



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### October Plane Wash Draws Record Participation

(Photos Submitted by David Thomas, T-Craft Safety and Hangar Director)



Sixty-one people—members and visitors—teamed up to wash and wax our 7 airplanes, and clean the hangar too. Thanks to all who joined in. We made short work of a big job.



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### Hangar Door Lock Procedure Review (Repeat)

(Submitted by David Thomas, T-Craft Safety and Hangar Director)

1. Grab the handle and rotate all the way down until it stops to reset the lock
2. Firmly press the combination on the keypad taking care that you feel a solid click as each key hits the limit of its travel.
3. Firmly press the "Enter" button until a click is felt at the bottom of the travel.
4. Rotate the door handle down to operate.
5. The door lock will automatically reset. No action is required to relock the door.

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### **Safe Traffic Pattern Procedures (Repeat)**

(Submitted by David Thomas, T-Craft Safety and Hangar Director)

In light of recent close calls that several members have had within the KMAN traffic pattern I advise that all members reread the FAA publication AC 90-66-B chg.1 (updated 2/25/19).

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_90-66B\\_CHG\\_1.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B_CHG_1.pdf)

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### **New KMAN Gate Code (Repeat)**

(Submitted by Ivan Sudac, T-Craft President)

There is a new code to get into the gates for the airport at Nampa. Effective Oct 5 (Date of the plane wash :- ) The new code is: **75263**

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### **Use the Pre-Heaters!**

(Submitted by David Thomas, T-Craft Safety and Hangar Director)

The airplane pre-heaters use specific power outlets to avoid blowing the hangar circuit breakers. Plug the extension cord powering the heaters only into the sockets marked with red tape.

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### **Avoiding Holiday Travel Hazards**

(Submitted by FAA Safety Team)

**Topic:** Identifying and mitigating factors that can increase the risks of holiday travel in general aviation airplanes. On Thursday, November 5, 2020 at 20:00 Eastern Standard Time (17:00 PST, 18:00 MST, 19:00 CST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

Select Number:

EA23102124

**Description:** Late fall and early winter find us planning travel to celebrate various holidays with family and friends. These joyous occasions are sometimes marred by the tragedy of a serious accident.

This webinar will examine some of the factors that can increase the risks of holiday travel in general aviation airplanes. Strategies to help mitigate those risks will be presented. Several recent accidents will be analyzed and discussed.

The webinar is sponsored by Avemco Insurance and will be presented by Gene Benson, FAASTeam Lead Representative

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:

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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### **Aircraft Tug Operating Procedure (Repeat)**

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

We updated the AirCaddy Tug operating procedures to insure greater safety while moving our aircraft. Please do a pre-use briefing now (see below) and then use the new checklist which is attached to the tug.

1. Unplug the power cord and wrap it around the brackets at the rear of the tug securely with nothing hanging.

2. Turn on the power switch by rotating the key to the right. You should hear the battery relay “click”. The voltmeter should show a full charge (Needle in the white bar). Wait at least five seconds.
3. Make sure your path is clear of obstructions. The Red Emergency Knob in the middle of the handlebars should be out showing a green stripe. If it isn't, rotate the Red Emergency Knob **clockwise** gently and it will pop out exposing the green stripe. Grasp the handlebars and rotate them **VERY SLOWLY** away from you to go forward and toward you for reverse. It is **VERY IMPORTANT** that you become familiar with the speed and maneuverability of the tug before you hook it to a plane. **DO NOT operate the tug at maximum speed when maneuvering. It WILL cause damage to it, you and the plane.**

If you need to stop suddenly, release the handlebar grips and the tug will stop with its internal electric brake system. You can also push the Red Emergency Knob in and the tug will stop quickly.

4. Make sure the wheel cradle ramp is up and locked and then maneuver the tug slowly to the airplane.
5. Align the tug straight with the airplane's front nose wheel. Stop when the front of the wheel cradle is about a foot away from the nose wheel. Make sure the cradle rotation pin is locked down and cradle will not rotate. (This pin can be released allowing the cradle to rotate making the tug easier to steer if desired but it has to be locked into place before the plane can be removed from the tug) Pull the black handle lightly (Do Not force it) to release the cradle ramp allowing it to drop down for the nose wheel to roll up.
6. Release the winch strap, pull it out and install the long handle/hook to the front landing gear around the strut tube. Remove tire chocks and make sure the emergency brake is off. Rotate the hand winch ratcheting lever forward. Wind the hand winch until the plane's nose wheel is securely up the ramp and in the cradle. The cradle ramp will rotate up to a closed and locked position. Make sure to keep tension on the strap and hook but not too much. One or two clicks of the winch after the strap is tight is plenty.
7. Once the nose wheel is locked into the cradle, the plane is ready to be moved.
8. STOP! Whenever you move a plane in or out of the NORTH HANGERS lock the yoke in the full up elevator using the seat belt/safety harness. If you don't the ELEVATOR WILL HIT THE HANGER FLOOR.
9. Maneuver the plane to the desired location VERY SLOWLY. Take your time. If possible have someone watch the wing tips for clearance and look for other things that may be in your way.
10. When you reach the desired place to park the plane, apply the plane's emergency brake or place chocks in front of the tires. Disconnect the hand winch by first rotating the hand winch ratcheting lever rearward and rotate the winch handle until the hook is loose enough to be removed from the strut tube. Disconnect the hook from the strut tube. Rotate the ratcheting lever forward and wind the strap back onto the winch. Move the tug backwards until the tire just touches the ramp of the cradle. Pull the cradle release lever LIGHTLY towards you. The ramp should drop. Then VERY SLOWLY drive the tug away from the plane. The cradle ramp will rotate down and the nose wheel will roll down the ramp and off of the cradle. Pull up on the end of the cradle ramp to lock it back into position before driving the tug away.
11. Park the tug by the first column at the far west end of the hanger. Turn the key off and plug the tug into the outlet on the column. The indicator light on the unit (opposite side from the power cord) should be amber or green. If it is flashing please notify the board as this indicates an error.

