



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Elections to be Held at Membership Meeting 26 Jan 2021

(Submitted by Ivan Sudac, T-Club President)

We will hold elections for three expiring Board member terms at the membership meeting on 26 January 2021. All three incumbents indicate they will stand. Any other members who wish to also run for office should contact [Gordon Hall](#) who will officiate. Nominations will also be received during the meeting prior to the election. Standby for information about how to participate in the online meeting and election.

The positions available for vote this year are:

- **President** for 1-year term. Incumbent: Ivan Sudac
- **Billing Director** for 4-year term. Incumbent: Reggie Sellers
- **Treasurer** for 2-year term. Incumbent: Dennis Wheeler

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Club Policy Summary – PLEASE REVIEW

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

Just like a BFR makes us better pilots, an annual review of club policies helps to be better members. The material below contains excerpts from the current “New Member” information sheet.

Scheduling Aircraft:

- We use the scheduling program called Schedulmaster at www.schedulmaster.com. Your User Number is:xxxxxx your Username is yyyyyy, and your password is zzzzzzzz. You can change your password and/or create a different username after your initial log-in if you wish. **If you change your Username, please let me or Reggie know**, since it is used in the flight log system and will need to be updated. You can use either User Number (which you will always retain) or Username and password to log into Schedulmaster. After login in, please go to the My Account/My Profile tab and review the contact information for correctness and add any missing information. **Pay particular attention to your email address**, since all club email's are sent via Schedule Master. Also check the status tab with your medical/bfr dates if they apply. There is an optional feature to remind you of your 90 day, day and night currency if you wish to use it to get a reminder from schedulmaster 30 days before those dates expire.
- All of the club communication is done via the email you have listed in Schedule Master, so it's important to keep your email current. Your Name in schedule master is used for our billing and should not be changed. Let our billing director Reggie Sellers know if you want to change your name, address, email, username, or other contact information. The billing system is not linked to Schedule Master. There is some information in SM (in the shaded boxes) that cannot be changed by a member, such as your Flight Review, Medical Certificate, or T-Craft 90 day attendance dates. You must provide the membership director (me at this time) a copy of your Pilot Certificate, Flight Review Endorsement and/or Medical when you receive or update them. You can send it in with your bill, or email me an electronic copy, or leave it in the office in an envelope to my attention (let me know via email that you left it in the office).
- You can schedule out 90 days in advance, and schedule a total of twenty (20), 24-hour days for a total 480 maximum allowable hours, within a 90 day period. You can also schedule up to a 14 day duration block, but will need board approval to schedule beyond a two week block.
- **Please remember to cancel your schedule** if you cannot fly for some reason. Also cancel the remaining portion of a schedule if you return with time remaining on a schedule (more than an hour left). You will get an email reminding you of your schedule 5 days and 1day before your schedule. If you fail to fly and do not cancel out a schedule, you could be subject to 1 hr. fine/day, or suspension if scheduling privileges are abused.
- If you are scheduling multiple days your flying hours should be equal to or greater than the days reserved. So, if you have the plane from Friday evening through Sunday you should fly 3 hours or

more. This is meant to discourage short trips, say to McCall for several days. This is "guideline" that is intended to respect other member's access to the aircraft.

- Do not block out time you are not sure you will use. Blocking out aircraft so it is 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 they cancel some of the trips at the last moment it has a very negative impact on other members and their ability to schedule.
- If you have trouble scheduling aircraft, check with the pilots who have the slots you are interested in and see if swapping planes or schedule adjustments could potentially meet both members' needs.
- When scheduling a plane, be very specific with regards to your destination; for example, specify airport identifiers, local flight, pattern work, etc.
- Most members are respectful of other members and scheduling is rarely a problem.

Logging Out/In Aircraft:

- Each aircraft has a Hobbs meter that is used for logging aircraft time. Also, a Tach hour meter time on the engine tachometer for determining service times.
- We use a Flight Log System for logging out and in our aircraft flights from which your billing is determined. This program resides on the computer designated for the flight log system in the club office. The other computer is for member's general use. Please watch the short video on the club web page, the bottom tab of the home page, Flight Log Training. Make sure that your log in and out Hobbs times are correct. Logging out also requires the Tach hour meter time. Call or email Reggie Sellers, our Billing Director **immediately** if there is a problem with this system. Please review the billing process in the information packet and Constitution and Bylaws to become familiar with the billing cycle dates, winter flying hour policy and other account information such as account due dates and the late fee policy. If you observe a discrepancy with the Hobbs time, contact the previous member that flew and work it out with them. Once worked out, let the billing director know so the times can be fixed.
- The gate code for the Nampa airport is 75263. The Hangar Lock code for December is 1234. The lock code changes at the beginning of each month (or a few days after the 1st of the month). A new lock code is sent with your monthly billing in the text of your Statement email (not on the Statement). Keep both the old month and new month codes handy until the new code is activated. Please write the code down somewhere so you don't forget it.

