



# PUTTING WINGS ON YOUR DREAMS

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## IN THIS ISSUE

<b>IMPORTANT NOTICES</b>	<b>2</b>
Pre Heat Those Engines!.....	2
Billing Record / Winter Flying Policy .....	2
Aircraft Tug Operating Procedure (Repeat) .....	2
Intro to Weather Briefings - Plus December 1-15.....	3
<b>CALENDAR</b>	<b>4</b>
<b>CLUB STATS</b>	<b>4</b>
<b>HOURLY RATES</b>	<b>5</b>
<b>FUEL REIMBURSEMENTS</b>	<b>5</b>
<b>AIRCRAFT CARE (REVISED)</b>	<b>5</b>
<b>HANGAR SECURITY</b>	<b>6</b>
<b>SCHEDULE MASTER (REVISED)</b>	<b>6</b>
<b>BILLING &amp; LOGGING (REVISED)</b>	<b>7</b>
<b>TIPS, TRICKS AND FUN</b>	<b>8</b>
The Elusive Seaplane Rating .....	8
The Pursuit of Proficiency.....	8
Night Flying Refresher.....	9
Bill McGlynn Weather Class.....	9
Understanding Aircraft Performance (quiz).....	10
In-flight Icing (quiz) .....	10
Long, Local Flights Spent Shooting Stars, Moon (article, video) .....	11
Aim Small And Miss Small .....	11
The Bad News And Good News About Engine Failures .....	11
Checkout In A Spitfire .....	12
GPS Users Ask Senate Committee To Block Cell Network.....	12
ForeFlight 12.10 Adds Forecast Cloud Layer and 3D Traffic .....	13

## IMPORTANT NOTICES

### Pre Heat Those Engines!

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

Hi fellow member/owner time to remind all that preheating and allowing temps to get into GREEN before putting power to engine is absolutely necessary. Recently a substantial amount of aluminum flakes were discovered in oil filter from 93S possible from improper warm up prior to bringing power up. 89E had bronze flakes in oil filter. Again, indicating possibly improper warmup. This makes me wonder about rest of fleet! Please take care of your engines several of which are in early stages of life.

If you are clothed with several layers due to being cold just imagine how cold your engine must be. If small heater seems to be not working check bottom to ensure tape is holding safety switch down. You can always use another heater. Please plug in oil sump heater located near oil dip stick. Consider going to hanger and energize preheat night before early flight or arrange for another member to do so for you. Takes time to preheat properly so factor it into your usual detailed preflight. Unfortunately it is apparent there are some that get impatient and only begrudgingly preheat a few minutes if at all.

Imagine how that engine reacts when power is run up! Unplug heating from power when leaving hanger. Upon return, please put a blanket over the cowling, put the heater in place and plug in sump heater but leave all unplugged from power. Thus it is ready for next member scheduled as you would like to arrive and see. It takes ALL of us to care & ensure we get full operational life from each engine.

Thanks for your help & understanding. Properly PREHEAT, be safe and enjoy your winter flying.

[Back to the Top](#)

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### Billing Record / Winter Flying Policy

(Submitted by Reggie Seller, T-Craft Director of Billing)

Last month we were able to get within 2 of having everyone pay on time. That's a record!! Let's see if we can have 0 late payments in December. We can do it!!!

Also, if you aren't familiar with the Winter Flying Policy, now would be a great time to review it. Feel free to ask questions if you don't understand the policy.

Thanks and Happy Flying,

Reggie Sellers  
Billing

[Back to the Top](#)

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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.

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.

[Back to the Top](#)

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### Intro to Weather Briefings - Plus December 1-15

(Submitted by FAA Safety Team)

**Topic:** Analyze the weather on your route to make safe decisions—and in only 10-15 minutes! On Wednesday, December 16, 2020 at 16:30 Pacific Standard Time (17:30 MST, 18:30 CST, 19:30 EST, 14:30 HST, 15:30 AKST, 17:30 Arizona, 00:30 GMT)

**Select Number:** WP01102790

**Description:**

Weather is the most lethal of all major causes of aviation accidents. In this 90 minute webinar, Delia will show you how to meet the FAA briefing requirements while ALSO developing skills that will allow you to make better decisions regarding flight.

