



PUTTING WINGS ON YOUR DREAMS

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Editor – Jim Manley

Send articles and pictures to the editor at

jim@jrmanley.com

IN THIS ISSUE

IMPORTANT NOTICES	2
T-Craft Membership Meets Again—Online	2
Two KMAN Incidents Too Close for Comfort!	2
T-Craft Operational Procedures & Club Polices Revised	3
Tires—Making Them Last	3
Safe Summer Flying	5
GPS Interference Testing – Mountain Home AFB, Idaho	5
CALENDAR	5
CLUB STATS	6
HOURLY RATES	6
FUEL REIMBURSEMENTS	6
AIRCRAFT CARE (REVISED)	7
HANGAR SECURITY	7
SCHEDULE MASTER (REVISED)	8
BILLING & LOGGING (REVISED)	9
TIPS, TRICKS AND FUN	10
Safety in The Backcountry	10
Crossing the North Pole Three Times	10
Hamburger Hop at Night (Safety Quiz)	11
Extra NG: Mild to Wild (video)	11
One Plane and One Girl’s Dream	11
There I was . . . When Flying Multiple Aircraft Types (podcast)	11
Garmin Pilot Adds Tab Bar	12
What’s the Best iPad for Pilots – 2020 Buyer’s Guide.....	12
How to Incorporate the iPad into Flight Training	12

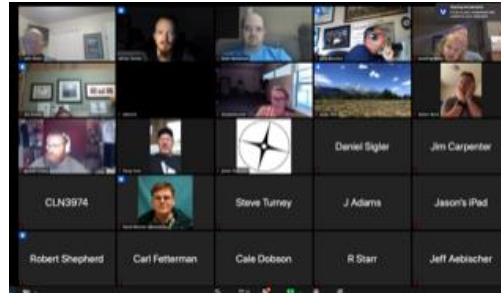
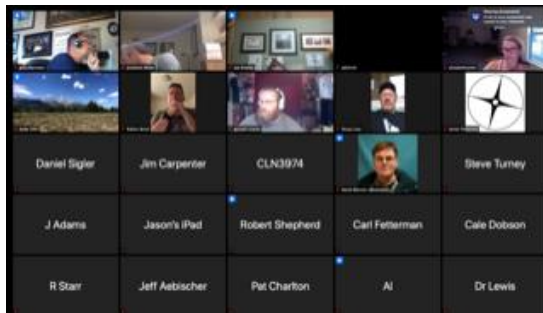
IMPORTANT NOTICES

T-Craft Membership Meets Again—Online

(Submitted by Editor. Screen shots by Jim Hudson, T-Craft Director of Membership)



Last Tuesday evening, 25 August, 55 T-Crafters met online. This was the first membership meeting since February 2020 after which the COVID quarantine suspended in-person assembly. The Board is discussing if the September meeting should be online again, or in person. Watch for further news.



[Back to the Top](#)

Two KMAN Incidents Too Close for Comfort!

(Submitted by T-Craft member, James Patterson and Len Erickson)

James Patterson reports:

AWOS [at KMAN] reported wind was very light and favoring Runway 29 by only 10 degrees. However, smoke in the area, and flags to the south of the field *clearly indicated* a preference for Runway 29. While we were entering the pattern for 29, I noticed on Stratus ADS-B / Foreflight that an aircraft was on the ground taxiing to Runway 11 or the west end of the airport, but then dropped off of ADS-B.

My student and I had landed 29 and announced our taxi back to runway 29 for another departure and pattern work. In the meanwhile, there were two additional aircraft entering the pattern (one overhead, midfield, teardrop to left downwind and another on a 45 for left downwind) to runway 29. All of these aircraft were also announcing intentions to use Runway 29 on the CTAF. My student announced our departure and left traffic for Runway 29 and cleared the runway / pattern before entering the runway.

We were accelerating on the runway and just at rotation speed when I heard someone say on the radio, "Hey, looks like there's another plane on the runway." I don't know who said it, but I immediately took the controls, pulled the throttle to idle and began braking while scanning for another airplane. *I saw nothing at first.* Suddenly, I saw movement tracking to my left (we were still moving at about 30 miles per hour) and immediately began tracking to the right side of the runway. I didn't recognize it at first, but as it passed by us I realized it was a Rutan Long EZE.

The reason I didn't "see" the airplane at first is that it was nearly impossible to see in the ground clutter and being a non-standard shape. It wasn't until they saw *us* and began to divert that I saw the relative motion. Had someone not said something on the radio, I am confident we would have collided on the ground or more likely, in the air, at high speed. I invited the pilot of the Long EZE to taxi to the ramp to discuss the near miss, but he didn't respond and instead taxied to Runway 29 and departed.