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## CALENDAR

### Month Ahead – Nov

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

**10 Nov 2020:** Accounts due, Board Meeting 7pm, online

**20 Nov 2020:** Accounts past due

**24 Nov 2020:** Membership meeting online

**Tentative in-person Watch for announcement.**

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## CLUB STATS

### Member Stats (as of 28 Oct)

114 Members (after new members and resignations)  
26 on wait list  
35 Class I Members (32%)  
79 Class II Members (68%)  
19 Inactive (voluntary suspension; 5 student pilots)  
25 Suspended (24% BFR/Med/attend/billing includes the 19 inactive)

### Member Ratings

10 Student Pilots (5 suspended or inactive)  
67 Private Pilots  
25 Commercial Pilots  
12 Air Transport Pilots  
47 Instrument Rated Pilots (not all are current)

### New Members

Wayne Graham – Class II  
Aaron Burkey – Class I  
Jeff Hibbs – Class II  
Greg Herbert – Class II  
Doug Phillips – Class II

### Previously Joined, Approved by Membership

Riley Gilder – Class I  
Skyler Pierce – Class I

### Accomplishments

Robby Bond – 1st solo (CFI James Patterson)  
Jon Miller – Commercial Pilot



**Robby Bond 1<sup>st</sup> Solo!**

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



N67375  
\$68.00



N4464R  
\$76.00



N13686  
\$76.00



N1293F  
\$95.00



N9989E  
\$128.00



N7593S  
\$128.00

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**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.

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**AIRCRAFT CARE (REVISED)**

**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. 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 (Revised):** The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – 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 (REVISED)

### ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE

**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.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy. Although I've not heard of any complaints, I have observed schedules that are for several days to short distances, like McCall.

**Sharing** aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- Schedule the aircraft that fits the mission. We have limited aircraft certified for IFR operations. If you can take another aircraft and leave the IFR aircraft for those who are training for or flying IFR other members can continue their training uninterrupted. Or, if your favorite aircraft is and one of our IFR certified birds let be known that you are willing to swap if someone really needs and IFR bird.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.

- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Call the member who has the aircraft and time slot you want/need and see if they are able to swap or may already be looking at canceling the flight but haven't canceled yet.

## BILLING & LOGGING (REVISED)

**Billing:** 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 (revised):** The FlightLog System is NOT connected to Schedule Master. 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.

- LOG OUT BEFORE FLIGHT:
  - Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
  - Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
  - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
  - Enter fuel, oil usage
  - 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.

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

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## TIPS, TRICKS AND FUN

### Special USAF Presentation to T-Craft Aero Club

(Submitted by Jim Eyre, T-Craft Director of Maintenance)



T-Craft pilot, Jonathan Miller just returned from his latest tour with the USAF in Afghanistan. He brought with him a special honor for T-Craft Aero Club—a US flag and certificate.

The certificate states:

This is to certify that this flag of

The United States of America

Was flown on a United States Air Force C-130J “Hercules”

aircraft, call sign “TORQUE 6” during a Critical Care Air

Transport Team combat mission over the battlefields of

Afghanistan, 5 July 2020 in support of:

“Operation Freedom’s Sentinel”

by the men and women of the 405<sup>th</sup> Expeditionary Aeromedical

Evacuation Squadron Critical Care Air Transport Team, Bagram

Airfield, Afghanistan

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### Pitching Deck Landings (2 videos)

(Excerpts from PBS documentary series “Carrier” – Rites of Passage)

Navy pilots landing aboard the USS Nimitz during rough seas in the Pacific.

