



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

REMINDER: Membership Meeting—27 August 2019

Miss the May meeting? Didn't acquire any participation credits since then (Fly-In, Board Meetings, etc)? Be sure to make this Membership meeting to maintain your 90-day participation currency.

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REMINDER on IFR Clearances

Notice Number: NOTC9541

As part of a continued effort to streamline service delivery, the FAA recently published phone numbers for pilots to obtain or cancel IFR clearances directly from Air Traffic at non-towered airports. The phone numbers to obtain clearance delivery are listed in the communications section of the *Chart Supplement, US*.

Many airports have direct communications outlets to Air Traffic. If a clearance delivery phone number is not listed, use one of the communication outlet options available for your airport.

Remote Communications Outlet (RCO) frequency for Flight Service or Remote Transmit Receive Outlet (RTR) frequency for Air Traffic

Ground Communication Outlet (GCO) connection to Air Traffic - If the GCO only connects to Flight Service, contact Air Traffic via the telephone number provided (currently available via NOTAM until published)

This initiative does not affect pilots requesting clearances from locations in Alaska. Find the information for your local airport at: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/

Please contact Flight Service on our feedback email 9-AWA-ATO-SYSOPS-FS@faa.gov if you have any questions.

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Newly Enhanced Runway Safety Simulator

Notice Number: NOTC8530

The Federal Aviation Administration values your feedback and appreciates the collaborative effort our stakeholders make towards enhancing aviation safety. Based on your feedback, we are happy to announce the release of an enhanced Runway Safety Pilot Simulator!

[Click Here → Go there now!](#)

Amongst other changes recommended by users of the previous edition, this site is now compatible with mobile devices! Check out our new 3-D animation, "Use *The Airport Diagram*", based on a real-life scenario about a pilot who opted not to use an Airport Diagram during taxi. We're excited to use this scenario as the start of an ongoing animation library. The library will house animated, real-life (de-identified) events that will enhance your learning experience. We'll keep you posted as more animations are added to the library, and as we continue to make upgrades based on your valuable feedback.

Check out the Runway Safety Simulator today! Don't forget to build it into your CFI kit for Private & Commercial training, as well as Flight Reviews!

www.runwaysafetysimulator.com

Fly Safe,

Nick DeLotell

FAA Commercial Operations Branch

(609) 485-9500

nicholas.delotell@faa.gov

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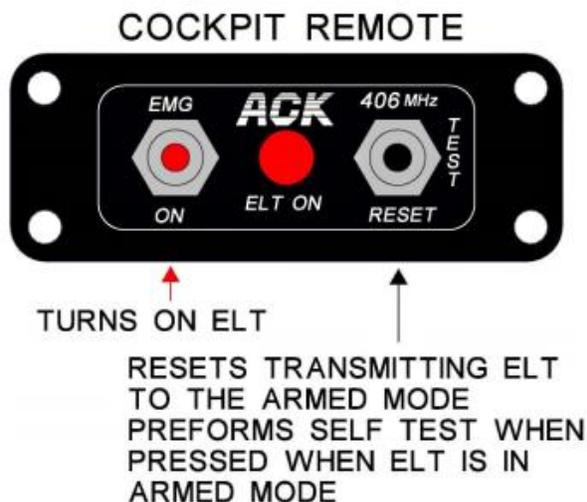
TIPS, TRICKS AND FUN

Who You Gonna Call?

In the last few years we (the board) have received calls from the Cospas-Sarsat Rescue Coordination Center about the whereabouts of one of our aircraft due to the ELT transmitting a distress signal. Just recently, 9/27/19, we received another false alarm with the ELT getting set off in the hanger during pre-flight. It's possible that loading baggage set off the inertia switch, or a passenger inadvertently activated the panel switch. We've had a couple calls for 93S, one for 89E, and once for 64R. These calls have been the result of inadvertently setting off the 406 MHz ELT. As you can imagine, this has cause for great concern when getting one of these calls and has had us worried for several hours each time until we were able to locate the aircraft or pilot. Is the aircraft really down? Where are they? Do they know they set the ELT off? As it turns out the pilots did know that the ELT was inadvertently set off, and they re-set it as soon as possible, in some cases, within a few seconds. We have learned that it only takes a few seconds for the monitoring satellites to pick up a signal and report an ELT activation to the S&R authorities, including the Idaho Division of Aeronautics (who also were trying to locate the aircraft).

How does this happen?

As you may, or should know, our 406MHz ELT's have remote control switches for the ELT located somewhere on the panel. In the cases where they have been inadvertently set off, they are close to the throttle or mixture controls.



When the ELT is activated, it transmits the 406 Mhz distress signal and this is what happens: the cockpit remote will flash, and the audio alert indicator will emit a series of 9 beeps, approximately every 50 seconds to alert the crew that the ELT is operating. If there is no emergency, reset the ELT using the "Reset" button on the remote. **Immediately notify the appropriate search and rescue operations office. If able, call the Air Force Rescue Coordination Center at 850-283-5349 and notify a false alarm. Otherwise immediately notify the closest FSS or ATC of the false activation. In addition, notify one of the board members as soon as possible.**

Also, it's important that you have your destination in Schedulmaster so the board members know where to possibly get hold of you. We do not have the flight log system readily available, so it's important on a cross country trip to have your destination in schedule master, especially if you will not be in cell or wifi coverage.

