



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. If any member that has symptoms or test positive for Covid-19, or knowingly has been in contact with anyone with symptoms or has tested positive for Covid-19 should refrain from flying club aircraft, or visiting facilities. If suspect member has recently flown or visited the club facilities, they should notify any board member immediately.

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

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Density Altitude

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

I heard 2nd hand that a very experienced member had a “pucker factor” moment taking off out of Smiley Creek recently. Smiley Creek is at 7,206’. A 65-degree day at standard pressure puts the DA at 9,200’ It’s that time again as things start to heat up to review the effects of Density Altitude, review the take-off and climb out calculations in the POH, and don’t forget to check Weight & Balance. A great article is on our website on the “Site” index tab http://www.t-craft.org/Reference/DA_Safety.pdf. The Bruce Meadows video that vividly demonstrates the effect of density altitude, and not paying attention to it is also under the Site Index under “D” (this is a large 48Mb file that may not download to your device)

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New Animation @ Runway Safety Simulator

(FAA Notice Number: NOTC0193)

The FAA is happy to release the newest animation to the [Runway Safety Pilot Simulator](http://www.runwaysafetysimulator.com) (www.runwaysafetysimulator.com). This animation, “The Anatomy of a Wrong Surface Event” is the second in a three part series focusing on causal factors for wrong surface events, such as incorrect runway or taxiway approaches, landings, or departures. Specifically, this episode highlights the importance of guarding against certain environmental factors that contribute to wrong surface events and other runway incursions. Stay tuned for the third and final episode in this series coming later this summer!

Use caution when conducting Intersection Takeoffs! Runway behind you is runway you’ll never get back. Carefully evaluate the potential risks versus rewards when departing from an intersection.

- Align heading bugs or course needles (if equipped) with the runway heading before taking the runway.
- Prior to adding takeoff power, double check your alignment with the magnetic compass and heading bug/course needle to ensure you turned onto the correct runway. (Make sure you turned in the correct direction for takeoff!)
- *YOU HAVE THE RIGHT* to use all available runway. If you don’t want to accept an intersection departure from ATC, kindly state “UNABLE” and clearly communicate your request(s).
- Check out AIM [4-3-10](#) and [5-2-5](#) for more information on Intersection Takeoffs.

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Amendment to SFAR 118 (COVID Relief)

(Submitted by FAA Safety Team)

The FAA has issued an amendment to Special Federal Aviation Regulation (SFAR) 118 <https://bit.ly/31wjLGZ>, which *provides relief for certain persons and operations during the public health emergency concerning COVID-19*. The amendment recognizes that even as stay-at-home advisories are lifted, airmen continue to experience difficulty complying with certain training, recency, checking, testing and duration requirements. The amendment extends some medical certificate relief that the original SFAR provided and expands medical relief to people whose certificates will expire in the coming months. It also expands relief to a new population of airmen who may be unable to satisfy training and qualification requirements due to disruptions caused by the COVID-19 public health emergency. Those who may be affected by this amendment should carefully review the eligibility, conditions, and duration of each section of relief to ensure compliance. The FAA has revised its FAQ page at <https://bit.ly/38glUqi> (PDF) to help explain the amended regulatory relief.

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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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ScheduleMaster Safety Tip

(Submitted by Jim Eyre, T-Craft Maintenance Director)

When scheduling an aircraft in Schedule Master, don't just indicate "Cross Country." Instead list your destination. This helps the Director of Maintenance plan maintenance scheduling. It also helps Search and Rescue efforts if needed.

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TIPS, TRICKS AND FUN

Pilot-Induced Oscillations: Are You A Sinner Or A Victim?

(Reprinted from Air Facts Journal)

You have probably seen this before: a GoPro video showing a pilot struggling with large inputs on the yoke, giving the throttle a hard time with either high thrust or idle power, and after a fair amount of time focused on that demanding approach, a smooth touchdown followed by a reassuring smile. On the title of the video, something mentioning a high crosswind component, and below, the comments saying that the pilot nailed it like a boss. Did he or she? [Read more...](#)



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What's the Real IFR Alternate? (video)

(Reprinted from Air Facts Journal)



Alternate airports are a required part of an IFR flight plan when your destination's weather is forecast to be below 2000 and 3. But the filed alternate is almost never used in the real world. This video tip, from Sporty's Instrument Rating Course, explains why and offers some tips for making safe, stress-free diversions if the weather doesn't support your original plan. [See the video](#)...

