.

You can call or text me at (208) 860-9691. If I do not answer right away I am probably in class and will call you back asap.

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TIPS, TRICKS AND FUN

The Promise of Proficiency

(Reprinted from Air Facts Journal)



Arcane as the word sounds, “proficiency” is a metric of consistency. The recency of experience holds more than the promise of a glorious past experience. Take those words for their worth. They matter! They matter in business, in marketing, in promoting, in medicine, in manufacturing, in the practiced showmanship in law, in engineering, in aviation and all other disciplines where experience is charted on the “X” axis as time.

What does the promise of proficiency hold in its bag of goodies, one might ask? A lot, it seems. In aviation where this theme is constantly explored, one sees a myriad of ways where proficiency can and does lead to safety. And safety is the paramount word in an inherently difficult “Z”

axis when the third dimension of space comes into play—where we fly. [Read more...](#)

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No Time to Stall (Video)
(Reprinted from AOPA ePilot)

Despite repeated practice of stall recognition and recovery in primary training, unintended stalls continue to be a leading cause of fatal accidents among GA pilots. One major reason is that the stalls we practice in training often look and feel different than stalls in real-world scenarios. In this video, we discuss the various complexities of the traffic pattern, and the ways in which distraction, poor pattern discipline, and sloppy stick-and-rudder flying can land you in hot water – all at an altitude where an inadvertent stall or spin may be unrecoverable. [See video here](#)...



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Guiding Light (Quiz)
(Reprinted from AOPA ePilot)

Airport Lighting IFR

When ceilings are low and visibility is poor, approach lighting can guide you in safely. Don't be left in the dark—test your airport lighting knowledge with this quiz!

[START QUIZ](#)

A photograph of a runway at night, illuminated by a series of bright lights along the edges and centerline. The runway extends into the distance under a dark sky. The lights create a strong perspective effect, drawing the eye towards the horizon.

AIR SAFETY INSTITUTE

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Recent Gowen (KBOI) Visits
(Submitted by Jim Eyre, T-Craft Maintenance Director)

New to NIFC (National Interagency Fire Center) this year. N148Z, 1998 Short Bros. SD3-60 Sherpa, c/n SH3428. 39 seats. That's a lot of smoke jumpers.



C-GUTO landed for gas and a visit from US Customs. 1980 Dassault-Dornier Alpha Jet A c/n 0036 flown by Top Aces Inc., Quebec, Canada.

Still flying. 1971 Beech 65-A90-1, c/n LM-33, owned by Dynamic AVlease Inc., Bridgewater, VA. One of 141 built for the U. S. Army.



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CALENDAR

Month Ahead - March

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				

Coming Events

3/10/2020: Accounts due
3/10/2020: Board Meeting 7pm, T-Craft Hangar
3/20/2020: Accounts past due
3/31/2020: Membership meeting. 7pm, T-Craft Hangar. Roland Steadham will make a presentation on backcountry weather.

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CLUB STATS

Member Stats

106 Members
27 on wait list.
36 Class I Members (34%)
70 Class II Members (66%)
24 Suspended (21%) BFR/Med/Attend/billing/inactive

Member Ratings

11 Student Pilots (9 suspended or inactive)
65 Private Pilots
18 Commercial Pilots
12 Air Transport Pilots
38 Instrument Rated Pilots (not all are current)

Accomplishments

Elizabeth Carter—Instrument rating
Regis Deglans—Instrument rating
Tad Jones—Instrument rating
Jim Manley—CFI/II Reinstatement
Dan Sigler—Solo
Slay Windom—Instrument rating

BFRs

Jeff Aebischer
Paul Chase
Loren Dahl



Dan Sigler

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



N64375
\$68.00



N4464R
\$76.00



N13686
\$76.00



N1293F
\$95.00



N9989E
\$128.00



N7593S
\$128.00

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FUEL REIMBURSEMENTS
\$4.25 per gallon

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.

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AIRCRAFT CARE

Windscreen Care

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.

Post 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 its 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 repeatedly 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. James Eyre

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Check Lists

The club has developed check list for each bird which 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. I'm in the process of updating the check-list to include some of the newer avionics, and other items that crop up. If you happen to find any discrepancies or have comments, let me know – Jim Hudson

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HANGAR 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.

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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 that expiration date in. This is a way to keep track and notify you of your upcoming 90-day attendance expiration date. You'll get a notice 30-day prior to that date from Schedule Master. You will also get a message after that notice when 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.

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BILLING

Billing Tips

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.

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.

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.

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.

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.

Logging Tips

- Log before and after flights (Make sure it actually logs your time!)
- Please check hobbs time as this is the basis for billing / reconciling accounts and also for maintenance projections
- Enter fuel and oil destination
- Request from Jim Eyre to include a specific destination so that he can continue to project 100 hour / annual inspections

Report any issues to me at 208.861.6274 / email regluvs2fly@gmail.com

Thank you and Happy Flying, Reggie Sellers

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