



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### Tribute to Dennis Wheeler

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



Dennis Wheeler, our club treasurer passed away suddenly on 19 Jan 2021 in his home. He was a club member for 42 years, 2 months and served as club treasurer for the last 17 years. Jim Hudson created a Tribute Video to our fellow pilot and good friend.

Click the links below to download his obituary and tribute video.

[Dennis Wheeler Obit & High Flight](#)

[Dennis Wheeler Tribute Video](#)

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### Election Results

(Submitted by Editor )

The club membership participated in elections at the membership meeting of 26 Jan 2021. The voting results are:

- **President:** The incumbent, Ivan Sudac was reelected for a 1-year term
- **Billing Director:** The incumbent, Reggie Sellers, was reelected for a 4-year term I
- **Treasurer:** Per the club's Bylaws and Constitution, the Board of Directors will appoint an interim treasurer who will serve until the next election in January 2022. Billing Director, Reggie Sellers, will cover the essential treasurer duties while the Board vets and selects the interim treasurer.

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### New Aircraft Rates and Dues

(Submitted by Editor)

At the January meeting, the club membership approved the following rate changes effective 26 Jan 2021.

- Monthly Club Dues: \$75/month
- N67375: \$68/hour
- N13686: \$78/hour
- N4464R: \$78/hour
- N1293F: \$85/hour
- N9989E: \$125/hour
- N7593S: \$125/hour
- N121M: \$125/hour

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**ABS – Briefing IFR Procedures**  
(Submitted by FAA Safety Team)

**Topic:** Discussion On How Electronic Flight Bags (EFBs) Change Some Longstanding Habits And Procedures For IFR Flight.

**Time:** Tuesday, February 9, 2021 at 19:00 Central Standard Time (17:00 PST, 18:00 MST, 20:00 EST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

**Description:** (Select Number: CE03103615)

Most instrument-rated Beech pilots have adopted Electronic Flight Bags (EFBs) and updated at least some of their avionics. Those changes mean we should reconsider some long-standing habits and procedures for IFR flight. In particular, the way we prepare for and brief IFR procedures should reflect these advanced avionics and EFBs.

You'll learn about:

- How to ensure that you have and can easily use the information you need to prepare for and fly instrument procedures
- How to create an efficient, effective process to set up, brief, and then continually assess your progress
- How a good briefing can help you avoid common mistakes while using sophisticated avionics

Viewers will be able to type in their questions to be answered during the event. We'll explain how to do so at the beginning of the webinar.

Although this American Bonanza Society program is oriented toward pilots of Beech Bonanzas, Debonairs, Barons and Travel Airs, the discussion, techniques and procedures described are valuable to the pilot of any airplane.

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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**New Safety Data Tool Available on FAA.gov Website**

(Submitted by FAA )

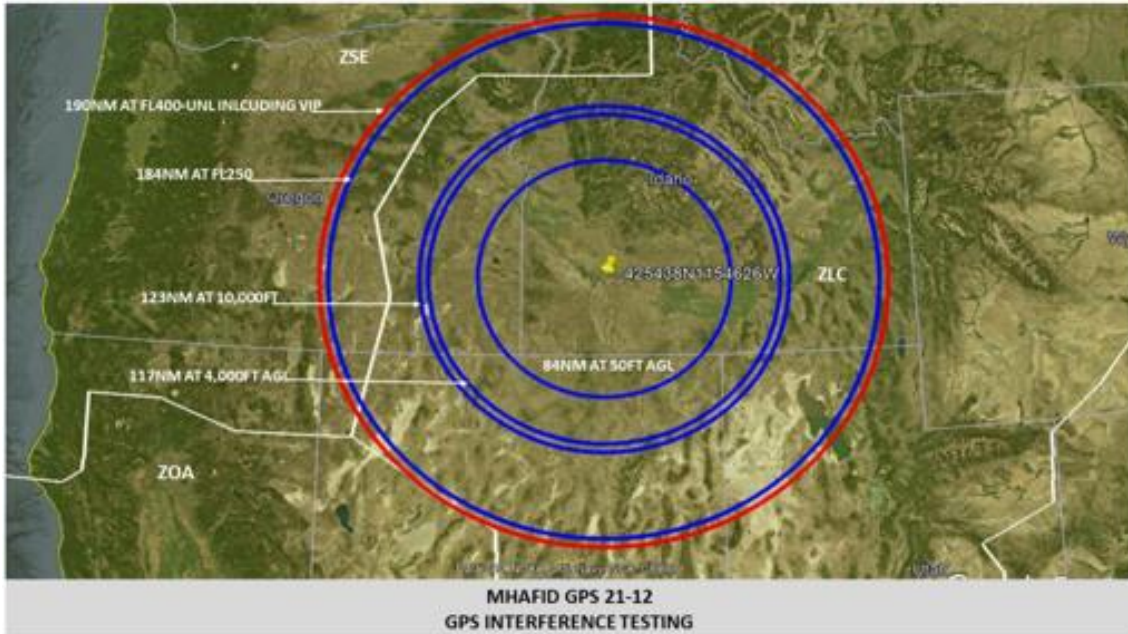
WASHINGTON – The [Federal Aviation Administration](#) (FAA) is making it easier to research aviation safety guidance material from the [Office of Aviation Safety](#) (AVS).

