



PUTTING WINGS ON YOUR DREAMS

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Editor – Jim Manley

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

IN THIS ISSUE

IMPORTANT NOTICES	2
T-Craft In-Person Meetings Suspended, Facilities Open, 90-Attendance Requirement.....	2
President’s State of the Club Message	2
Inactive Policy Added.....	3
Backcountry Ground Training Requirement	4
Aviation Weather Hazards – Vital Info for Pilots (FAA Webinar).....	4
TIPS, TRICKS AND FUN	5
What to Look For in ForeFlight’s April Update.....	5
VFR Flight Following.....	5
FAA SFAR Offers Extensive Regulatory Relief	6
It Was a Dark & Stormy Night	6
Practicing ‘self-control’ (Quiz)	7
What Will GA Look Like After COVID-19?	7
Wire Strikes (video)	8
CALENDAR	8
Month Ahead - May.....	8
Coming Events.....	8
CLUB STATS	8
HOURLY RATES	9
FUEL REIMBURSEMENTS	9
AIRCRAFT CARE	9
Windscreen Care	9
Post Flight	9
Oil Usage.....	10
Back to the Top	10
Check Lists.....	10
HANGAR SECURITY	10
SCHEDULE MASTER	10
BILLING	11

IMPORTANT NOTICES

T-Craft In-Person Meetings Suspended, Facilities Open, 90-Attendance Requirement

(Editor)

Remember that all T-Craft Aero Club meetings are suspended during the COVID-19 quarantine. The board will meet via the online platform, Zoom, on scheduled dates and at additional times as needed.

During the quarantine, club members may continue to use club aircraft and facilities but do so at their own risk. No provisions exist for ensuring any facility or aircraft surface is germ or virus free. Members who elect to use club resources are advised to exercise extreme caution and take appropriate measures to guard their own health.

During the quarantine, the club 90-attendance requirements are suspended.

[Back to the Top](#)

President's State of the Club Message

(Submitted by Ivan Sudac, T-Craft President)

Hello all!

This is your president Ivan Sudac. I took over as new president in Jan and I've been working happily with the board on many issues.

These are strange times, we don't see each other much these days and I just wanted to catch you all up on some club news.

First of all I want to say thank you, to all of you for your continued patience and support during these difficult days. The challenges we are all facing lately are real and exhausting at times. The good news is that we will get through this and emerge as a stronger club. I promise.

From a maintenance perspective we are always working on the next issue. 686 is getting a new engine. 89E is next up for a new engine as well. 64R will be getting updated avionics. These are expensive projects, but we planned for them and the club is in good shape.

As I think you all know. We lost 91X last year in a fatal crash. It was a sad day for the club and we are still trying to recover from the sadness of the loss of life that caused. Airplanes are dangerous machines. We have to take whatever we can from this tragedy and try to move on. We will be discussing Risk Management on a regular basis from now on to help avoid a future mishap. More on that subject will be presented to you in the months to come.

Unfortunately, that mishap had very real implications to our insurance policy. It was our third major claim in five years. That combined with a difficult insurance environment has significantly raised our costs. Basically, our insurance costs doubled. This has led to an increase in our monthly dues to \$70 a month. Again, necessary to cover our higher costs.

I have to be very direct on the subject of safety. If we have another major insurance claim this year, it will most likely be the end of T-Craft Aero Club. That means we have to all embrace the "Conservative Response" Rule. This means if there is even the slightest doubt when you are making a flying decision, there is no doubt. Don't do it! That means weather issues, backcountry flying, even just taxiing around. Take no unnecessary risks and take an extra moment to always consider the possible result of any action. I hate to sound grim, but this is a serious discussion.

WE CANNOT HAVE ANOTHER INCIDENT THIS YEAR.

I can't be more clear on that. If you aren't comfortable with a situation. STOP. And do the safe thing. If you feel rusty with your flying skills, get a tune up with an Instructor.

On a happy note. Our club is thriving and the future is bright. We have moved the airplane wash to Jun and we are still planning our yearly fly-in to Garden Valley in Jun as well. Dates to follow. These are super fun events. If you miss either event, you are missing out on big fun. Flying General Aviation is incredibly enjoyable. We all do it because it is a wonderful experience. These club events in Jun will be a blast. We are all owners of our six fine

aircraft and this is a great time to become better friends. We will have a delicious BBQ after the plane wash. I'm hosting it and will be your chef. You will love it. Sharing stories with like minded pilots is truly a great time. I'm a retired Fighter Pilot and my fondest memories are sitting around with my fellow Knuckleheads and just enjoying life together. So...I'll see you all in Jun at the plane wash and Garden Valley Fly-in!

