



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### **T-Craft In-Person Meetings Suspended, Facilities Open, 90-Attendance Requirement**

(Editor)

Remember that all T-Craft Aero Club meetings are suspended during the COVID-19 quarantine. The board will meet via the online platform, Zoom, on scheduled dates and at additional times as needed.

During the quarantine, club members may continue to use club aircraft and facilities but do so at their own risk. No provisions exist for ensuring any facility or aircraft surface is germ or virus free. Members who elect to use club resources are advised to exercise extreme caution and take appropriate measures to guard their own health.

During the quarantine, the club 90-attendance requirements are suspended.

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### **Enforcement Policy for Expired Airman Medical Certificates**

(Submitted by Jim Hudson, T-Craft Membership Director)

The FAA just relaxed the enforcement policy on medicals expiring April 31st.  
Summary Statement from the FAA:

Due to extraordinary circumstances related to the Novel Coronavirus Disease (COVID-19) pandemic, until June 30, 2020, the Federal Aviation Administration (FAA) will not take legal enforcement action against any person serving as a required pilot flight crewmember or flight engineer based on noncompliance with medical certificate duration standards when expiration of the required medical certificate occurs from March 31, 2020, through June 30, 2020.

[Click here to read the FAA document . . .](#)

[Click here to read related AOPA article . . .](#)

I will extend the expiration date in Schedule Master of any medicals expiring between now and June 30th, 2020. If you get your medical before June 30th, let me know and provide a copy for the clubs record. You can scan a copy to me, mail it, or leave a copy in the club office (on the in box on top of the desk)

The FAA is also talking about extending BFR dates, test dates, and other related expiration dates. Stay tuned.

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### **McCall, Idaho Airport (KMYL) closed**

(Submitted by Jim Hudson, T-Craft Membership Director)

KMYL is closed, except as follows: AD AP closed except ESSENTIAL AND EMERG aircraft AND flight TRG.  
27 MAR 18:43 2020 UNTIL 26 APR 23:59 2020. CREATED: 27 MAR 18:43 2020

Effective Mar 27 2020, 12:43 PM MDT

Expires Apr 26 2020, 5:59 PM MDT

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## TIPS, TRICKS AND FUN

### Quarantined? Let's do some GROUND training! (Reprinted from *The Finer Points* YouTube Channel)

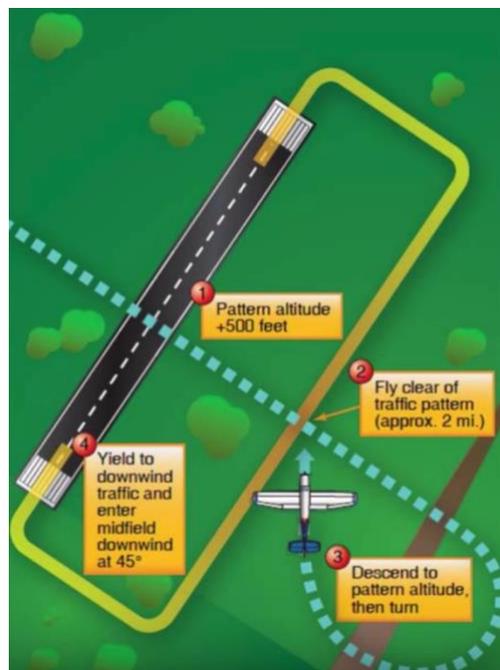


If you are quarantined at home it's a perfect opportunity to get ahead of the airplane and your flight training, mentally. In this video I will show you ways you can get ahead, save money, and keep your CFI in business ... all without contracting COVID-19. It might be a silver lining in all this -- that we come to appreciate the power of ground! The apps you see me using in this video are – ForeFlight, NavTrainer, and Skitch. [See the video...](#)

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### Entering Traffic Patterns at Non-towered Airports (Video) (Reprinted from *The Finer Points* YouTube Channel)

In this video, we review the two recommended ways to enter the traffic pattern at non towered airports in the United States and the reason why you'll want to take your time, whenever possible. [See the video...](#)



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## AOPA Urges Members To Fly Informed, With Caution

(Reprinted from AOPA)

AOPA staff noted that while state and local governments are imposing increasingly stringent restrictions on business activity and public gatherings to slow the spread of COVID-19, many aspects of GA were deemed “essential” and likely to remain exempt from social distancing decrees.

“There’s no discussion of the airspace being shut down, at least not yet,” said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. Aviation, including GA, remains a core component of the national emergency response, providing logistics support when needed, particularly to isolated communities that are difficult or impossible to access by land or sea. [Read more . . .](#)



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## Say Your Airspeed—Which One?