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- When severe weather doesn't qualify as an adverse condition
- Plus we'll walk through a standard weather brief, followed by Q&A

Other webinars available from December 1-15 include:

[Wednesday, 2 December 2020 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PST/7:00 PM EST](#)

[Thursday, 3 December 2020 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PST/7:30 PM EST](#)

[Sunday, 6 December 2020 - Aviation Weather Hazards: Identify and Avoid 8:00 AM PST/11:00 AM EST](#)

[Monday, 7 December 2020 - Intro to Weather Briefings 3:00 PM PST/6:00 PM EST](#)

[Wednesday, 9 December 2020 - Aviation Weather Hazards: Identify and Avoid 4:30 PM PST/7:30 PM EST](#)

[Thursday, 10 December 2020 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PST/6:30 PM EST](#)

[Friday, 11 December 2020 - Intro to Weather Briefings 9:00 AM PST/12:00 PM EST](#)

[Monday, 14 December 2020 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PST/6:00 PM EST](#)

[Tuesday, 15 December 2020 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PST/6:30 PM EST](#)

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

[Back to the Top](#)

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## CALENDAR

### Month Ahead – Dec

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 Dec 2020:** Board Meeting 7pm, online

**10 Dec 2020:** Accounts due,

**20 Nov 2020:** Accounts past due

**No Membership meeting in Dec**

[Back to the Top](#)

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## CLUB STATS

### Member Stats (as of 21 Nov)

118 Members (after new members and resignations)  
26 on wait list  
38 Class I Members (32%)  
80 Class II Members (68%)  
16 Inactive (voluntary suspension; 5 student pilots)  
26 Suspended (22% BFR/Med/attend/billing includes the 16 inactive)

### Member Ratings

11 Student Pilots (5 suspended or inactive)  
66 Private Pilots  
28 Commercial Pilots  
13 Air Transport Pilots  
48 Instrument Rated Pilots (not all are current)

### New Members (Joined in November)

Mike Arnold – Class I  
Dan Harris – Class I  
Anna Grachanin – Class I  
Dave Miller – Class I  
Elizabeth Graham – Class II

[Back to the Top](#)

**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

[Back to the Top](#)

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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.

[Back to the Top](#)

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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

[Back to the Top](#)

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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.

[Back to the Top](#)

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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 cancelation so you can schedule the aircraft as soon as the cancelation 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 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
  - 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.
  - 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)

[Back to the Top](#)

**TIPS, TRICKS AND FUN**  
**The Elusive Seaplane Rating**  
(Submitted by Tad Jones, T-Craft pilot)

I am floating in my ski boat in a bay on a beautiful smooth blue lake. I am laying on my back and looking up at the sky, soaking up the afternoon sun when I see a pair of ducks flying low overhead. They glide over the bay and begin their circling descent towards the water. They begin their flare & touch down gracefully on the smooth glassy water. I am dreaming of flying on floats again. [Read more . . .](#)



[Back to the Top](#)

**The Pursuit of Proficiency**  
(Reprint from AOPA Pilot Magazine)



Piece of cake , I thought when my former flight organization asked me to fill a specialized training niche their regular staff was too busy to cover. All I had to do was reinstate my CFI/II. Brush up on maneuvers and review regs. How hard can it be? [Read more . . .](#)

[Back to the Top](#)

## Night Flying Refresher

(Reprinted from Sporty's Student Pilot News)

The return to standard time, cooler temperatures, and shorter days may have you dreading the winter flying season, and already longing for spring. But as a glass-half-full type, now is a great opportunity to enjoy the many pleasures of night flying at a more civilized hour. Calmer air, spectacular views and less traffic are just a few of advantages we encounter at night. So instead of an excuse, let's use the early sunset as a reason to get caught up on some helpful night flying tips and reminders.

[Read more . . .](#)

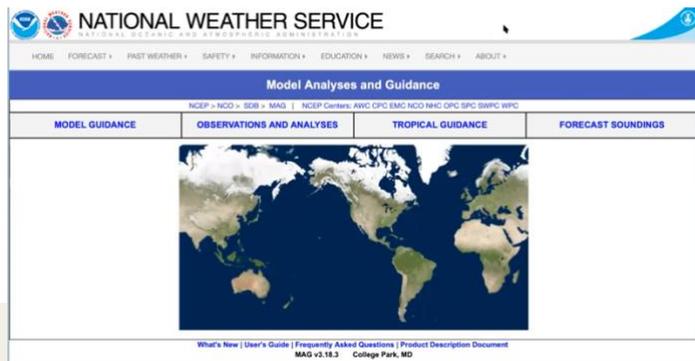


[Back to the Top](#)

## Bill McGlynn Weather Class

(Video and notes from Bill's T-Craft presentation on 23 Nov 2020)

I have a routine I follow when looking at wx, (usually every morning). I start with the GFS North Pacific view at 500mb vort ht. You'll find it here on the NOAA landing page:  
<https://mag.ncep.noaa.gov> - choose Model Guidance - GFS & North-Pac - 500 vort\_ht - the latest complete model run in upper left of page and then hit Loop All This will give you big picture insight to wx systems coming from the Pacific. Green shading is indicating vortices