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Flying 3500 Miles In Five Days—And Enjoying Every Minute Of It

(Reprinted from Air Facts Journal)

I never stopped loving airplanes, never stopped loving the ever-changing nature of the sky or the process of planning and executing a flight, be it on the little Rotax-powered Pelican or on the 737. But I did get a little tired of layovers and lost birthdays and anniversaries away. I wanted more family time. Then came COVID-19. [Read more](#)...



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Never Again: How Tired is Tired?

(Submitted by Jim Eyre, T-Craft Maintenance Director)

THIS IS A REPRINT OF A STORY FROM SEVERAL YEARS AGO: Whenever something happens that could be helpful to others I believe in sharing – no matter how embarrassing.

Today was not a good one for me as my flight ended with a dumb mistake.

Let's go back to the night before this scheduled flight. I had been working long & hard in the heat for several days. I was tired. I discussed just how tired with my wife & even mentioned that probably I was too tired to go flying. She suggested I wait a day & rest. But I didn't listen. I heard her but I didn't listen. I had scheduled the aircraft & by darn I was going to get my monthly "use it or lose it" flight in.

I was still tired the morning of my scheduled flight. My mission profile was to take the C152 do some basic upper air work, make a landing & take-off at Emmett, land at Caldwell, refuel then fly back to Nampa.

Rather easy, straightforward mission. I did a quick risk assessment & determined I was well within my safety margins. However in hindsight I should have rated my physical alertness a greater risk value than I did.

I approached my mission by the book on pre-flight, startup, etc. I had reviewed some numbers in the POH the night before.

I really thought I felt good when departing Nampa airport on Runway 29 at 0845. The air was brisk but manageable. Rather uneventful enroute to training area near Marsing. Did some turns, slow flight, couple stalls than flew to Emmett. On looking at Emmett from the air I noticed it had new seal coat on runway and no planes on the ground in sight. I figured it might not be open so flew on past and headed for Caldwell.

My approach into Caldwell was ok. Landed on 30. Taxied back & departed on 30. Another aircraft was parked along side of active with apparent problems. It was of no hindrance to me.

When I departed Caldwell I had in mind a flight profile that would have me make a right turn out, head toward Nampa and enter left traffic for 29. I wanted to be on the ground at Nampa with in my 1-hour time schedule.

From this point on I believe my being tired started to take control of my thought processes. On reflection I can't remember if I actually observed & have it register in my mind what my directional gyro was telling.

I heard other aircraft making calls about entering left downwind for 29 Nampa. I called stating I was north of Nampa & would be entering left downwind for 29 Nampa. I called entering left downwind 29 Nampa. Another aircraft announced over east end Lake Lowell for entering left downwind for 29 Nampa. Another was turning final for 29 Nampa.

All this I was hearing but not listening & certainly it wasn't registering properly in my mind. I looked but did not see. I was confident I was flying a correct pattern for 29 Nampa. I called turning base & final 29 Nampa.

In hindsight I was drifting rapidly toward the airport on my base turn but again it was not registering. My final was fast. Someone said "Where is the aircraft on final?" Another voice said "Oh watch out! An aircraft is landing on 11." I heard all this & my reaction was to look out for the fool landing the opposite direction from me.

On short final I noticed another aircraft on the active starting to pull off at a taxi way & my thought at the moment was to go around because the fool was going the wrong way. However he cleared the active so I continued my approach. I was using no flaps to a touchdown that was rather fast & taking most of the full length of 11.

Only as I was turning off 11 & noticed all the aircraft lined up for departure did it finally hit me. I had landed downwind on wrong runway in opposite direction to active traffic. Now it was apparent why my touchdown was fast. I was that fool in the pattern!

This was something I had never done in my many years of flying. Thank goodness others that day were watchful & adjusted their movements to accommodate this fool.

How embarrassing to taxi past all those on the ground near the FBO. The looks on their faces made me want to crawl under the panel.

