



PUTTING WINGS ON YOUR DREAMS

June 2020

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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-day attendance requirements are suspended.

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President's Message (video)

(Submitted by Ivan Sudac, T-Craft President)

Here's a short message from our president, Ivan Sudac. [See the video ...](#)



Ivan & Kim Sudac rough it for the weekend

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FLY-RITE Preflight Weather Risk Assessment Webinars - June 2020

(Submitted by FAA – Select Number WP01100599)

Please click on the event title below to view the details and register

Intro to Weather Briefings

In this 90 minute webinar, Delia will show you how to meet the FAA briefing requirements while ALSO developing skills that will allow you to make better decisions regarding flight.

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- When severe weather doesn't qualify as an adverse condition
- Plus we'll walk through a standard weather brief, followed by Q&A

Dates offered for this month:

- [Wednesday, 3 June 2020 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Thursday, 11 June 2020 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Monday, 15 June 2020 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Wednesday, 17 June 2020 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT](#)
- [Thursday, 25 June 2020 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Sunday, 28 June 2020 - Intro to Weather Briefings 9:00 AM PDT/12:00 PM EDT](#)

Aviation Weather Hazards: Identify and Avoid

In this 60 minute webinar you'll learn methods to do just that. Assess the potential hazards and how to avoid them.

- The top resource for assessing potential turbulence or mountain wave.
- Tools that most pilots rely on—that are not reliable (and what to use instead)
- How to determine if thunderstorms will be a factor
- Recognizing turbulence or LLWS even when it's not forecast.
- Identifying mountain weather hazards in areas with few reporting points.

Dates offered for this month:

- [Friday, 5 June 2020 - Aviation Weather Hazards: Identify and Avoid 7:00 AM PDT/10:00 AM EDT](#)
- [Wednesday, 10 June 2020 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT](#)
- [Friday, 12 June 2020 - Aviation Weather Hazards: Identify and Avoid 3:30 PM PDT/6:30 PM EDT](#)
- [Saturday, 20 June 2020 - Aviation Weather Hazards: Identify and Avoid 8:00 AM PDT/11:00 AM EDT](#)
- [Wednesday, 24 June 2020 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT](#)
- [Monday, 29 June 2020 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT](#)

Weather Risk Assessment

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.

Dates offered for this month:

- [Monday, 1 June 2020 - Weather Risk Assessment 3:30 PM PDT/6:30 PM EDT](#)
- [Monday, 8 June 2020 - Weather Risk Assessment 3:30 PM PDT/6:30 PM EDT](#)
- [Tuesday, 16 June 2020 - Weather Risk Assessment 4:00 PM PDT/7:00 PM EDT](#)
- [Monday, 22 June 2020 - Weather Risk Assessment 3:30 PM PDT/6:30 PM EDT](#)
- [Tuesday, 30 June 2020 - Weather Risk Assessment 3:00 PM PDT/6:00 PM EDT](#)

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Flight Standards SFAR Briefing for COVID-19 Relief

(Submitted by FAA – Notice Number NOTC0148)

Below is a link to a briefing by the FAA's Flight Standards Service explaining the Special Federal Aviation Regulation (SFAR) that provides relief for certain persons and operations during the public health emergency concerning COVID-19. The presentation is approximately 45 minutes long.

<https://youtu.be/u7oMJA0agBI>

You can find a frequently asked questions & answers page on the SFAR here: https://www.faa.gov/coronavirus/regulatory_updates/media/SFAR-COVID-FAQs.pdf

Additional COVID-19 information is posted here:
https://www.faa.gov/coronavirus/regulatory_updates/#rcpo

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Backcountry Ground Training Requirement

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

As per our backcountry policy, annual backcountry ground training is required. For most members, this requirement is met at the annual backcountry training seminar. But this year, due to the Covid-19 restrictions this will not happen in April.

An alternative is to take the [AOPA Mountain Flying Course](#) or get some individual instruction from a Backcountry instructor. Another good refresher is an oldie but goodie, Backcountry Flying Video by Dick Williams. You can download it from the [Site Index page](#) on the T-Craft webpage.

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TIPS, TRICKS AND FUN

Trapped On Top (video)

(Reprinted from AOPA ePilot)

We tend to think of emergencies as one-at-a-time events, but as pilot Ken Lawson discovered, bad things sometimes come in pairs. Imagine yourself as a non-current instrument pilot dealing with an unexpected IFR descent—then add a failed engine to the mix. How would you cope? Listen as ATC mounts a heroic effort to get the pilot down safely.