### Some Basics:

- Wx is the result of the Sun heating up the Rock
- High pressure = cooler sinking air, rotating clockwise (more slowly)
- Low pressure = warmer rising air, a chimney rotating counter clockwise
- 1000mb = surface, 850mb = 5000 ft, 700mb = 10k ft, 500mb = 18k ft
- Most serious systems move around the globe at 500mb - creating chaos below
- We generally fly around 5000ft, so good to pay attention to 850mb forecasts

churning in the atmosphere possibly acting as a "trigger" for precip. [more . . .](#)

Download the video: [http://www.t-craft.org/Reference/Bill\\_McGlynn\\_WX.11.23.20.mp4](http://www.t-craft.org/Reference/Bill_McGlynn_WX.11.23.20.mp4)

[Back to the Top](#)

## Understanding Aircraft Performance (quiz)

(Reprinted from Sporty's Student Pilot News)

Airplane performance can be defined as the capability of an airplane to operate effectively while serving a specific purpose. Among the elements of performance are takeoff and landing distances, rate of climb, ceiling, speed, payload, and fuel economy. Answer these questions and see if you can correctly determine all the factors required for adequate aircraft performance.

[Take quiz . . .](#)



[Back to the Top](#)

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## In-flight Icing (quiz)

(Reprinted from AOPA ePilot)

Structural icing is one of the greatest hazards of winter flying for light GA aircraft. Ice can accumulate on the airframe quickly, decreasing lift and increasing drag to the point where flight is impossible. Learn how to avoid and recognize icing conditions with this ASI Safety Quiz. [Take the quiz . . .](#)



[Back to the Top](#)

## Long, Local Flights Spent Shooting Stars, Moon (article, video)

(Reprinted from AOPA ePilot)

Long legs punctuated by tiny turns, and constant attention to the throttles, define the flying life of NASA pilots tasked with providing a stable platform for a telescope designed to probe the distant reaches of the universe that spotted water the first time it was trained on the moon.

[Read more . . . and see video](#)



[Back to the Top](#)

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## Aim Small And Miss Small

(Reprinted from AOPA ePilot)



Instrument-rated private pilot and Hartzell Propeller Inc. Chairman Joe Brown shared the drills he uses to improve precision as part of an “Everyday Proficiency” presentation during the recent [Redbird Migration](#) online workshop for flight training professionals. [Read more . . .](#)

[Back to the Top](#)

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## The Bad News And Good News About Engine Failures

(Reprinted from Air Facts Journal)

You’ve probably said it to a nervous passenger: “Don’t worry, airplane engines almost never quit.” It’s only in World War II movies that engines cough and pilots have to save the day, right? This is mostly true for turbine engines, which have a stunningly good reliability record. Unfortunately, it’s far less true for piston engines. [Read more . . .](#)



[Back to the Top](#)



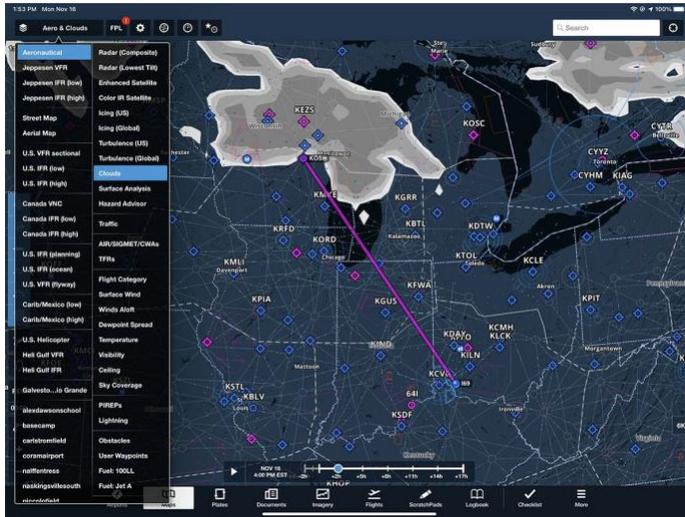
spectrum currently reserved for low-power space-based signals. The fear is that the much higher powered cell signals will interfere with the tiny energy of the satellite signals that are used to control and direct a vast swath of modern systems and technology, saying it will “threaten the safety of most Americans.” [Read more . . .](#)

[Back to the Top](#)

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### ForeFlight 12.10 Adds Forecast Cloud Layer and 3D Traffic

(Reprinted from Sporty’s iPad Pilot News)



ForeFlight’s 11th major release of 2020 continues the trend from previous updates: sophisticated new weather features for Pro Plus and Performance Plus subscribers, but some helpful tweaks for Basic subscribers too. Here’s a look at the latest additions. [Read more . . .](#)

[Back to the Top](#)

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