



PUTTING WINGS ON YOUR DREAMS

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Editor – Jim Manley

Send articles and pictures to the editor at
jim@jrmanley.com

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IMPORTANT NOTICES

Election Results – Board of Directors

At the 29 January meeting, the club elected the following members to the indicated positions.

- President (1-year term) Ivan Sudac
- Secretary (2 year term) Jim Manley
- Director of Maintenance (3-year term) Jim Eyre

Congratulations to the electees.

Special thanks to Ben Brandt who stepped down after serving as President for nine years.

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Upgraded Club WiFi

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

Thanks to Dennis Wheeler, we have a faster internet/wifi, up to 40mbps from about 10Mbps. You will see two WiFi names: tcraft and tcraft-5G. The password is the same as before, so most likely your device will connect automatically tcraft (2.4Ghz). To select the faster WiFi, choose tcraft-5G (5.0 Ghz), same password.

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Reminder: T-Craft Winter Flying Hours Policy

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

Our club “use it or loose 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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T-Craft Discovery Flights

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

Many of you are probably aware that we offer discovery flights. It's not too well advertised, but with goggle and other search engines folks find out about them. We do quite a few discovery flights each year, and have several members join or get on the wait list after a discovery flight. This is the link on our webpage that talks about what we offer.

http://t-craft.org/learning_to_fly.htm

I gave a birthday discovery flight earlier this month to Chris Lloyd and his wife Shanae, an aspiring young aviator. Shanae rode along and was quiet in the back taking lots of photo's. Unbeknownst to me they put together a very nice video of the flight and sent me the link a few days ago.

<https://www.youtube.com/watch?v=-b7FHjOaEC4>

It was very well done and though I'd share we everyone. The shadow of the plane on the landing is very cool.

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Sim Survey Results

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

The following are the results of the Sim survey. There seems to be enough interest in a Flight Simulator to pursue further. The board agreed to open this up for discussion and membership vote at the February membership meeting. 65 out of 106 members responded to the survey.

Question 1

28 were interested in a sim, 26 were not, and 11 were not sure.

The response to question #3 indicates that 40 members would be willing to pay \$300 join fee for the privilege to use the sim. If that were to be the case, that's \$12,000. Which would pay for the sim.

Usage / year estimate from questions #3 using mid range of the usage per each range.

$$2.5 \text{ hours} \times 25 = 62.5$$

$$8 \text{ hrs} \times 12 = 96$$

$$12 \text{ hrs} \times 1 = 12$$

$$20 \times 2 = 40$$

$$\text{Total } 210.5 \text{ hours @ } 30/\text{hr} = \$6,315$$

If members paid for the unit with a \$300 join fee, an hourly fee would be much lower than \$30/hr, whatever is required for the cost of supporting the sim.

Question 4 - Live ATC

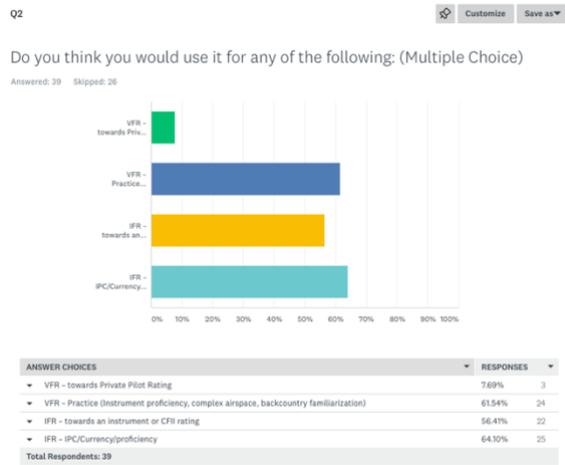
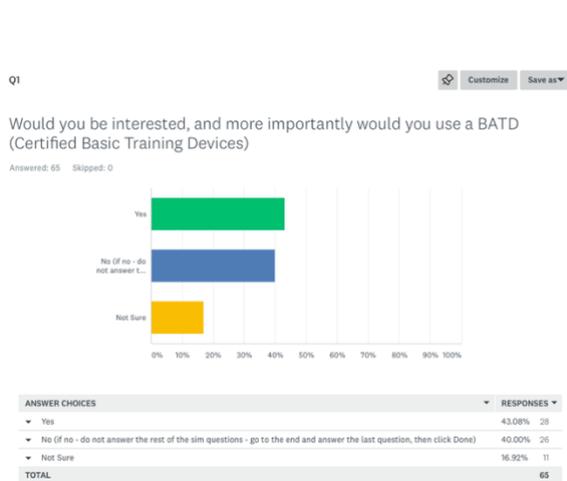
18 would be willing to pay \$10/mo for that feature. That would pay for the \$145 fee for 15 hours/mo usage.