The [Dynamic Regulatory System](#) (DRS) combines more than 65 document types from more than a dozen different repositories into a single searchable application. This comprehensive knowledge center centralizes the FAA's aviation safety guidance material from the Flight Standards Information System (FSIMS) and the agency's Regulatory Guidance System (RGL). [Read more . . .](#)

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**GPS Interference Testing at Mountain Home AFB**  
(Submitted by FAA Safety )

The US Air Force will conduct GPS Interference Testing at KMUO 1-4 Feb 2021. [Read more . . .](#)



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**Ace Your Next Check Flight – 11 Feb 2021, 10:00-11:00 MST**  
(Reprinted from AOPA Webinars)

Dial in for some great tips on passing your checkrides, flight reviews, stage checks, and checkouts like a pro. We'll cover how to be better prepared and perform during your next flight evaluation. With special guest Pat Brown. Space is limited. [Register today](#)

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## CALENDAR

### Month Ahead – Feb

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						

### Coming Events

**9 Feb 2021:** Board Meeting, 7pm, online  
**10 Feb 2021:** Accounts due  
**20 Feb 2021:** Accounts past due  
**23 Feb 2021:** Membership meeting, 7pm, online  
**18-19 Jun 2021:** Garden Valley Fly-In

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## CLUB STATS

### Member Stats

120 Members  
32 on wait list  
40 Class I Members (33%)  
80 Class II Members (67%)  
16 Inactive (voluntary suspension)  
29 Suspended (24% 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)

### Accomplishments

John Szanto – 1<sup>st</sup> solo (Pete Glick, CFI)



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**HOURLY RATES**  
(New Rates Effective 26 Jan 2021)



N67375  
\$68.00



N4464R  
\$78.00



N13686  
\$78.00



N1293F  
\$85.00



N9989E  
\$125.00



N7593S  
\$125.00

**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 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 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](mailto:regluvs2fly@gmail.com)

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## TIPS, TRICKS AND FUN

### How to Fly the Pattern Without Making an \$#@ of Yourself (video 11:52)

(Submitted by T-Craft Pilot, John Moen. Reprinted from AvWeb)

For some reason, pilots often make a hash of flying the traffic pattern with especially nasty arguments over straight-in approaches. In this descent into animated madness, *AVweb's* Paul Bertorelli takes a humorous look at the issues. For Ercoupe and Mooney owners, the thin-skinned and the humorless, viewer discretion is advised. All others, Happy 2021!. Click the picture to see the video.



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## Takeoffs and Landings: Determining an Abort Point

(Reprint from AOPA ePilot)

When it comes to making a safe takeoff, there are simple rules of thumb we can all live by. Knowing when to abort a takeoff is one of them. Learn how to choose an abort point if your takeoff roll isn't going as planned. [See the video . . .](#)



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## Involuntary IMC (video 15:05)

(Reprinted from AOPA ePilot)



An instrument-rated pilot who is not current faces a failed engine and an unexpected IFR descent. Listen as air traffic control mounts a heroic effort to get the pilot down safely in this [AOPA Air Safety Institute Real Pilot Story](#).

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## Ground Control – Windy Day Taxi Tips (video 02:09)

(Reprinted from AOPA ePilot)

If you get confused about positioning the flight controls while taxiing, the AOPA Air Safety Institute's new Safety Tip: Taxi Controls video can help. Learn how consistently practicing the proper control placement in crosswinds on the ground builds an excellent habit that will kick in when the winds kick up. [See the video . . .](#)



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**Your Personal IFR Limits (pdf download)**  
(Reprinted from AOPA ePilot )

Whether you're barely current or flying by instruments daily, take a few minutes and update your IFR personal minimums for 2021 with the AOPA Air Safety Institute's [IFR Pilot Personal Minimums Contract](#)

Click on the links below for two other Personal Minimums Checklist already on our website.

- [Personal VFR Minimums](#)
- [PAVE minimums](#)

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**If Something Goes Wrong, Undo What You Last Did**  
(Reprinted from Air Facts Journal)

"We probably ought to get some fuel out of the back, don't you think?" I asked. A man of very few words, Doug said, "yep." Doug reached up, and I watched him rotate the fuel selector to the right rear position. I reached up about two seconds later and switched my fuel selector to the left rear tank position. After another two seconds, it got quiet. Real quiet. As in no engine noise at all. [Read more . . .](#)



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**Warbird Pinup Girls – (video download 02:05)**  
(Submitted by Jim Eyre, T-Craft Director of Maintenance)



Check out web site: [www.warbirdpinups.com](http://www.warbirdpinups.com)  
Especially check out "[Supporting Our Troops](#)". They produce annual calendar featuring classically done 1940s pinup girls with flight worthy WWII warbirds. [Download the video here . . .](#)

## The Best Flight Simulator Apps for iPad (If You're a Pilot) (Reprinted from Sporty's iPad News)



Mention "flight simulator" right now and most pilots will think of the new Microsoft Flight Simulator, but not everyone has a Windows computer that's powerful enough to run MSFS, and sometimes you only have time for a quick sim session. For those reasons—and many more—there is still a thriving market in iPad-based flight simulators. Here are our top two choices. [Read more . . .](#)

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## How to Use the ForeFlight Map Weather Layers (video 06:34) (Reprinted from Sporty's iPad News)

Do you know the difference between base and composite radar reflectivity, enhanced vs. infrared satellite imagery, or how to interpret the icing forecast layers in ForeFlight? Our latest video tip explains it all. [See the video . . .](#)



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