(Reprinted from Air Facts Journal)



Say your airspeed. Seems like a simple question. And it’s one controllers often ask when separating in trail airplanes in busy airspace. But there’s nothing simple about airspeed. There are at least four kinds of airspeed—indicated airspeed (IAS), calibrated airspeed (CAS), true airspeed (TAS) and Mach. Each value has significance to pilots. But, back to the controller’s request to “say airspeed.” The answer to that really is simple. The controller wants to know . . . [Read more](#)

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**Flying In The Iditarod Air Force**  
(Reprinted from Air Facts Journal)

I began my climb and started looking for a low spot to cross the ridgeline, west to east. The only problem was there was no ridgeline, only more of the white wall all around me that became denser as I climbed. I continued the 180-degree turn and extended it to 360 degrees and at the same time dove the airplane to get out of the snow. [Read more...](#)



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**IFR Quiz: Cross Country to Crescent City**  
(Reprinted from AOPA ePilot)

**IFR Quiz: Cross Country to Crescent City**

The weather reports for your route reveals it's a great day to log some light IFR for an enjoyable flight along the Gulf Coast. The only wrinkle is that your GPS is acting up. Can you find your way to New Orleans? Take this ASI quiz to find out!

BUGLE  
START QUIZ  
ANNISTON 255.4 123.65  
PASCAGOULA  
Trent Lott Intl (PQL) 17 0 65 (A) 135.175  
TOOTS  
PLEBE  
AIR SAFETY INSTITUTE

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## Tune Airport Devastated as Tornadoes Strike Nashville Area (Article and Video)

(Reprinted from AOPA ePilot)

Powerful storms spawned two tornadoes that ripped through Middle Tennessee in the early morning of March 3, killing at least 24 people and knocking out power to an estimated 45,000 Nashville residents.



The path of damage from the storm that struck the area around 1 a.m. was reported to stretch for miles through the city. Some people remained unaccounted for, and the death toll was likely to rise, Gov. Bill Lee said in a news conference March 3. As of March 4, about 35,000 customers were still without power.

The Tennessee Emergency Management Agency announced that a state of emergency was in effect and that the state's emergency management plan had been activated. [Read the article and watch the video ...](#)

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## Warm Up Spring Flying (Video)

(Reprinted from AOPA ePilot)

In the first of the AOPA Air Safety Institute's new four-part series, Seasons of Safety, we kick off the flying season by highlighting keys to regaining pilot proficiency and ensuring the airplane and other equipment are ready for flight.

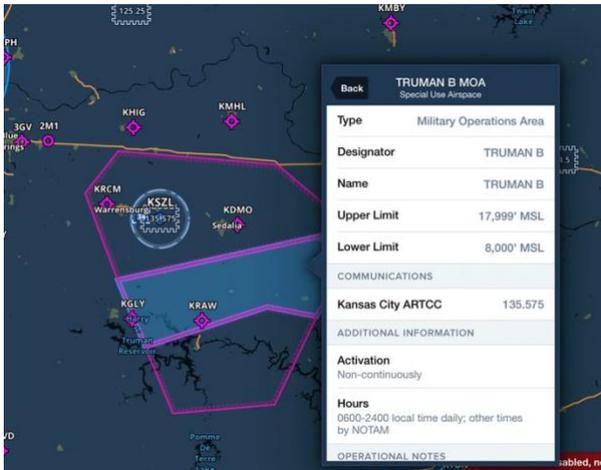
[Watch the video . . .](#)



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## Finding Hidden Flight Planning in ForeFlight (Quiz)

(Reprinted from Sporty's iPad Pilot News)



While iPad apps like ForeFlight have consolidated all the flight planning resources in one convenient location, you have to know where to look in the app to find key data when planning a flight. Test your knowledge on some of these gotchas in our latest quiz. [Take the quiz ...](#)

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## CALENDAR

### Month Ahead - April

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		

### Coming Events

**4/10/2020:** Accounts due

**4/14/2020:** Board Meeting 7pm, online

**4/20/2020:** Accounts past due

Membership meetings temporarily suspended during virus lock-down

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## CLUB STATS

### Member Stats

104 Members  
28 on wait list.  
35 Class I Members (34%)  
69 Class II Members (66%)  
29 Suspended (28%)  
Includes: BFR/Med/Attend/billing/18 inactive

### BFRs

Tim Ferrill  
Dennis Nau

### Member Ratings

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

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**HOURLY RATES**  
(New Rates Effective 2/26/2020)



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**

### **ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE**

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](mailto:regluvs2fly@gmail.com)

Thank you and Happy Flying, Reggie Sellers

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