



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Birds

It's that time of year when birds (especially Starlings) are looking for places to nest. Birds, even in our hanger, can enter thru small openings such as aircraft cowlings. They love to build their nests on top of engines. We found such in engine compartment of one of our aircraft parked inside of hanger. Nests can be built in a very short time so be looking for evidence that birds are present during your usual good preflight. If you have an aircraft in backcountry be especially vigilant for all sorts of flying critters seeking shelter and building a home in your plane.

Remember those Burma Shave signs along highways? Sorry if you are too young to have experienced them.

BURMA SHAVE---- When You Fly----If Caution Ceases----You Are Apt----To Rest In Pieces---BURMA SHAVE

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605 Foot Tall Tower South of Emmett Idaho

FAA Notice Number: NOTC8415: There is a relatively new tall tower located 3.4NM South, Southwest of the Emmett Airport (S78), it is shown on the Sectional Chart at 3351 feet (MSL) and 605 feet (AGL). This is the tallest tower in the area. VFR Pilots flying between the Treasure Valley area and Emmett need to be aware of its location. The tower is lighted, however it has been reported that does not stand out well visually. Remember as in the case with all towers, there are guy wires that extend out below for support.

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Boise Wrong Runway Landings

FAA Notice Number: NOTC8387: Boise (BOI) is one of the top 10 airports in the nation for wrong runway landings. Nationally, there were approximately 600 wrong runway landings in the last two years. 86 percent of those incidents were general aviation events. 90 percent of all incidents occurred during daylight hours, and 15 percent involved another aircraft.

The closely spaced runways at BOI create an inherent risk. The risks of wrong runway landings are also increased with offset thresholds. BOI tower is 270 feet tall. Due to its height and positioning it's very difficult for controllers to see aircraft on final. We need your help when landing or departing. Please ensure you have the correct runway.

Best practices include: check NOTAMS, stabilize the approach, make good use of available technology, be ready to go around if needed, and ensure you're lined up with the correct runway. Mike Stabenow - Boise ATC 208 364-5802 mike.stabenow@faa.gov

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Boise ATC Tours

I have been working to set up some tours of the ATC facilities at the Boise Airport. For the most part they limit those tours to 7:00am to 3:30pm. I do realize this will be a hardship for many and I'm working on putting together a couple of tours at 5:00pm or later but this is a separate effort with a different person and I don't have these nailed down yet. Stay tuned.

So as of now I have (4) tours scheduled. They are each limited to (8) participants and I will try to add additional sessions depending on how quickly these fill up and what the participation level looks like.

The current sessions available are:

- 5/15 - 12:00pm
- 5/15 - 12:45pm
- 5/23 - 12:30pm
- 5/23 - 1:15pm

Please email me directly at david.thomas.arch@gmail.com to confirm a slot. Please put in the subject line "ATC Tour Reservation Request" so that I am able to find it in the email pile. I will not be confirming individually but I will send out update emails with a list of who has filled which slots. If multiple slots work for you, please let me know in your email and I will do my best to make arrangements that accommodate the largest number of participants.

Please feel free to contact me if you have questions.

Thanks all, David Thomas

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TIPS, TRICKS AND FUN

The Real Risks Of Engine Failures

Almost from the beginning of our flight training, pilots are drilled on simulated engine failures in every phase of flight. Once we're introduced to dealing with engine failures, we practice and perfect them, and then revisit them to ensure proficiency. This training is necessary because, although generally reliable, small airplane engines do still fail, especially if they are piston engines. Good inspection and maintenance practices plus proper operation help minimize or eliminate the risk. However, the likelihood (probability) of an engine failure and even its severity (consequences) can be managed ahead of time so that a failure might be less likely and, if one does happen, you might be in a better position to land without injury and maybe without damage.



So...What's The Risk?

Before taking steps to minimize the risk of engine failures, we probably should try to quantify it. Thanks to the way U.S. aviation mishaps are cataloged, it's safe to say that engine failures happen more often than the data reflect. The sidebar below about the Aircraft Owners and Pilots Association Air Safety Institute Nail Report goes into greater detail, but it's safe to say engine failures that don't result in substantial damage, serious injury or death aren't part of the data. In fact, the NTSB's definitions specifically exclude "[e]ngine failure or damage limited to an engine if only one engine fails or is damaged...." The punchline is that official data underestimate the actual and unknown engine-failure rate. Personal experience bears this out.

So, we can presume the actual engine-failure rate—and our risk— is greater than demonstrated. That's the bad news. The good news is we also can presume that some number of engine-failure events didn't result in substantial damage, serious injury or death. If we're going to have to deal with an engine failure, what can we do to wind up in the "uninjured, no-damage" category? A lot, it turns out.