Landing on a pitching aircraft carrier deck

Part 1 (09:59): [See video . . .](#)

Landing on a pitching aircraft carrier deck

Part 2 (09:59): [See video . . .](#)

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### “Weather to Go or Not” – Free AOPA Webinar, 12 Nov, 10:00-11:00am MST

(Reprinted from AOPA Member Services)

Nothing changes more than the weather, and that includes the tools you need to be using to know if you should launch, or continue once you’re in the air. We welcome flight instructor and Director of AOPA Flying Clubs Steve Bateman who will help us learn how to use the latest technologies to keep us weather safe. Space is limited – [register today.](#)

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**Assumptions Can be Dangerous In the Air**  
(Reprinted from Air Facts Journal)



In flight, assumptions are the Achilles heel in safety. One cannot press on with the assumption that all is well, when a crushing burden of mounting evidence is screaming against further pursuit. The fallacy of not knowing the unknowns ahead leads one to despair. [Read more . . .](#)

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**iPad Frequently Asked Questions**  
(Reprinted from Sporty's Pilot Shop Fast)

5)

Electronic flight bags like ForeFlight have fundamentally changed aviation, but it's often hard to keep up with the latest technology. If you're looking for answers to some common questions, check out our updated FAQs for iPad pilots. We'll explain the different iPad models, whether you need a GPS, what's legal, and much more. [Read more . . .](#)



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## Five Gadgets For Solo Cross Country Flights

(Reprinted from Sporty's Pilot Shop Fast 5)



I remember planning my first cross country flight. There were sectional charts thrown across the floor, highlighters in the dog's mouth, crumpled flight plan forms in the corner, my aluminum E6B lodged into the drywall from where I chucked it in frustration...those were the days. Much like we've graduated from outhouses to indoor plumbing, we no longer have to rely on the ancient tools to successfully complete a cross country flight. Here's my list of five gadgets that you should consider for those flights beyond the local area. [Read more . . .](#)

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## Landing Techniques (Quiz)

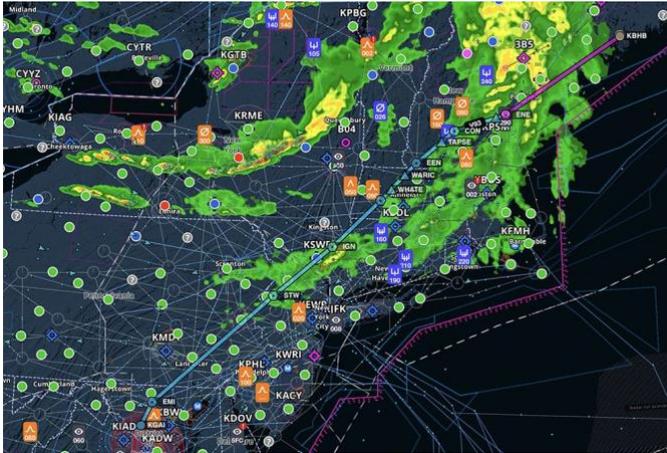
(Reprinted from Sporty's Pilot Shop Fast 5)

While it may be true that any landing you can walk away from is a good landing, there is certainly something to be said about always striving to make better landings. Most experienced pilots would be willing to admit that the perfect landing is much more of an art than a science. Take this quiz on landing techniques to hone your touchdown knowledge in search of consistently smooth and safe landings and see if you can squeak out a perfect score. [Take the quiz . . .](#)



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**Go Or No Go: Above the Bumps, Below the Ice?**  
(Reprinted from Air Facts Journal)



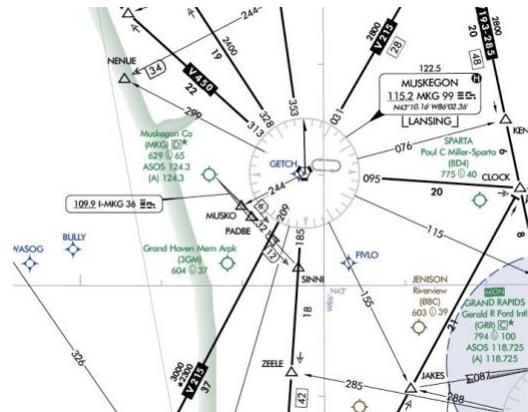
Fall in Maine is simply wonderful, as you've seen for yourself this week. The air was crisp and the colors on the trees were beautiful, but now it's time to fly home. Your Cessna 310 is fueled up and ready to make the 3.5 hour flight from Bar Harbor (BHB) to your home near Gaithersburg, Maryland (GAI). Will the weather cooperate? [Read more . . .](#)

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**Deadstick: The Movie**  
(Reprinted from IFR Magazine)

The old HBO series Deadwood told the tale of a lawless town where the rules were what you made them. Our aviation version is the Wild West town of FAR 91.3 (b): "In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency."

Welcome to Deadstick, the place where losing an engine in IMC grants you the authority to ignore those pesky course reversals, crossing altitudes, and ATC instructions. This plane is coming down and the only one who can make that happen on a runway is you. Welcome to what'll probably be the only sim challenge that doesn't contain a single missed approach. [Read more . . .](#)



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**Pilot Products: Headset Refresher Kits for that Seal Residue**  
(Reprinted from AOPA ePilot)



My batch of three Lightspeed Zulus was at least five years old, and they had been through extensive travel, temperature extremes, and the regular abuse pilots heap on general aviation headsets. But how best to bring these classics back to life? [Read more . . .](#)

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