As part of your pre-flight briefing, you should know where the remote is located and show your passengers so that it can be activated in case of a real emergency. There have been many instances of an accident in which for some

reason the ELT was not set off in a crash, and in which people survived the initial crash, but later perished because they could not be found. If you know you are on your way down, turn the ELT on via the remote-control button.

CAUTION: The 406 MHz ELT's **SHOULD NOT** be tested as per older, legacy 121.5/243-MHz ELT's which could be activated briefly for testing during the first five minutes of each hour. **THIS IS NOT THE CASE** FOR 406-MHz ELT's. 406-MHz ELT's are digitally coded and transmit distress immediately, as we have found out.

More details about the operation of our 406MHz ELT's can be found on our web page in the index tab, under [ELT Operation Manual](#).

Fly Smart, Fly Safe, Have Fun, and don't forget the

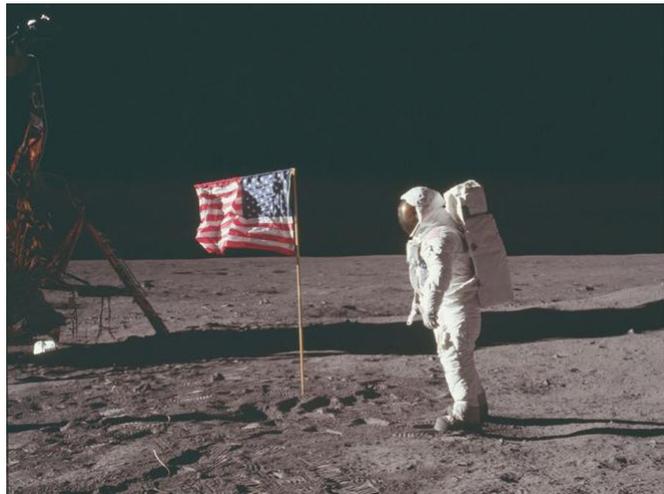
"This is Stupid" Abort Now.  Button

Jim Hudson
Membership Director

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Apollo 11 in Photos (Reprinted from AvWeb)

As we commemorate the 50th anniversary of Apollo 11's landing on the Sea of Tranquility on July 20, 1969, *Avweb* prepared a look at some of thousands of photos that mission yielded. Here's the grand adventure in two minutes and 30 seconds. [More...](#)



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The Great Debate: Boy V. Girl Pilots
(Reprinted from Air Facts Journal)



There is no question who is winning. Male pilots outnumber females by a commanding 94 to six margin, plus or minus a little. This is true of pilots in general as well as airline pilots. [More...](#)

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8 SOPs For Instrument Flying
(Reprinted from Air Facts Journal)

Do you fly with SOPs? Standard operating procedures (SOPs) are commonly used in the corporate and airline flying world as a way of formalizing the do's and don'ts of a flight department and making sure every pilot follows the same procedures. I'm generally suspicious of SOPs in life, because they limit your ability to be flexible and react creatively to life's inevitable changes (we all like our freedom). But when it comes to IFR flying, I believe SOPs are a critical safety tool. [More ...](#)



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Challenging the Impossible (Reprint from AOPA ePilot)



Making the "impossible turn" back to the airport after an engine failure can be a fatal choice. This AOPA Air Safety Institute [Real Pilot Story](#) puts you in the cockpit (video 08:40).

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Lesson From a Late Bloomer CFI—And Why You Should Be One Too (Reprinted from Air Facts Journal)

I guess you could call me a late bloomer in life. As I write this, I'm 63 years of age and only a little over a year and a half into my flight instructor career. I've been aviating in some form or other since 1970 when I first took a flight lesson in a red-and-white candy-striped 1946 Aeronca Champ from our family's grass strip in Ohio and, after we landed, my flight instructor would take me to school.

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CALENDAR

Month Ahead - August

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

8/10/2019: Accounts due
8/13/2019: Board Meeting 7pm, T-Craft Hangar
8/20/2019: Accounts past due
8/27/2019: Membership Meeting, 7pm, T-Craft Hangar

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CLUB STATS

Member Stats

112 Members
22 On wait list.
37 Class I Members (33%)
75 Class II Members (67%)
13 Inactive (voluntary)
20 Suspended (BFR/Med/Attend/Billing, Including 6 Inactive)

Member Ratings

12 Student Pilots
72 Private Pilots
01 Recreational Pilots
13 Commercial Pilots
12 Air Transport Pilots
38 Instrument Rated Pilots

New Members

Regis Deglans
Scott Henscheid

BFRs

John Baglien
John Moen
Jim Reed

New Ratings/Accomplishments

Commercial Pilot – James Paterson
CFI Bill Howard

Back Country – Level I

John Barsness

Back Country – Level II

Jim Reed



Jim Reed at Johnson Creek

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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

- **375:** Carburetor was leaking. Mike Metcalf ordered a replacement float valve. Carb was put back together and reinstalled after getting valve. Overhauled carbs are not available at this time.
- **93F:** Pilot's mic jack loose. Tightened.
- **91X:** Pilot's door handle support was welded to fix squawk.
- **Additional Maintenance highlights:**
 - DOM is replacing Airworthiness Certificates with heavy card stock
 - DOM is having props dynamically blanced

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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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