Basic Strategy

First, pay heed to what you learned in primary training and should be practicing regularly. An actual engine failure may be unlikely, but it is still possible. Staying proficient with emergency procedures and forced landing techniques is still vital. However, as when dealing with any hazard, a more comprehensive approach to managing engine-failure risk could lead to better outcomes.

Our basic strategy to managing the risk of engine failure starts with our familiar risk management matrix, reproduced at the top of the following page. Once a risk is identified—engine failure in this case—we must analyze it in terms of its likelihood (probability) and its severity (consequences). This will allow us to see the total risk and then point the way to mitigating actions. The objective is to mitigate unacceptably high risks down to lower risk by reducing risk likelihood and/or severity.

What's an unacceptably high risk? Any high risk (red) must be mitigated to lower either the likelihood or the severity of the risk to produce a lower overall risk level. What if the risk is "merely" at the serious (yellow) level? Good practice and professional standards dictate that this risk also be mitigated. If you look at any airline or corporate flight department, you will find that risk management is ingrained in both aircraft certification standards and operating procedures such that most risks end up being mitigated to the low (white) level. You should always be striving to reduce risk, but as a general aviation pilot you have discretion to accept some risks that our commercial cousins always mitigate.

Managing Risk Likelihood

Let's start by analyzing how we can manage risk likelihood for engine failures. An engine failure in a single-engine piston aircraft, while unlikely, is still possible, so the likelihood is firmly in the "remote" line. An engine failure in a turbine-engine single, on the other hand is highly unlikely to occur, hence "improbable."

Does this mean that you can't control risk likelihood in your piston single? No. Obviously, you can move the severity needle anywhere within the "remote" bucket so that you are closer to the "improbable" category than you are to the "occasional" level.

Most of us can't afford the jump to turbine equipment, so what are some actions you can take to reduce engine failure risk likelihood? The following list is heavy on maintenance actions with some operational actions added.

Frequent oil changes. Make sure that the oil filter is inspected for metal and other contaminants and take an oil sample for lab analysis.

Top end inspection. Compression and borescope inspections should be done at least at every other oil change.

Frequent engine inspection. Depending on your level of activity, you might want to conduct detailed engine inspections, using the 100hour engine checklist for your make and model, more often than at the annual or 100-hour inspection. For example, I fly my Mooney about 160 hours per year. I do oil changes at 40-hour intervals and a 100-hour engine inspection at 80 hours. This event includes compression and borescope inspections. I am now also doing these at the 40-hour interval as the engine approaches its time between overhaul (TBO).

Engine monitoring. Think seriously about having one in your aircraft and using it to evaluate the health of your cylinders and valve train.

Other engine instruments. Even rudimentary engine instruments can be used to detect changes and trends. Is your oil pressure lower than normal and your oil temperature higher? Time to ground the aircraft and investigate.

Managing Risk Severity

Is there really a way to manage the level of risk severity? Of course. Your primary objective is to prevent fatalities and injuries, with saving the airplane as a secondary objective. In other words, use mitigations that avoid a catastrophic outcome and aims for "negligible" consequences. Here are some key mitigations that could save your life and maybe even the aircraft.

Be proficient. Prevention may be your first line of defense, but this could be your last line of defense. Practice simulated engine failures and know your emergency procedures cold, especially techniques such as best gliding speed.

Maintain situational awareness. Spotting an incipient engine failure in the early stages can allow you to execute a precautionary landing or better position yourself if the engine quits before you're on the ground.

Install shoulder harnesses. Most aircraft now have them, but if yours doesn't, install them. Airbags are also available for retrofit on some aircraft.

Fly higher. Altitude buys you time and distance if the engine dies. I typically operate my Mooney between 9,500 to 12,500 feet. From two miles up and a 13:1 glide ratio, I have a 25-mile radius to find an airport or suitable landing spot.

Airframe parachute. This may sound like an ad for Cirrus, but 82 of them have deployed their CAPS chutes within the system's limits and all the occupants have lived to regale their friends with the story.

Avoid/limit certain profiles. Concerned about operating at night, in IMC, or over or around inhospitable terrain, wilderness, urban areas and water? You should at least factor these into your risk management planning, as described in the next section.

Hazardous Profiles

Transportation utility is certainly why I own an airplane, but we should consider what hazards and risks we face from potential engine failures in certain extreme and not-so-extreme settings. Below are a few settings that I consider during my preflight planning and in-flight risk management. Your assessments of these settings may vary from mine, and that is part of your prerogative, if you do so consciously.

Night. Night operations have historically been more hazardous than daylight flights. From an engine failure perspective, the likelihood doesn't change, but the ability to mitigate risk severity is compromised because of restrictions on seeing potential landing sites. My own mitigation is that I will not initiate a night flight in a single-engine piston, except under the most benign conditions (good visibility, full moon, favorable terrain). I will continue a flight into darkness if conditions are favorable, but will fly high to increase the chance of reaching an airport if the engine fails.