Our website:

- (www.t-craft.org) is an important resource for more information about our club, including calendar of events, aircraft types/equipment, Club By-Laws, Operational Policies & Procedures, Newsletters, and other information. The November 2014 Newsletter (page 2) gives a good overview of the information you can find on our webpage. Click this link to review this: <http://www.t-craft.org/Newsletters/201411.pdf>. Please read the last few month's newsletters to get up to date on the latest club news. At the top of the newsletter page, there is an index of safety and other good articles of interest that go back several years. Print out a copy of the board of directors' phone numbers (<http://www.t-craft.org/board.htm>) to put in your flight bag or contact list in case of an emergency or problem when flying. You can also get a listing of the board members on schedule master, click on "Contact T-Craft Aero club at the bottom left of the SM home page. If you are a Facebook fan, we have a T-Craft Group in Facebook for sharing information: [T-Craft FaceBook](#). Two other very informative pages are "Fleet" and "Site Index" tabs. You will find valuable information on these pages.

Fueling, Cleaning Policy:

- The PIC (pilot in command) determines how much fuel is required during a flight and will fuel according to their flight requirements. **Do not fill up with fuel** when you return the plane to the hanger. Fuel cards are provided with each plane for self-serve fuel at KMAN. If a fuel is missing or does not work, borrow one from another aircraft. Be sure to return it before you fly. Notify the Treasurer of any issues with the fuel cards immediately. If off field fuel is purchased, use your credit card and submit the receipt to Reggie Sellers by email or mail for credit (gallons purchased at the club fuel rate published in the current month's Newsletter). When planes are returned, clean the leading surfaces, wax them with pledge and use the special spray or lemon pledge for

windscreens only. **DO NOT** use circular motions when cleaning the wind screen, only up and down cleaning swipes. Install gust lock, pitot tube cover, seatbelts buckled, interior vacuumed if required, and aircraft doors locked, Hobbs time and tach time recorded and entered into the flight log system. Fuel cards are for KMAN only.

Attendance Policy:

- At this time the Attendance policy is suspended due to COVID-19. Members will be notified when it resumes.
- Members need to make a club function at least within a 90 day period in order to be a member in good standing. Membership, safety, board meetings, and sometimes special events are credit for attendance. A sign in sheet is provided to check your name for attendance at most events. Make sure you sign in. We try to make our meetings worthwhile, informative and fun. They are a great way to meet other members and share experiences. If you have any ideas for a safety meeting, or would like to present a topic, let me know. There are circumstances from time to time that may prevent attendance within the 90-day period, such as an out of town job assignment. If there is something that comes up, just let me or one of the board members know of your circumstance. Failure to meet the attendance policy will result in suspension of flying and scheduling privileges. All club meetings and events are listed on the club calendar on the club website <http://www.t-craft.org/calendar.htm>. You will get a warning from schedule master 30 days prior to your 90-day expiration date. Also, a reminder when you log on to schedule master after that date.

Aircraft Maintenance:

- Should you encounter any questions or concerns regarding maintenance, contact our maintenance director **James Eyre at 208-794-0667**. If Jim is not available, contact any board member. Please read the maintenance articles on the T-Craft web page, under the Site Index tab; "Cold Weather Operations", "Aircraft Oil Usage", and "Electrical System Basics". **AeroServices 208-466-0400** (Mike Metcalf Owner) provides maintenance on our aircraft and can provide immediate assistance at the Nampa airport during their business hours if you are unable to contact Jim Eyre. If you do encounter a problem, make sure you fill out the squawk form using Schedulmaster to enter a squawk. On Schedulmaster select Resource Info/Maintenance /Squawk - select the aircraft under Select Resource, then click on Enter New Squawk. **You should always check schedule master for squawks and airport NOTAMs before you fly any plane.**

Aircraft Tug

- We have a high-quality yellow tug for moving the aircraft in and out of the hanger when it may be difficult to move by yourself. The use of this tug requires you to get checked out using a check out sheet (attached) and also on the Site Index page. You can get checked out by one of the board members or your check out sponsor or instructor if he/she has been checked out themselves. Place the check-out sheet in the in basket in the office. **Do not use the tug unless you have been trained, it may cause damage to the aircraft.** When using the tug, all plane movement in and out from the north facing hangers requires that the elevator be locked in the full up position by using the seat belt strap. When finished using the tug, park it back in the same exact spot as marked. **[See complete instructions below . . .](#)**

Aircraft Check-out:

- You must complete an aircraft data sheet for each aircraft you fly (except only one for the C172's N4464R and N13686 which are the same model). You will need to get checked out for each model of aircraft by a club member approved instructor according to the appropriate check out sheet. Student pilots will cover the items on the checkout sheet during their training and can complete the form towards the end of their training. Student pilots must fill out a data sheet for each model of plane they fly before they solo. When finished with the check-out documents, you can put them in the "in-box" on the desk in the club office. PDF files of the checklist, POH and other documents are available for each aircraft on our website under the Fleet tab. I suggest you print out a copy of the checklist for each model you fly. They normally are in the aircraft, but they turn up missing from time to time. Weight and Balance information for each aircraft can be found on our W&B Excel Spreadsheet on the club webpage under Site index, link under Weight & Balance. The avionics manuals are available on the "Fleet" page to familiarize yourself with each plane's avionics, however some of these are outdated.