I recommend reviewing documents, such as [AC 90-66B Non-Towered Airport Operations](#) document that details recommended pattern entry and approach procedures, and also the newly revised / approved [Nampa Airport Operations / Procedures document](#)

Len Erickson reports:

On Thursday while out in 375, I had a near miss near the Nampa airport. I had transitioned to BOI airspace and had been in contact with Big Sky approach. They released me to CTAF for KMAN early (Big Sky was really busy, busier than I have ever heard them. The controller was a bit frazzled). They were telling people that they would have to wait 15 to 30 minutes to make an approach to BOI).

At about 17:15 Z I saw a CAP flight xxyy with a easterly heading on Foreflight coming directly at me. I could not get a visual on the aircraft. it appeared to be "-1" on Foreflight. or 100 ft below me. Foreflight then went yellow, I made an immediate evasive maneuver to the right (north) but was aware of other traffic in the pattern. I had not heard any call from the CAP flight, and had made my traffic calls as is procedure. When I turned west again, the CAP flight was +1 on foreflight.

I assume the CAP flight had switched to "Big Sky" by that point. I was about 2 KNM south of the field, and 4 east. You can see my track on Flight Aware. Normally I fly south to Lake Lowell and then approach the pattern from the south, but had decided that there was not that much traffic. I was still 2 mi south of the runway 29 downwind. In retrospect shame on me.

There was a lot of CTAF radio traffic mostly in Caldwell.

Learnings, 1, Foreflight and ADS-B is worth it. 2, don't trust that all traffic is talking. 3. Follow your own personal procedures that have proven to be safe.

[Back to the Top](#)

T-Craft Operational Procedures & Club Polices Revised

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

We've completed updating our Procedures and Policies manual. Updates include:

- Backcountry airstrip Identifier updates
- Clarification of member flying and non-flying status
- Members responsible to pay full insurance deductible
- Formatting and other minor changes.

[Click here to see the complete manual on the T-Craft website](#)

[Back to the Top](#)

Tires—Making Them Last

(Submitted by Jim Eyre, T-Craft Director of Maintenance Adapted from Aug 2019 Newsletter)

How we treat our expensive tires has a significant effect on how long we can expect them to last, and how long they are safe to use.

Aircraft tires are relative high on our items of safety for any flight. Other than being black, round and inflatable are about where the similarities between aircraft and auto tires end. Auto tires are typically made of synthetics rather than natural rubber or the synthetic blends of aircraft tires. These differences are substantial

Aircraft tires flex as much as three times as auto tires do, and are designed only for limited use. Excessive heat builds up in the tire if it's used for extended periods of time of ground operation. The reason for the additional flex in aircraft tires is twofold: To save weight and allow the tire to share some of the landing gear loads experienced in aircraft operations.

Modern light GA aircraft tires are bias-ply and constructed of materials such as nylon fabric, metal (used in the bead), natural rubber, Kevlar and other compounds. Aircraft tires are required to be identified with size, ply rating, speed rating, maximum cut depth, load rating, serial number and manufacturer. Tire design and construction as well as the quality of the components used is the determining factor in the useful life and price of the tire. We buy good quality tires as they provide a level of safety, longer service life and improved resistance to foreign object damage (FOD). We do expect a certain amount of wear & tear from the flight hours and environments our planes operate in.

All that being said if a member lands with feet on the brakes at too high a speed just this one landing can



remove gobs of rubber from the tires. Recently 89E had extensive material removed from the left main tire. This expensive fairly new tire was beyond anything acceptable safety wise. Hard to believe the individual doing this tire damage didn't know what they had done. When this happens Fess Up and let us know so we can get tire replaced (it was).

While a skid flat spot does not necessarily require removal from service we will swap out the tire on side of caution.

So what can we do to increase tire life? Proper inflation and use of brakes tops the list. Tire temperature changes affect pressure so check them cold with a good gauge (available in hanger). A 3 degree (C) temp reduction will result in a one percent drop in tire

pressure. The pressure marked on the tire is the maximum allowed, not the "normal" pressure. Proper inflation can vary with gross weight rating of tire & application. The same size & ply rating on one aircraft may require a different pressure based on gross weight of the aircraft it's installed on. It's not possible to "eyeball" a tire to determine if pressure is correct unless it's severely under inflated. Check tire pressure when tire is near OAT or you'll get a bad reading. Nose wheel shimmy problems can often be traced to incorrect tire pressure, a worn or damaged tire or out-of-balance tire/tube. Aircraft checklist has suggested tire pressures in preflight section.