Question 5 – Instrument ground class.

There seems to be a surprising amount of interest in an instrument ground class, 40 out of 65 responded that they would be interested.

Question 6 – Comments

The comments are listed at the end

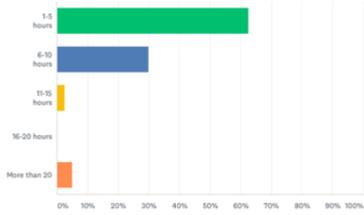


Q3

Customize Save as

1) How much would you anticipate using the Sim per Year. A potential cost model is \$300 one time Sim join fee and \$30/hr after initial training. Instructor rates if required would be in addition to the Sim rate

Answered: 40 Skipped: 25



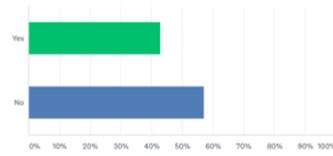
ANSWER CHOICES	RESPONSES
1-5 hours	25
6-10 hours	12
11-15 hours	1
16-20 hours	0
More than 20	2
TOTAL	40

Q4

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1) Would you use the Live ATC Feature and be willing to pay \$10/mo.for in addition to the sim rate.

Answered: 42 Skipped: 23



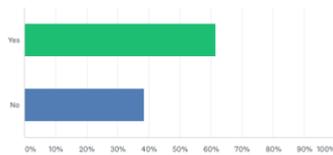
ANSWER CHOICES	RESPONSES
Yes	42.86%
No	57.14%
TOTAL	42

Q5

Customize Save as

On a related topic. Would you be interested in a Instrument Ground Class for the Instrument rating Knowledge Test, along with some instrument flying tips. This would not require use of the sim.

Answered: 65 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	61.54%
No	38.46%
TOTAL	65

Comments 25 responses out of 65 who took the survey

The cost advantage is not good enough for me to see a great benefit for the club.

We would need to finance this separately and ahead of the purchase by creating a sub level of membership to assure the support is really there. The priority for the club should be a replacement 182 and IFR upgrade for 64L.

If I decide to get current, a ground school refresher would be a great way to start. Just don't know if I want to do that at the moment.

I do think it would be a valuable tool for instrument students, maybe even private pilot students, but I don't see me using it.

Thanks for doing the research and bringing these opportunities to the club members to vote.

If sim costs 30 an hour, I would rather fly our 152 at 65 an hour. Flying is a treat, whatever I learn is extra. Sim flying is hard work without the joy of flying.

I'm too lazy to go for an instrument ticket. i do IFR on roads and RRs.

Although it may be a great resource in the future, there are higher priority investments. The club should invest in a third Cessna 182. Equally important is investing in dual Garmin G5's and a Garmin GPS for 64R. This would mitigate

the need for a flight simulator. 686 is a high use trainer and we need another Cessna 172 comparable to it's capability. Only after these investments and the club has had some time to gain revenue, would I entertain the idea of a flight simulator.

Having more than one C-172 available for instrument training would be more useful.

Real life is better than simulation. Humans are better teachers than machines

At this time I do not see much advantage to me in purchasing a sim, since I am not instrument rated, and do not plan to upgrade anytime soon.

I love the flight simulator idea for the club.

We do not have a dedicated room, i think better to update our aircraft for instrument if we are going to spend money plus we need our new airplane

better to invest in upgrade of 64R, 93F avionics or whatever bird replaces 91X.

I have concerns about the club straying too far from a basic flying club. We're way too close to becoming a FBO.

For the pricing, I would be hesitant to pay an upfront cost (sim join fee). I would rather pay more per hour than a lot up front. Maybe something like this: \$45/hour for non Sim Member \$30/hour for Sim Member (\$300 due) Then we'd receive revenue from people who want to "try it out" who might not be wanting to fully "buy in".

You might consider allowing use by non-member students of member instructors.

Would simulator time count toward the 1 hour use-it-or-lose-it time each month?

I support the instrument ground class but I think our eaa chapter already does this. I used a bafd for my instrument ticket and it was great for learning the buttons and holds. It would be great for proficiency as it does count. However we aren't a flight training club primarily. As such, we can accomplish learning procedures and flying into different airports with flight sim and a desktop. Only difference is you can't apply it to currency. The argument that more of us should fly under the hood so we don't perish like Lan is flawed. That was from poor decision making not inability to fly by instruments. The simulator would be a BAD IDEA for vfr pilots to keep proficient at flying under the hood. You need to be moving to get spatial disorientation to learn to ignore the sensations and to focus on instruments. For these reasons I vote against this and for buying a flight sim. I'll donate the yoke.

