



# PUTTING WINGS ON YOUR DREAMS

May/June 2019

VOLUME XVI – ISSUE 5

Editor – Jim Manley

Send articles and pictures to the editor at  
[jim@jrmanley.com](mailto:jim@jrmanley.com)

---

## IN THIS ISSUE

<b>IMPORTANT NOTICES</b>	<b>2</b>
Garden Valley Fly-In.....	2
Caldwell and Nampa Airport Operations and Updates.....	2
IAA TV Chapter Distinguished Speaker Series—Two Events .....	3
Links to Aviation Weather Information .....	4
Newsletter month designation .....	4
<b>TIPS, TRICKS AND FUN</b>	<b>4</b>
D-Day Squadron’s Departure Prep for Normandy .....	4
D-Day Squadron aircraft land in Europe .....	4
ASI Safety Quiz .....	5
STRETCHED TO THE MAX-Two Crashes, Many Questions .....	5
<b>CALENDAR</b>	<b>5</b>
Month Ahead - June.....	5
Coming Events.....	5
<b>CLUB STATS</b>	<b>6</b>
Member Stats.....	6
New Members.....	6
New Ratings/Accomplishments.....	6
<b>HOURLY RATES</b>	<b>6</b>
<b>FUEL REIMBURSEMENTS</b>	<b>6</b>
<b>AIRCRAFT STATUS</b>	<b>7</b>
<b>AIRCRAFT CARE</b>	<b>7</b>
Windscreen Care .....	7
Post Flight .....	7
Oil Usage.....	7
Check Lists.....	7
<b>HANGAR SECURITY</b>	<b>8</b>
<b>SCHEDULE MASTER</b>	<b>8</b>
<b>BILLING</b>	<b>8</b>

## IMPORTANT NOTICES

### Garden Valley Fly-In

The Garden Valley Fly-in is fast approaching, June 7th and 8th, less than two weeks. The long-range forecast looks good for Friday/Saturday - Sunny to Mostly Sunny, high 80, low 55 Friday night. As of now, all planes have been reserved.

If you've never been to this event, its lots of fun and a great way to spend a day or two. Some will be camping overnight on Friday, with the main event Saturday morning for breakfast and flying events. Families are welcome.

On Saturday, breakfast starts around 8 am, and the flying events starting after breakfast, around 9 am and lasting as long as necessary for all members who want to fly to have a chance.

The flying consists primarily of the bean bag drop contest, and spot landing contest on the landing after the beanbag flights. If time allows after the contests, members can get some free flight training at Garden Valley. If you're not qualified to fly at GV there will be four instructors who can fly with you in the events, or after. The instruction is free, but you'll pay for the plane. If you do take a plane up, have enough fuel for the trip up/back and at least a couple hours extra - hour reserve and hour for flying.

If you plan on heading up Friday (driving or flying) the campground is only for tents, if you have a camper, you can park adjacent to the camp area on the west side, it's close to the restroom/shower facilities, but there are no services for RV's. On Friday dinner, Ben Brandt will provide BB Tri-tip, bring any side you like. RSVP Ben via email/txt as to what you'll bring for a side to co-ordinate the pot-luck.

Please let me know if you plan to make it for camping on Friday, and/or breakfast Saturday, and how many will be in your party, that will help with the meal planning. Let me know if you have any questions.

Cheers,  
[Jim Hudson](#)

[Back to the Top](#)

---

### Caldwell and Nampa Airport Operations and Updates

The traffic in the valley has increased significantly in the last couple of years, and sometimes it's just crazy in the patterns. T-Craft Attendance Credit will be given for this event.

Thursday, June 6, 2019 at 19:00 Mountain Daylight Time

Location: Caldwell Terminal 4814 E Linden Caldwell, ID 83605

Select Number: NM1192425

Description:

Boise ATC will cover Class C and radar following, FSDO will cover Non-Towered Airport Operations, Future Plans for the airports, and the south practice area, Silverhawk will discuss their helicopter training operations.