"I fly because it releases my mind from the tyranny of petty things"
-Antoine de Saint-Exupery.

Clear skies and following winds to you all my friends.

Ivan Sudac
President. T-Craft Aero Club.

[Back to the Top](#)

Inactive Policy Added

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

Explanation

The board has approved a policy for suspended and/or inactive non-flying members for the following reasons:

1. Prior to this, there was no policy for the inactive status. There was some confusion on what the inactive status meant, how to request it, what happens when going inactive, and how to go back active again.
2. Members who were suspended had similar questions, and sometimes wondered why they were suspended. This policy defines the reasons a member may be suspended and how to go back to active flying status if suspended.
3. In order to administer new members joining, we will change from a total member cap to a cap on "Flying Members". We will start with an active flying cap of 84, or a ratio of 14:1 flying members/plane. This is the ratio we've been at for the past several years on average. Managing the active flying cap will be a better way to determine the best plane to member ratio, rather than a cap on total membership.
4. When the active flying slots are less than the cap, there will be openings. The open slots will be filled by inactive/suspended members who want to go active again and new members entering the club. A member who is suspended and/or inactive may have to wait for a slot to open up to return to active flying status.
5. The policy will take effect in May and be incorporated into the policy and procedure document. The implementation will be over a period of months as we get back to normal operations. Those who have recently gone inactive due to the Covid-19 pandemic will be able to return to the active flying status upon request as per the policy without a wait time. Those who have been inactive for a long period of time, may have to wait for an opening. As the policy states, advise the Membership Director when you wish to return to active status. If you have a target date advise him or her as much in advance as possible. That will help process new members, who will be admitted on a case by case basis.

The Policy

The purpose of this policy is to define "Flying" and "Non-Flying" member status and the procedures involved to move between the two classifications.

Flying Status: All club members will by default have Flying Status unless moved to Non-Flying Status as noted below.

Non-Flying Status: Non-Flying Status is for members who are suspended or inactive.

Suspended: Members are suspended for delinquent flight reviews, medicals, 90-day attendance, failure to submit the insurance questionnaire, or late payments on their account. There is a 1-month grace period for members who have delinquent flight reviews or medicals before losing their flying membership status. A member that is suspended for late payments, lack of insurance questionnaire, or 90-day attendance delinquency will remain suspended until the situation is corrected.

Inactive: Inactive status is for members who have an injury, medical issue, job situation, temporary re-location, military deployment or other reason that prevents them from active flying. Inactive status must be requested in writing to the membership director and approved by the board. If the request to go inactive is made prior to the 7th of the month, it will become effective for the current billing period. If after the 7th of the month, it will start the next billing period.

While on inactive status, scheduling and flying privileges are suspended. Membership dues are required to be paid monthly, but the minimum flight charge is waived. A member on Military Deployment is exempt from both monthly dues and minimum flight charges and will remain a member until his/her return. A member must remain on an inactive status 2 months before requesting to go active again. Exceptions to this policy may be considered by the board on a case by case basis.

Return to active Flying status: Any member on Non-Flying status who desires to be reinstated to active Flying status must communicate their intent in writing to the membership director. All reasons for being suspended, except delinquent flight review, must be corrected before requesting a reinstatement.

The membership director will maintain a list of current members with Non-Flying status who request reinstatement to active Flying status. The list will be in order that requests are received. There will be a cap on active flying positions. When an active flying position becomes available, the member at the top of the list will be given the next available active flying position. The membership director shall not be required to request approval from the board of directors to update a member's status from inactive to active.

If a member is suspended, goes inactive, or resigns from the club, their active flying status position will open a position for an active Flying slot. That slot may be filled by a current member from the Non-Flying status, or by a new member.

[Back to the Top](#)

Backcountry Ground Training Requirement (Submitted by Jim Hudson, T-Craft Membership Director)

As per our backcountry policy, annual backcountry ground training is required. For most members, this requirement is met at the annual backcountry training seminar held in April.

This year, due to the Covid-19 restrictions this will not happen in April, but possibly in May.