We are a flying club not necessarily a training organization (even though a lot of us take training in the club planes). While I agree with the need for proficiency, my goal is to come to the airport to pilot an aircraft. I am not opposed to the club having a sim as long as the cost is 100% borne by the users only and not the club as a whole.

While not really OPPOSED to the idea of a simulator, it seems pretty expensive and the join fee of \$300 and hourly fees seem pretty high to me for a simulator. Also, the ongoing costs seem quite high to me. However, I do not have an instrument rating and probably will not add one at this stage in my flying. My 2 cents, thanks.

I think the sim would be beneficial if enough members are interested to pay for it with out any club expense. I think something along the lines of \$300 one time fee for the privilege to use it is a good idea, however the hourly rates should be less, enough to cover upgrades, maintenance of the unit.

I love the idea, but I'm not sure it's for me. As a VFR only pilot of course I feel IMC practice is important, but including the instructor cost for some training I feel at this price I'd just as soon go up in the 172's for training anyway.

If this frees up 686 at all I'm in

I think this is a very interesting idea. I am not sure if I would personally use it, as when I have the time and if I am paying for the time, I would likely lean towards actual flying rather than simulated.

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TIPS, TRICKS AND FUN

Pilots Share Top Romantic Destinations (Reprinted from AOPA ePilot)



Move over, Cupid: These pilots know how to go all out to woo their true love! Instead of a bow and arrow, they use an airplane or helicopter. [Read more...](#)

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Even Routine Flights Can Have Surprises (Reprinted from Air Facts Journal)

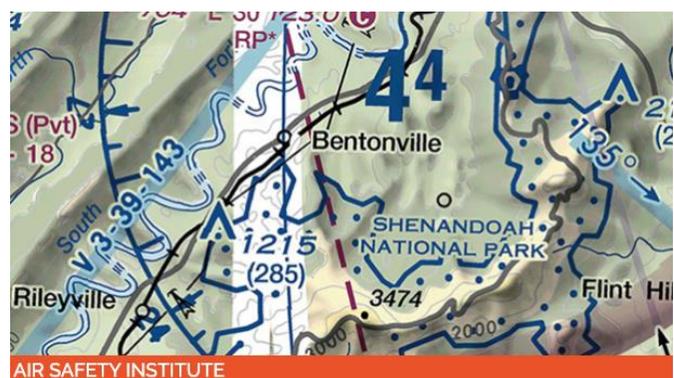
Not long after I had checked the weather on the club computer, I heard something through the open door. I rushed outside and saw a magnificent Spitfire passing by the tower, at high speed and low altitude. I was told that warbirds would be returning from an airshow that had taken place south of Paris, and that some of them would land in Le Touquet before getting back to their home base in the UK. [Read more...](#)



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Don't take clouds for granite (Quiz) (Reprinted from AOPA ePilot)

Obstacle departure procedures straddle the line between IFR and VFR flying. Test your knowledge with [this AOPA Air Safety Institute quiz](#)



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How to know when to knock it off (Video)
(Reprinted from AOPA ePilot)



Knowing when to abort a takeoff is an important skill. Learn how to choose an abort point if your takeoff roll isn't going as planned in [this AOPA Air Safety Institute video](#).

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How to Fill Out an ICAO Flight Plan Form
(Reprinted from Sporty's iPad Pilot News)

After several years of delays, the requirement to file flight plans in U.S. using the ICAO format is finally here. Beginning on August 27, 2019, all flight plans must be submitted using the [international standard form](#).

Fortunately, most of the major iPad apps and online web planning services support the ICAO flight plan form as an option when submitting a flight plan, so the infrastructure is in place to make it an easy transition for you. [Read more ...](#)

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CALENDAR

Month Ahead - February

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

Coming Events

- 2/10/2020:** Accounts due
- 2/11/2020:** Board Meeting 7pm, T-Craft Hangar
- 2/20/2020:** Accounts past due
- 2/25/2020:** Membership meeting. Annual Financial report. Presentation on MAF flying in the Amazon Jungle

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CLUB STATS

Member Stats

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

18 Commercial Pilots
12 Air Transport Pilots
38 Instrument Rated Pilots (not all are current)

BFRs

Accomplishments

Tad Jones – IFR Written Exam

Member Ratings

11 Student Pilots (9 suspended or inactive)
65 Private Pilots

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 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

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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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