To view further details and registration information for this seminar,  
[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=92425](https://www.faasafety.gov/SPANS/event_details.aspx?eid=92425)

The FAA Safety Team (FAASafety) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your

request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit

[Back to the Top](#)

---

### IAA TV Chapter Distinguished Speaker Series—Two Events

The IAA Treasure Valley Chapter is pleased to announce an outstanding opportunity for aviation education with the **2019 IAA TV Chapter Distinguished Speaker Series**. Don't miss this chance to learn from two remarkable aviation educators:

**Location:** Both events will be held @ Hillcrest Country Club 4610 Hillcrest Drive Boise, Idaho 83705.

Google Maps link: <https://goo.gl/maps/bhB1HZLxQDuHuGNLA>

**Agenda:** 5:30pm: Social Hour – Appetizers Served and Cash Bar; 6:30pm Distinguished Speaker Presentation

**Cost / Dress:** To offset the venue and food cost a donation of \$5-\$10 per participant is suggested – Donations Accepted at the Event, Business Casual Dress

**Series Event #1:** Tuesday June 11<sup>th</sup>, Amy Hoover, Backcountry Instructor & Aviation Professor

**Topic: Surviving the Unexpected: Human Factors of a Mid-Air Collision**

Amy Hoover learned to fly in Salmon 30 years ago and has experience as an air taxi pilot and backcountry instructor with more than 7,000 hours of flight time, 2/3rd's of it in the Idaho backcountry. She was an original co-founder of McCall Mountain/Canyon Flying Seminars and is the primary author of the new book *Mountain, Canyon, and Backcountry Flying*. She has a Ph.D. in Education, is an Aviation Professor at [Central Washington University](#), and owns [Canyon Flying](#). She gives presentations around the country on backcountry flying, human factors, and flight safety.

Join us for a captivating presentation as Amy Hoover shares her personal story of how attitude and training helped her to land successfully and facilitate her own rescue after her airplane was disabled in a mid-air collision over a remote mountainous area. She will share strategies to help mitigate risk in such an event, and what pilots might experience after surviving a traumatic event. **WINGS Accredited.**

All are welcome, however to assist in food planning please pre-register at this link: <https://federal-benefits-educators.events.idloom.com/iaa-treasure-valley-chapter-distinguished-speaker-series>

Facebook link: <https://www.facebook.com/events/2310981562447556/>

**Series Event #2:** Monday July 1<sup>st</sup>, Gary Reeves, 2019 FAA National Flight Instructor of the Year, Foreflight Pro-Tips and IFR Expert

**Topic: Foreflight Pro-Tips Training**

We are very fortunate to have master CFI Gary Reeves in Boise to present. Gary will teach us about tips and tricks for using the ForeFlight electronic flight bag application. Gary will also teach us about the best ways to file an IFR flight plan, why our foreflight probably is set up incorrectly and some of the newer ForeFlight features like PDC, Pre-Departure Clearance, D-ATIS, and Synthetic Vision.

All are welcome, however to assist in food planning please pre-register at this link: <https://federal-benefits-educators.events.idloom.com/iaa-treasure-valley-chapter-distinguished-speaker-series-copy>

Facebook link: <https://www.facebook.com/events/2184565598245295/>

[Back to the Top](#)

---

## Links to Aviation Weather Information

Elizabeth Padian, National Weather Service Meteorologist, provided the following links referred to in her presentation to the T-Craft Aero Club:

- GOES West Satellite imagery: <https://www.star.nesdis.noaa.gov/GOES/conus.php?sat=G17> (Definitely helpful now that the radar is down for maintenance)
- Graphical Forecast from NWS: <https://aviationweather.gov/gfa>
- Observed Soundings: <https://www.spc.noaa.gov/exper/soundings/>
- More info on MOS output: <https://www.nws.noaa.gov/mdl/synop/index.php>

She welcomes your comments and questions at NWS office: 208-334-9508

[Back to the Top](#)

---

## Newsletter month designation

Starting this month, I'm switching our newsletter's monthly designation to align with most other publications. Instead of "May" this edition will be called "June." Next month's edition will be called "July." The ongoing Volume and Issue number series will remain unchanged.

[Back to the Top](#)

---

## TIPS, TRICKS AND FUN

### D-Day Squadron's Departure Prep for Normandy

Click this link for a 10-minute video: <https://www.youtube.com/embed/RV4Uzsd1jF8>

[Back to the Top](#)

---

### D-Day Squadron aircraft land in Europe

The D-Day Squadron reported that the World War II twin-engine taildraggers in its group landed without incident in Duxford, England, on May 27. [Read more...](#)



[Back to the Top](#)

---

## ASI Safety Quiz



Whether you're flying a short hop or a long cross-country, it's important to understand the ins and outs of airspace. Put your airspace proficiency to the test with this ASI Safety Quiz.