An alternative is to take the [AOPA Mountain Flying Course](#) or get some individual instruction from a Backcountry instructor. Another good refresher is an oldie but goodie, Backcountry Flying Video by Dick Williams. You can download it from the [Site Index page](#) on the T-Craft webpage.

[Back to the Top](#)

Aviation Weather Hazards – Vital Info for Pilots (FAA Webinar)

Topic: You'll learn methods to assess the potential hazards and how to avoid them.

On Monday, May 11, 2020 at 16:00 Pacific Daylight Time (17:00 MDT, 18:00 CDT, 19:00 EDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Select Number: WP01100110

Description:

"Weather is the most lethal of all major causes of aviation accidents." Former FAA Administrator

In this 60 minute webinar you'll learn methods to assess the potential hazards and how to avoid them.

- The top resource for assessing potential turbulence or mountain wave.
- Tools that most pilots rely on—that are not reliable (and what to use instead)
- How to determine if thunderstorms will be a factor
- Recognizing turbulence or LLWS even when it's not forecast.
- Identifying mountain weather hazards in areas with few reporting points.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime Look for the “unsubscribe” link at the bottom of each email.

Register by going to: <http://www.fly-rite.com/free-webinars>

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

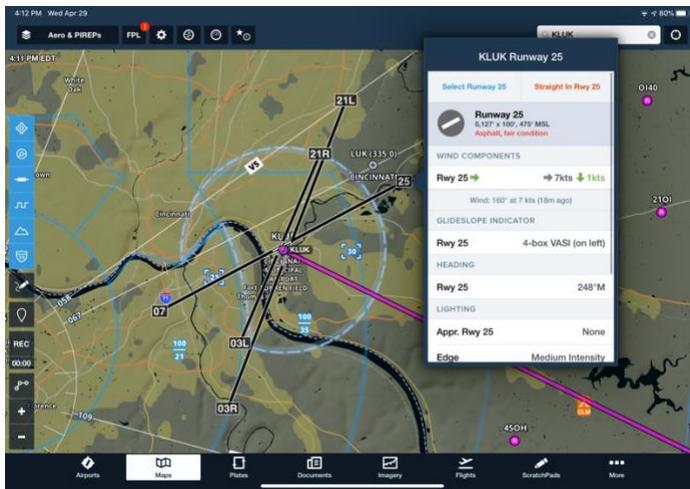
Advanced Knowledge 1 - 1 Credit [Click here to view the WINGS help page](#)

[Back to the Top](#)

TIPS, TRICKS AND FUN

What to Look For in ForeFlight’s April Update

(Reprinted from Sporty’s iPad Pilot News!)



ForeFlight continued its monthly update trend with another new release for April. Just like the previous updates for 2020, ForeFlight v12.3 adds a set of four new features designed to improve your experience planning and flying with the app. Here’s a quick look at where to find them and how they work. [Read more...](#)

[Back to the Top](#)

VFR Flight Following

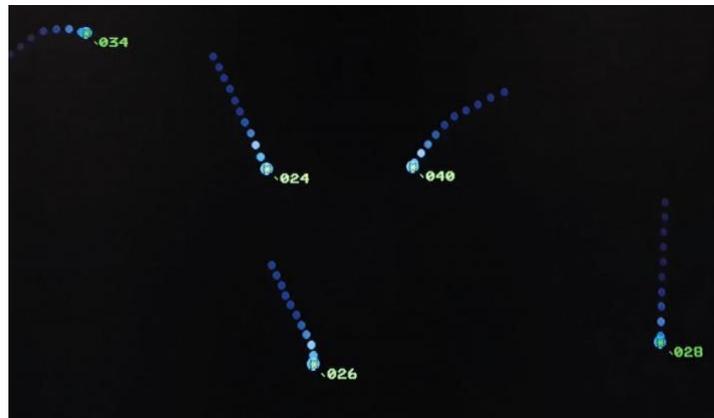
(Reprinted from IFR Magazine)

When you start your flight planning, one of the first things you may think of is the mission, how far you are going, and the minimums. Within those parameters, you determine if you need to go IFR or if VFR is sufficient. Obviously, if conditions or your own preferences lead you to an IFR flight, VFR flight following isn’t your concern.

But, if you are going VFR, deciding if you want flight following should definitely be on your list. If you’re going to pass through Class Bravo airspace you might as well; it’s virtually a requirement. Otherwise, if the weather is “clear and a million,” you’re not going through any airspace requiring you to talk to ATC, and you’ve decided to go VFR, should you consider flight following? Long story short, and after all factors are considered, the answer is “Yes.”