Low IFR/IMC. In a piston single, I will initiate a flight into low IFR if the IMC is localized. I will also continue a flight into low IFR if it only exists around the destination or in scattered areas along the route. I won't initiate a flight where the flight path is totally within a low-IFR system.

Inhospitable terrain. When flying over poor terrain, I will try to fly as high as practical, such that my "rocky footprint" is eliminated or minimized. That is, I would be able to glide to an airport or suitable landing area in the event of an engine failure.

Water. Most single-engine aircraft can be ditched in a manner that will usually not injure the occupants. The risk comes from being able to escape the aircraft and then surviving in a water environment until rescued. I have made three trips to the Bahamas carrying only life jackets, but I would no longer do such a trip in a single piston unless I had a raft, signaling gear and other survival equipment.

Wilderness. Even if over terrain where a forced landing or ditching could be made without injury, these operations demand full survival gear and training on how to use it. The main problem is not being near any rescue options. In two trips to Alaska (one in a Mooney and the other in a Bonanza), I've followed all three common routes: the Alaska Highway, the Trench and the coastal route. I had full survival gear and knew how to use it. On any future trip, however, I will stick to the Alaska Highway route when operating a piston single.

Urban environments. Many large city cores are almost exclusively hostile to a successful forced landing (ask Sully for confirmation). Many pilots are based in dense urban areas where the airport itself is surrounded by houses and other buildings and obstacles. I'm not based in an urban environment, but when flying to such locations, I try to do a little additional risk management planning. For example, is there a different airport that I could use with a longer runway?

In nearly 10,000 hours of flying, I have never had an engine failure. Hopefully, that will continue and your experience will be the same, but it's always better to be prepared.

Two Kinds Of Engine Failures

You will be way ahead of the risk management game if you can avoid all the pilot-induced reasons that engines stop. These include fuel exhaustion and fuel starvation, carburetor icing and other causes where the risk can be mitigated through better preflight planning, checklist use and other procedures. We also can talk about regular inspection and maintenance, and proper operation. From experience, if the engine's healthy, keeping it that way isn't much of a problem. Get to know your engine monitor—you do have one, right?—and learn to manage your engine.

Once we eliminate the easy stuff, we're down to actual mechanical failure of some powerplant component. In these cases, the extent of powerplant failure depends on which component fails. For example, catastrophic failure is the usual outcome for piston-engine crankshaft, connecting rod and oil pump failures. Fortunately, such failures are extremely rare. On the other hand, failures of pushrods, magnetos, pistons and rings are more likely—but still low—and may only cause a power reduction.

The Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI) recently published its latest annual Nall Report, analyzing fatal and non-fatal general aviation accidents. The 2018 Nall Report looks at NTSB data beginning with 2006 through 2015. It breaks down accident causes into three major categories: pilot-related, mechanical and other or unknown (top right). The data shown are for 2015 alone.

In 2015, mechanical reasons were ascribed to 15.7 percent of non-commercial fixed-wing accidents, earning them a distant second behind the pilot-related category. Of them, 82 (54 percent) involved the powerplant. Only nine (11 percent) of the powerplant failures during 2015 were fatal, meaning we basically have a one-in-ten chance to survive an accident resulting from an engine failure. As this article's main text explains, however, some unknown number of engine failures do not result in a reportable accident.

Risk Assessment Matrix

RISK ASSESSMENT MATRIX				
Likelihood	Severity			
	Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious	Medium
Occasional	High	Serious	Medium	
Remote	Serious	Medium	Medium	Low
Improbable	Medium	Medium	Medium	

1. Likelihood

- Probable: An event will occur several times.
- Occasional: An event will probably occur sometime.
- Remote: An event is unlikely to occur but is possible.
- Improbable: An event is highly unlikely to occur.

For ease of analysis, the risk assessment matrix has only four “buckets” of likelihood or severity. In reality, an event's outcome occupies a continuum of infinite levels of both likelihood and severity.

2. Severity

- Catastrophic: Results in fatalities or total airframe loss.
- Critical: Severe injury or major damage.
- Marginal: Minor injury or minor damage.
- Negligible: Less than minor injury and less than minor system damage.

What's Your Approach To Managing The Risk Of Engine Failure?

All pilots have different tolerance for risk and are permitted to exercise discretion when operating under Part 91. Nevertheless, there are certain ground rules we should always follow to mitigate potential engine failures.

- Always conduct risk management for all flights. In complex situations, use a flight risk assessment tool (FRAT) to identify, assess and mitigate risk.
- If any identified risk is assessed as high (red) and cannot be mitigated, don't launch until it can be mitigated.
- If any identified risk is assessed as serious (yellow), then make every effort to mitigate it to lower levels. If you cannot mitigate a yellow risk and still decide to launch, remember that you must consciously accept the elevated risk on behalf of yourself, your passengers and possibly those on the ground.
- Even medium (green) or low (white) risks should be mitigated where possible.