Landings and take-offs are predicated on indicated airspeed, while tires are rated for maximum ground speed in miles per hour. The following conditions add additional tire operational stresses: high altitude airports, landing in tail winds and crosswinds, high temperatures or long taxi distances and rough surfaces.

Fluids such as hydraulic, oil, fuel, and grease are very damaging to natural rubber in tires. Move aircraft forward to straighten the nose wheel before setting parking brake and performing an engine run-up to reduce stress on the nose tire and wheel. Avoid locked wheel turns when possible as they are damaging to the tread and sidewall of a tire. Avoid landing with the brakes partially on, riding brakes during taxi and/or taxiing too fast especially with long taxi distances and avoid fast cornering.

Some pilots simply land much faster than they need to and end up with heavy braking to compensate which takes its toll on tires and brake components as well. I'm sure some commercial flight operations may call for heavy braking. Smoking tires & brakes! T-Craft does not require or need to do such on landing. Use the brakes intermittently during taxi to slow the aircraft, then allow the speed to build and again slowing the aircraft can help in reducing heat buildup in the brakes and heat transfer to the tires. If you experience any event that may have done damage, e.g. hard landing, excessive braking, etc., please let us know so further airworthiness of that plane can be determined.

Please remember when braking to keep feet on floor and don't jam on the brakes. At KMAN you have almost a mile of runway so you don't have to make the first or second taxiway by skidding the tires. Allow aircraft to slow as you gradually apply brakes.

Always include a good visual inspection of tires during your preflight. Checking pressure and for damage should be routine. Tires can last a long time if properly cared for and you exercise a little common sense.

[Back to the Top](#)

Safe Summer Flying
(Submitted by FAA Safety Team)

Notice Number: NOTC1278

With summer in full swing, and as general aviation activity is on the rise in many areas of the country, now is the perfect time for pilots to brush up on their flying skills — particularly if it's been some time since your last flight. You'll also want to be prepared for some of the unique challenges present with summer flying. To help, check out this list of 10 things to keep in mind before your next flight: <https://medium.com/faa/safe-summer-flying-for-general-aviation-129c490bbf6a>

Produced by the *FAA Safety Briefing* editors, www.faa.gov/news/safety_briefing

Address questions or comments to: SafetyBriefing@faa.gov

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[Back to the Top](#)

GPS Interference Testing – Mountain Home AFB, Idaho

(Submitted by FAA Safety Team)

Notice Number: NOTC0272

FLIGHT ADVISORY
GPS INTERFERENCE TESTING
MOUNTAIN HOME RANGE COMPLEX (MHRC) 20-04
10 August – 11 September 2020
Mountain Home AFB, ID

For more information, see link below:

https://www.faasafety.gov/files/notices/2020/Aug/MHRC_20-04_GPS_Flight_Advisory.pdf

[Back to the Top](#)

CALENDAR

Month Ahead – Sep

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

- 8 Sep 2020: Board Meeting 7pm, online
- 10 Sep 2020: Accounts due
- 20 Sep 2020: Accounts past due
- 20 Sep 2020: Tentative in-person Membership Meeting. Watch for announcement.
- xx Oct 2020: Tentative Plane Wash. Watch for announcement.

[Back to the Top](#)

CLUB STATS

Member Stats (as of 25 Aug)

110 Members (after new members and resignations)
27 on wait list
33 Class I Members (30%)
77 Class II Members (70%)
18 Inactive (voluntary suspension; 5 student pilots)
26 Suspended (28% BFR/Med/attend/billing includes the 18 inactive)

Member Ratings

8 Student Pilots (5 suspended or inactive)
66 Private Pilots
25 Commercial Pilots
11 Air Transport Pilots
45 Instrument Rated Pilots (not all are current)

New Members

Robert Bond
April Dittrich
Joe Rowley

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

[Back to the Top](#)

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.

[Back to the Top](#)

AIRCRAFT CARE (REVISED)

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

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

[Back to the Top](#)

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.

[Back to the Top](#)

SCHEDULE MASTER (REVISED)

ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE

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.

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.

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 & LOGGING (REVISED)

Billing: 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 (revised): The FlightLog System is NOT connected to Schedule Master. 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.

- LOG OUT BEFORE FLIGHT:
 - Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
 - Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
 - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
 - Enter fuel, oil usage
 - 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.