Lessons learned from this event:

1. Never fly if tired. (I'M SAFE)
2. Listen to others (Active Listening).
3. Pay close attention to your risk assessment even if your flight profile seems quite basic.
4. Maintain situational awareness.
5. Check NOTAMs prior to every flight.
6. Don't focus so much on time schedule.

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Stall It When You Mean It (Quiz)

(Reprinted from AOPA e Pilot)

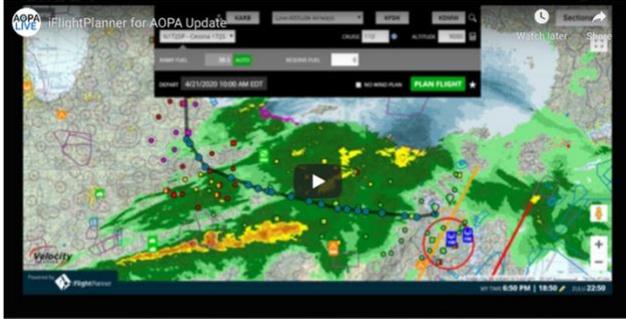
It's important to know your airplane's "book" stall speed, but is that enough to avoid an unintentional loss of lift? Take [this AOPA Air Safety Institute quiz](#) to find out.



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iFlightPlanner for AOPA Can Send Plans to Your EFB (article and video)

(Reprinted from AOPA ePilot)



The July 21 update allows pilots with iFlightPlanner Core or Premium memberships to send flight plans from **iFlightPlanner for AOPA** to ForeFlight, Garmin Pilot, FlyQ, FltPlan Go, Jeppesen FliteDeck Pro and Jeppesen Mobile FliteDeck, and WingX via the iFlightPlanner for iPad and iPhone apps. [Read more...](#)

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No Go-Around (video)

(Reprinted from AOPA ePilot)

Backcountry flying is mesmerizing, rewarding, and challenging. Join AOPA Air Safety Institute Senior Vice President Richard McSpadden as he speaks with four pilots who discuss lessons learned from a flight that went wrong. [Watch the video >](#)



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Pilots Needed For Pirep Project

(Reprinted from AOPA ePilot)



It's a small step for a pilot but a giant leap for in-flight weather awareness when someone shares a pilot report—and many pilots say they might do so during high-workload flights if there were a hands-free or speech-based technology at their disposal. [Read more...](#)

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CALENDAR

Month Ahead – July

| 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

8/10/2020: Accounts due
8/11/2020: Board Meeting 7pm, online
8/20/2020: Accounts past due

Membership meetings temporarily suspended during virus lock-down

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CLUB STATS

Member Stats

108 Members (after new members and resignations)
26 on wait list (was 31 before 5 joined this month)
31 Class I Members (29%)
77 Class II Members (71%)
19 Inactive (voluntary suspension; 5 student pilots)
30 Suspended (BFR/Med/attend/bill/ inc 19 inactive)

Member Ratings

7 Student Pilots (5 suspended or inactive)
65 Private Pilots
25 Commercial Pilots
11 Air Transport Pilots

45 Instrument Rated Pilots (not all are current)

BFRs

Hootan Shariat
Jeff Fulcher

Accomplishments

Tad Jones – Commercial Pilot
David Meisner – CFI

New Members

Dan Darragh – Class II (former member)
Al Fisher – Class II
Jim Carpenter – Class II
Adrian Fenner – Class II
Woody Woodworth – Class II



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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

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 (Revised)

The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – 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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Scheduling Guidelines (Revised)

A reminder of our scheduling guidelines per our policy. Although I've not heard of any complaints, I have observed schedules that are for several days to short distances, like McCall.

SCHEDULING GUIDELINES

Sharing aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- Schedule the aircraft that fits the mission. We have limited aircraft certified for IFR operations. If you can take another aircraft and leave the IFR aircraft for those who are training for or flying IFR other members can continue their training uninterrupted. Or, if your favorite aircraft is and one of our IFR certified birds let be known that you are willing to swap if someone really needs and IFR bird.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Call the member who has the aircraft and time slot you want/need and see if they are able to swap or may already be looking at canceling the flight but haven't canceled yet.

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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