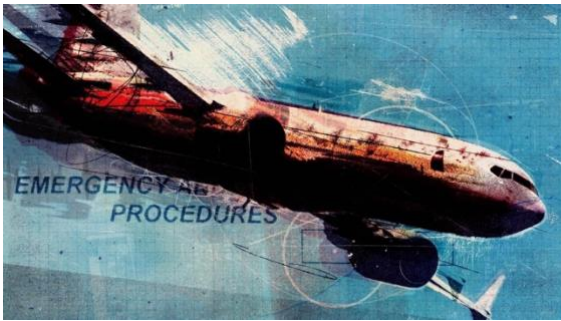
Click here to [Start Quiz](#)

[Back to the Top](#)

---

## STRETCHED TO THE MAX-Two Crashes, Many Questions

By Peter A. Bedell (Reprint from AOPA online, 1 July Issue)



You rotate for takeoff and the stick shaker immediately starts chattering. Did we calculate the wrong V speeds? you wonder. The airplane clearly feels ready to fly, so what's going on here? Let's just get some altitude and sort this out up there.

You continue the climb-out and retract the flaps on schedule. Once the flaps are cleaned up, the trim begins running nose down without your command. You trim against it using your yoke-mounted trim switch. But it does it again. And again. The out-of-trim condition gets so strong that

you're now using both hands on the yoke in an attempt to keep the nose level. [Read more...](#)

[Back to the Top](#)

---

## 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

- 6/07-08/2019:** Garden Valley Fly-In
- 6/10/2019:** Accounts due
- 6/11/2019:** Board Meeting 7pm, T-Craft Hangar
- 6/20/2019:** Accounts past due
- 8/27/2019:** Membership Meeting, 7pm, T-Craft Hangar

[Back to the Top](#)

## CLUB STATS

### Member Stats

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

### New Members

Chris Moeness

### New Ratings/Accomplishments

Dale Reese Instrument Rating

[Back to the Top](#)

---

## 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

[Back to the Top](#)

---

## 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.

[Back to the Top](#)

---

## AIRCRAFT STATUS

- **375:** ELT Registration updated this month
- **686:** Continues to build engine time. May require engine replacement this fall. ELT registration updated this month.
- **91X:** Received annual a couple weeks ago. Oil heater connection lengthened. Treat big tires carefully on the pavement. VFR recertification and ELT registration updated this month.
- **93S:** Still a young engine. Read "Red" note in Schedule Master, especially for next oil change. Advise DOM when getting close to that time. ELT registration updated this month.

[Back to the Top](#)

---

## AIRCRAFT CARE

### Windscreen Care

When cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

### Post Flight

We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except its advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger doors left open, hanger lights left on, the hanger itself not locked, lock code not returned to 0000. There should be no need for any such reminders, as a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown-up thing to do. PLEASE take you time when ending your flight and be vigilant on taking care of these items.

### Oil Usage

Fellow members/owners - in the big scheme of things OIL is relatively inexpensive. However, over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repeatedly said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read Aircraft Oil Usage on our web site under Site Index. James Eyre

### 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

[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

### 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.

[Back to the Top](#)

---

## BILLING

### Billing Tips

There have been a few mistakes made with the Flight Log System logging so I am writing this in hopes of helping with the billing accuracy.

The Flight Log System is NOT connected to Schedule Master in that if you Log a plane out in the Flight Log System and then decide not to fly, you need to log the plane back in. Cancelling the flight in the Schedule Master on-line system WILL NOT cancel the flight in the Flight Log System. You have to do BOTH.

When you log a plane in PLEASE hit the GREEN FINISH button. If you hit the cancel button, the flight will not be logged back in making it very difficult and confusing for the next member to take that airplane.



If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out. We are all owners of the planes and it is important that the billing is accurate.

**Please Remit Payment In Full By The 10th Of The Month.** Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

#### Logging Tips

- Log before and after flights (Make sure it actually logs your time!)
- Please check hobbs time as this is the basis for billing / reconciling accounts and also for maintenance projections
- Enter fuel and oil destination
- Request from Jim Eyre to include a specific destination so that he can continue to project 100 hour / annual inspections

Report any issues to me at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)

Thank you and Happy Flying, Reggie Sellers

[Back to the Top](#)

---