[Read more...](#)

[Back to the Top](#)



FAA SFAR Offers Extensive Regulatory Relief

(Reprinted from AVweb Flash)



The FAA has published a Special Federal Aviation Regulation (SFAR) designed to provide regulatory relief for individuals unable to meet some training, experience, testing and checking requirements due to the coronavirus (COVID-19) pandemic. The SFAR includes provisions for expiring flight instructor and medical certificates, recent flight experience requirements, flight reviews, knowledge tests and inspection authorizations. The special regulation will go into effect immediately following its publication in the Federal Register. [Read more...](#)

[Back to the Top](#)

It Was a Dark & Stormy Night . . .

(Reprinted from Air Facts Journal)

Actually, it wasn't stormy. It was a sparkling clear high desert night at George Air Force Base and the students and instructor pilots of the 35th Tactical Fighter Wing were in the night phase of their training. As everyone with experience in night flying knows, the "lifties" are going out of the air and all of the gremlins that are afraid of daylight are out and about at night. This was long before night vision devices became in routine use by aviators around the world.

Dark is dark, and in most cases, dark is not your friend. There is one exception: night combat. It is daunting at first blush, but soon night flyers liked seeing the guns with their tracers and SAMs with their fiery plumes on launch—

avoiding the ground and blacked out aircraft still requires skill and luck—but seeing who is shooting, what they are shooting and where there shooting from is better than the alternative (at least in this guy's viewpoint). [Read more...](#)



[Back to the Top](#)

Practicing 'self-control' (Quiz)
(Reprinted from AOPA ePilot)

Nontowered Operations

No tower? No problem! Safe operations at nontowered airports rely on procedures not ATC. Practice "self-control" with this ASI Safety Quiz.



[Back to the Top](#)

What Will GA Look Like After COVID-19?
(Reprinted from Air Facts Journal)

Making predictions about COVID-19 is a fool's errand right now, with a year's worth of news happening in a week. When will schools open? When will sports stadiums again host packed crowds? The best guesses seem to change by the minute, so I for one am not making any predictions about these topics.

But that doesn't mean we can't think in broad outlines about the future of flying. While the medical community is focused on finding a vaccine and parents are contemplating the merits of online schools, many pilots are thinking about what changes we might notice at the airport six or twelve months from now. There is plenty of analysis to read about the airline industry and the challenges they face (a lot). But what about general aviation? [Read more...](#)



[Back to the Top](#)

Wire Strikes (video)
(Reprinted from AOPA ePilot)



[Back to the Top](#)

CALENDAR

Month Ahead - May

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

- 5/10/2020: Accounts due
- 5/12/2020: Board Meeting 7pm, online
- 5/20/2020: Accounts past due
- 6/23/2020: Plane Wash
- 6/26-27/2020: Garden Valley Fly-In

Membership meetings temporarily suspended during virus lock-down

[Back to the Top](#)

CLUB STATS

Member Stats

- 103 Members
- 28 on wait list.
- 35 Class I Members (34%)
- 68 Class II Members (66%)
- 25 Inactive (voluntary suspension; 6 student pilots)
- 34 Suspended (BFR/Med/attend/bill/ inc 25 inactive)
- 15 Active Flying Slots open

Member Ratings

- 10 Student Pilots (9 suspended or inactive)
- 63 Private Pilots
- 20 Commercial Pilots
- 10 Air Transport Pilots
- 39 Instrument Rated Pilots (not all are current)

BFRs

Joe Bejsovec

Accomplishments

Tad Jones – Commercial Knowledge Test

HOURLY RATES
(New Rates Effective 2/26/2020)



N64375
\$68.00



N4464R
\$76.00



N13686
\$76.00



N1293F
\$95.00



N9989E
\$128.00



N7593S
\$128.00

NOTE:

Monthly Dues increase to \$70/month starting with May billing (see President's State of the Club message on page 2). The minimum monthly "Use it or Lose it" flight charge remains as the equivalent of 1 hour in the C-152 which is currently \$68 per hour.

[Back to the Top](#)

FUEL REIMBURSEMENTS
\$4.25 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 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

[Back to the Top](#)

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

ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE

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

Thank you and Happy Flying, Reggie Sellers

[Back to the Top](#)