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

[Back to the Top](#)

TIPS, TRICKS AND FUN

Safety in The Backcountry

(Reprinted from AOPA ePilot)



Smiley Creek Airport in Idaho's Sawtooth Mountains

It's no secret: Backcountry and mountain flying have gained tremendous popularity in recent years. Pilots who participate in this sector of aviation have myriad reasons for doing so—a new challenge, a great way to sharpen their flying skills, breathtaking views, and a chance to get off the grid for the ultimate feel of freedom. Whatever the reason, the allure of flying the backcountry is undeniable. [Read more ...](#)

[Back to the Top](#)

Crossing the North Pole Three Times

(Reprinted from AOPA ePilot)

Yesterday as I prepared for my first ever North Pole crossing things were going pretty smoothly. Almost too smoothly. I'm used to last minute surprises especially before taking off. But then I remembered I've had over 18 months to prepare for this leg. I thought maybe the Universe was finally going to throw me a bone. The taxi showed up on time the morning of departure, the airport manager let him on the ramp—which never happens, the new coordinates for my flight worked in the Flight Management System, I had no leaking fuel from the plane after fueling the night before, the tires held air, the emergency oxygen was near full, the nitrogen charge was still within limits...it was almost hard to believe. The *Citizen of the World* was in all her glory, fierce and it was a fantastic thing to see. [Read more ...](#)



[Back to the Top](#)

Hamburger Hop at Night (Safety Quiz)

(Reprinted from AOPA ePilot)

A night flight to your favorite airport restaurant requires extra planning. Get ready with this [AOPA Air Safety Institute quiz](#).

[Back to the Top](#)

Extra NG: Mild to Wild (video)

(Reprinted from AOPA ePilot)



Blue sky above—puffy white clouds ahead—breezy coastline below.

I'm getting acquainted with the Extra NG—the latest unlimited aerobatic *uberplane* from Extra Aircraft in Germany—starting with a few familiarization maneuvers. Steep turn, Lazy 8, barrel roll, loop.

AOPA Editor at Large Dave Hirschman loops and rolls the Extra NG—the latest unlimited aerobatic *uberplane* from Extra Aircraft. [Read more and watch a video >](#)

[Back to the Top](#)

One Plane and One Girl's Dream

(Reprinted from Air Facts Journal)

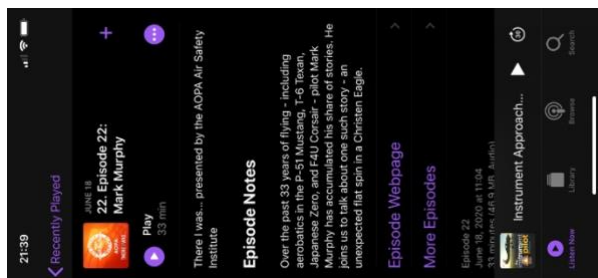
It was a calm evening and the sun was setting behind the Blue Ridge Mountains as the familiar smell of leather and avgas instantly brought me to my happy place. I smoothly advanced the throttle, my heels on the floor as I guided the Cessna 172 down the centerline of the runway. Once airborne, my face broke into a wide smile as I turned to my dad and our eyes met. Words were not needed in that magical moment. [Read more . . .](#)



[Back to the Top](#)

There I was . . . When Flying Multiple Aircraft Types (podcast)

(Submitted by David Thomas, T-Craft Director of Safety)



This podcast struck me as particularly relevant to our club as many of the members find themselves flying different planes here and there. [Click here to hear the pod cast . . .](#)

[Back to the Top](#)

Garmin Pilot Adds Tab Bar

(Reprinted from Sporty's iPad Pilot News)

The latest Garmin Pilot update adds a familiar new interface option to the app in the form of a tab bar at the bottom of the screen. The update also adds a new live track log function and Garmin's smart Route Data chart download function to the Trip Planning screen. [Read more...](#)



[Back to the Top](#)

What's the Best iPad for Pilots – 2020 Buyer's Guide

(Reprinted from Sporty's iPad Pilot News)



Considering your first iPad or upgrading your old one? There are a lot of options. In this article, we'll walk you through all the options, then offer our choice for the best overall aviation tablet. [Read more...](#)

[Back to the Top](#)

How to Incorporate the iPad into Flight Training

(Reprinted from Sporty's iPad Pilot News)

Many students beginning their training often ask the question "is the iPad the right tool for me in my flight training?" To help with the decision, Dave Zitt, a senior flight instructor at Sporty's Academy, shares his thoughts on best practices for incorporating the iPad as an EFB when learning to fly. [See the video...](#)



[Back to the Top](#)