



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES
Annual Meeting & Elections
(Submitted by Ben Brandt, T-Craft President)

It is that time of year again! Our annual meeting and elections are just around the corner.

For 2020 the following positions will be put to the membership for a vote;

- Director of Maintenance (DOM)
- Secretary
- President

I believe for Secretary and DOM, both incumbents intend to run for another term (Secretary is a 2 year term, DOM is a 3 year term).

Also, the position of President is a 1 year term. It would be great to see some interest in this position. If you think you might be interested, call me at 208.867.6718 and I would be happy to discuss it with you.

Thanks and please send me your nominations so we can prepare.

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

Notice Number: NOTC9907

Hazardous Inflight Weather Advisory Service Sunsets

As part of the FAA's efforts to modernize and streamline service delivery, Flight Service will discontinue the Hazardous Inflight Weather Advisory Service (HIWAS) in the contiguous United States, effective January 8, 2020.

HIWAS is a legacy service with a continuous recording of inflight weather advisories broadcast over a limited network of VORs that provided pilots with meteorological information related to hazardous weather.

The FAA instituted Flight Information System Broadcast, FIS-B, as a replacement for this system that provides a broader range of aeronautical information products often in a graphical format, which is not available via HIWAS. For pilots who choose not to equip their aircraft with this new technology, a Flight Service Specialist is still available over a radio outlet.

Flight Service published a notice of [final decision](#) in the Federal Register on December 9, 2019, to discontinue the text-to-voice recordings of HIWAS. If you have any questions, please contact us at: 9-AWA-ATO-SYSOPS-FS@faa.gov.

Hyperlink to notice: <https://www.regulations.gov/document?D=FAA-2018-0649-0029>

New Mobile Website and Voice Applications

The Flight Service website (1800wxbrief.com) now has a mobile-friendly version that supports ICAO flight planning, access to weather, and more. The recently deployed Mobile Web provides many of the same capabilities as the website but optimized for mobile devices, such as an iPhone, iPad, or Android.

In addition, Flight Service has deployed new capabilities available for use on Alexa and Google Assistant. Download the *Leidos Flight Service* voice application to see how it works.

Today there are multiple sources available to pilots that provide weather and aeronautical information, often presented in an easier to understand graphical format. Pilots no longer need to call Flight Service to adhere to 14 CFR 91.103 and maintain awareness of weather and aeronautical information. You can learn more about these automated flight services at 1800wxbrief.com.

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Reminder: T-Craft Winter Flying Hours Policy

(Submitted by Reggie Sellers, T-Craft Accounts Director)

Our club "use it or lose it" policy offers some relief for bad winter weather. Section 5.6 Winter flying hours says:

"During the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of "use it or lose it" time in the February billing period."

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New Hangar Lock

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

The lock code has been set to the January code so that the correct numbers align in the center of the lock, as before with previous locks. There is a anomaly with the new lock, in that you have to have the numbers lined up to the code before you can lock it. Due to several complaints, we will be replacing this lock with one of the previous styles so that it can be locked when it's set to 0000's.

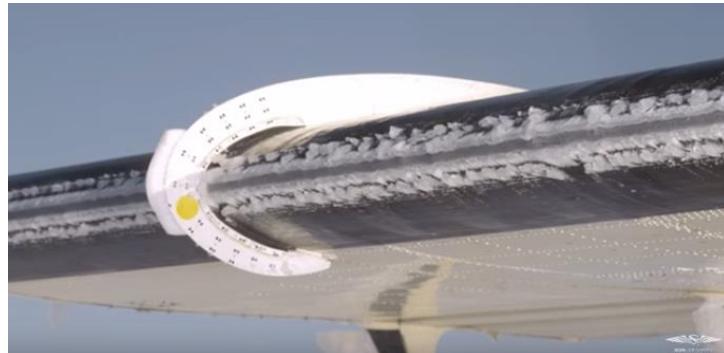
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TIPS, TRICKS AND FUN

Flying the Weather: Ice (video)

(Reprinted from AOPA ePilot)

Hear from weather expert and *AOPA Pilot* Editor at Large Tom Horne on the dangers of flight into "known icing" conditions and what you can do to escape those conditions with your life. [Watch the video >](#)



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Outsmarting Single-Engine Takeoff Surprises
(Submitted by Jim Manley, T-Craft Secretary - Reprinted from AOPA ePilot)



The experienced pilot carefully preflights her Cessna 182. She confirms all required documents and navigation information aboard. She listens to AWOS and performs a complete run-up. Everything looks good, so she checks for conflicting traffic. Seeing none, she moves over the runway centerline and advances the throttle. In a few moments, the airspeed needle reaches 50 knots. She applies gentle back-pressure and lifts off, enjoying the smooth transition from ground to air.

But what if everything doesn't go as planned?
[Read more ...](#)

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Cold Weather Ops (quiz)
(Reprinted from AOPA ePilot)



From stubborn engines to slick runways and icy clouds, the coming of winter brings plenty of ways to get into trouble. Warm up for cold weather ops [with this safety quiz](#) from the AOPA Air Safety Institute.

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Traffic Insight (video)
(Reprinted from AOPA ePilot)



Air traffic control specialist Sarah Patten explains VFR and IFR traffic separation. [Watch the video ...](#)

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CALENDAR

Month Ahead - January

S	M	T	W	T	F	S
				1	2	3
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

1/10/2020: Accounts due
1/14/2020: Board Meeting 7pm, T-Craft Hangar
1/20/2020: Accounts past due
1/28/2020: Membership meeting.

**BOARD OF DIRECTOR ELECTIONS
AT JANUARY 28 MEMBERSHIP MEETING**

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CLUB STATS

Member Stats

106 Members
24 On wait list.
36 Class I Members (34%)
71 Class II Members (66%)
12 Inactive (voluntary)(6 are student pilots)
22 Suspended (21%) BFR/Med/Attendance/Billing,
Including 12 Inactive

Member Ratings

11 Student Pilots
65 Private Pilots
18 Commercial Pilots
12 Air Transport Pilots

BFRs

Todd Bennett
Bill Chapman
Jim Hudson
Roland Steadham
Mark Turner

Accomplishments

Slay Windham – Commercial Rating
James Patterson CFII
Pete Glick - CFII – Fixed Wing (CFII Rotorcraft
Helicopter)
Regis Deglans – Private Pilot – Fixed wing (CFII
Rotorcraft Helicopter)



38 Instrument Rated Pilots (not all are current)

Regis Deglans
HOURLY RATES
(New Rates Effective 1/31/2019)



N64375
\$65.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$90.00



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 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 it's 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

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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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