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Pre Heat Those Engines! (Repeat)

(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 image 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.

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Billing Record / Winter Flying Policy (Repeat)

(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.

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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.

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Website Link to T-Craft 2021 Calendar of Events

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

[Click here to see the 2021 Calendar of Events](#)

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FAA Weather Webinars

(Submitted by FAA Safety Team)

"Best Tips Tricks and Sites for Self-Briefing Plus January 1-15 Webinars"

Topic: Tricks, Tips and Best Sites for Conducting a Safe Self Briefing.

On Thursday, January 14, 2021 at 12:00 Pacific Standard Time (13:00 MST, 14:00 CST, 15:00 EST, 10:00 HST, 11:00 AKST, 13:00 Arizona, 20:00 GMT)

Select Number: WP01103140

In this 60 minute webinar, aviation weather expert Delia will discuss the great new tools to identify potentially hazardous weather:

- The three MUST-USE sites for an accurate briefing
- A great new feature of 1800wxbrief you may not know about
- The GFA – Graphical Forecast for aviation
- Using my Weather Risk Assessment chart

[Click here to register today](#)

Other Free Webinar Dates Available:

[Saturday, 2 January 2021- Aviation Weather Hazards: Identify and Avoid 9:00 AM PST/12:00 PM EST](#)

[Monday, 4 January 2021 - Intro to Weather Briefings 3:00 PM PST/6:00 PM EST](#)

[Wednesday, 6 January 2021 - Aviation Weather Hazards: Identify and Avoid 3:30 PM PST/6:30 PM EST](#)

[Thursday, 7 January 2021 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PST/7:30 PM EST](#)

[Sunday, 10 January 2021 - Aviation Weather Hazards: Identify and Avoid 8:00 AM PST/11:00 AM EST](#)

[Monday, 11 January 2021 - Intro to Weather Briefings 3:30 PM PST/6:30 PM EST](#)

[Wednesday, 12 January 2021 - Best Tips Tricks and Sites for Self Briefing 4:00 PM PST/7:00 PM EST](#)

[Thursday, 13 January 2021 - Intro to Weather Briefings 4:30 PM PST/7:30 PM EST](#)

[Friday, 14 January 2021 - Best Tips Tricks and Sites for Self Briefing 12:00 PM PST/3:00 PM EST](#)

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](#)

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CALENDAR

Month Ahead – Jan

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

10 Jan 2021: Accounts due

12 Jan 2021: Board Meeting 7pm, online

20 Jan 2021: Accounts past due

26 Jan 2021: Membership meeting **Elections**

**Standby for info on how to participate
in the online meeting and election.**

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CLUB STATS

Member Stats

120 Members

31 on wait list

40 Class I Members (33%)

80 Class II Members (67%)

16 Inactive (voluntary suspension)

26 Suspended (22% BFR/Med/attend/billing
includes the 16 inactive)

Member Ratings

13 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

Caden Lewis – Class I

John Szanto – Class I

New CFI

David Meisner

Late Payments-Dec

7

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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 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 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.
 - 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

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TIPS, TRICKS AND FUN

Winter is Here (Quiz)

(Reprinted from AOPA ePilot)

From stubborn engines to slick runways and icy clouds, winter's arrival brings plenty of ways to get into trouble. Warm up your brain with this [AOPA Air Safety Institute quiz!](#)



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Escape the Ice (Video 03:51)

(Reprint from AOPA ePilot)



Hear from weather expert and AOPA Pilot Magazine writer, Tom Horne, on the dangers of flight into “known icing” conditions and what you can do to escape those conditions with your life. [See video here . . .](#)

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The Massive Flyover of Washington, D.C. That Nobody Saw (Video 43:59)

(Reprinted from AOPA ePilot)



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Back In The Saddle On A Very Different Horse

(Reprinted from Air Facts Journal)

And then she said it: “why don’t you fly anymore?” My response was simple: “I don’t know.” Suddenly, I had a flying club membership application in my hand—I was going to get my ASEL (I didn’t know what that was, just that was what I was going to get). There I was, a Commercial, Instrument-rated helicopter pilot, learning to land an airplane. [Read more . . .](#)



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Always Bring A Flashlight
(Reprinted from Air Facts Journal)



November is the time of year in the Midwest that can bring beautiful crisp late fall days, or it can bring fog, snow, ice, and a freezing rain chilling to the soul. In late November of 1981 I had a flight that encountered almost all of those that mother nature could provide. [Read more . . .](#)

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A Christmas Gift to Myself
(Reprinted from Air Facts Journal)

It's Christmas morning and I rise early, not to play Santa to my children, for they are long grown. Today I rise early to gift myself. I'm careful not to wake my wife, warm and snuggled under the covers. She has no interest in this thing that I go to do. [Read more . . .](#)



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Recent Visitors to Gowan Field
(Submitted by Jim Eyre, T-Craft Director of Maintenance)