This article originally appeared in the November 2018 issue of [Aviation Safety magazine](#).

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5 Good Things About General Aviation in 2019

By John Zimmerman - Reprinted from Air Facts, 10 Apr 2019

Pilots have a well-earned reputation for seeing the glass half empty, even if it's threatening to spill over the top. In the last three months I have personally heard the following ever-popular complaints: gas prices are too high, the FAA is out to get us, and (most importantly) it was so, so much better back in the good old days. A little nostalgia once in a while is understandable, but, when it becomes completely divorced from reality, we need to call a timeout. Too much negativity is bad for an industry that is trying to attract new entrants, whether they be recreational flyers or airline pilots.



So in the spirit of fairness, I like to pause every few years and consider what's going *right* in aviation. Call me a naive optimist if you like, but I still see a lot to appreciate, from the thousands of airports in the US to the relative openness of our airspace to the strong experimental aircraft movement. These trends are old news; five newer ones caught my attention at the Sun 'n Fun Fly-in last week, and I think they bode well for pilots. [Read more...](#)

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CALENDAR

Month Ahead

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

5/09/2019: Idaho Backcountry Flying Seminar
5/10/2019: Accounts due
5/11/2014: Plane Wash 9am
5/14/2019: Board Meeting 7pm, T-Craft Hangar
5/20/2019: Accounts past due
5/28/2019: Membership meeting 7pm, T-Craft Hangar.

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Backcountry Seminar

May 9th 7:00 – 9:00 PM Backcountry Presentation for the Idaho Dept. of Aeronautics. It will be held at the Wyndham Garden Boise Airport, 3300 S Vista Ave. Speaker - Jim Hudson

For those who made the AOPA Air Safety Peaks to Pavement, I have been assured that the room will be large enough and the AC will be sufficient to handle the group. This presentation will be more focused on pilot proficiency and safety and not as general as the AOPA presentation. This does qualify for FAA/Wings, the link is. https://www.faasafety.gov/SPANS/event_details.aspx?eid=92119&caller=/SPANS/events/EventList.aspx

The Backcountry Flying Handbook the State has developed will be discussed and is available in pdf format at <https://itd.idaho.gov/aero/> under Publications. A copy of this will be given to those who register for the program at the above FAA link or the State FB link: <https://www.facebook.com/events/2061413593906334/>

Registration is requested, but not required. This event is open to the public.

This will count as T-Craft Backcountry ground credit and attendance.

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Plane Wash

May 11 Starting at 9:00 am, or earlier if you'd like to help get things going. Hopefully we'll have a great turnout and be able to get the birds spruced up for Spring/Summer flying in short order. A BBQ lunch will follow.

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Garden Valley Camp/Breakfast

June 7th camp out/June 8th Breakfast: All the planes are currently scheduled under the "Board". If anyone would like to reserve a plane, contact me. There will be some BC CFI's (not sure yet who) that will offer free instruction at the event and may be available to fly up and back with some members who are not checked out for Garden Valley, or the backcountry. More details to come on the event for those who have not been.

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CLUB STATS

Member Stats

112 Members
21 On wait list.
37 Class I Members (32%)
75 Class II Members (68%)
10 Inactive (voluntary)
19 Suspended (BFR/Med/Attend/Billing, Including the 10 Inactive)

New Members

Gaetan Ertle

New Ratings/Accomplishments

James Patterson: Commercial Pilot
Pete Glick: Commercial Pilot

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HOURLY RATES

(New Rates Effective 1/31/2019)



N64375
\$65.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$90.00



N1891X
\$125.00



N9989E
\$128.00



N7593S
\$128.00

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FUEL REIMBURSEMENTS

\$4.70 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 STATUS

- **686:** Annual inspection completed.
 - TT 14,156.6 hours.
 - SMOH 3,236.2 hours SMOH (on 2,000 TBO engine)
- **91X:** Post flight items being missed, especially pitot tube covers, gust lock, etc
- **89E:** New fuel bladder installed
 - Fuel load limitation has been removed
 - IFR re-certification completed
- **93S:** New engine, prop, and prop governor have been installed
 - Break-in process started,
 - Addressing these items:
 - After 10 hours, non-ferrous metal found in filter. Will run another 5 hours and recheck filter.
 - Issue with oil pressure.
 - Issue with prop oil (not engine oil) but seems to be stopped.
 - In avionics shop for full day. Over voltage light lens melted.
 - Must determine which altitude readout is correct—Aspen or altimeter.
 - Won't return to line until all items addressed.

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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 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

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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