[See the video...](#)

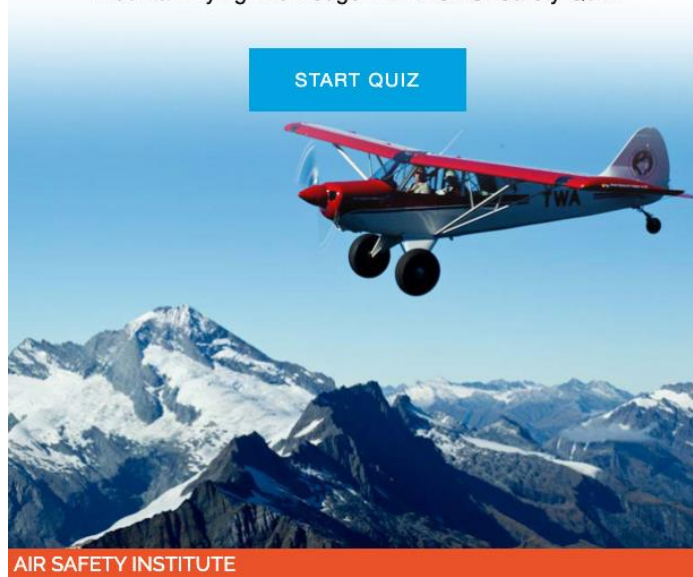


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Mountain Flying Quiz
(Reprinted from AOPA ePilot)

Mountain Flying

Ever get the feeling you're not in Kansas anymore? Test your mountain flying knowledge with this ASI Safety Quiz.



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Spitfire Takeoff and Formation Flight (video)

(Reprinted from AVweb)

If the Supermarine Spitfire isn't the iconic fighter of World War II, it's in the top three. There are just a handful flying and in this video, Dave Hadfield, of Vintage Wings of Canada, shows us how to start the Merlin and then takes the airplane out for a formation photo shoot.

[See the video . . .](#)



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Communication Clarity

(Reprinted from IFR Magazine)



Navigating an unpredictable sky requires ATC and pilots to effectively get each others messages across-even if it sometimes means stating the obvious. [Read more ...](#)

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Instrument Lighting Systems (video)

(Reprinted from Air Facts Journal)

Instrument pilots spend a lot of time thinking about approaches, but that usually means glideslopes and GPS procedures. Often overlooked in such discussions is the lighting system you hope to find at the end of the approach. This video tip, from *Sporty's Instrument Rating Course*, explains what all those lights mean and how pilots can use them to transition from instrument flight to visual flights. [See the video ...](#)



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Sharing a Flight

(Reprinted from Air Facts Journal)

I have given a lot of people rides in both my RV-6 and now in my RV-12, and I always enjoy it as least as much as they do. What I have failed to realize, though, is that what I consider to be nothing more than a small favor may very well be measured at a far higher worth to the recipient. Phil was one of those passengers. [Read more.](#)



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CALENDAR

Month Ahead - June

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

- 6/9/2020: Board Meeting 7pm, online
- 6/10/2020: Accounts due
- 6/20/2020: Accounts past due
- 6/23/2020: Plane Wash
- 6/26-27/2020: Garden Valley Fly-In

Membership meetings temporarily suspended during virus lock-down

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CLUB STATS

Member Stats

102 Members
27 on wait list.
31 Class I Members (34%)
71 Class II Members (66%)
19 Inactive (voluntary suspension; 5 student pilots)
27 Suspended (BFR/Med/attend/bill/ inc 25 inactive)

Member Ratings

8 Student Pilots (6 suspended or inactive)
64 Private Pilots
20 Commercial Pilots
10 Air Transport Pilots
39 Instrument Rated Pilots (not all are current)

BFRs

Cale Dobson
Ken Kaae

Accomplishments

Slay Windham – Commercial Pilot Multi Engine Land
Jeff Norris – High Performance Endorsement

New Members

Jim Halcomb – Class II

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

NOTE:

Monthly Dues increase to \$70/month starting with May billing (see President's State of the Club message on page 2). The minimum monthly "Use it or Lose it" flight charge remains as the equivalent of 1 hour in the C-152 which is currently \$68 per hour.

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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. 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. 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

Thank you and Happy Flying, Reggie Sellers

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