



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Zoom Recording Link

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

For those who missed the membership meeting, this is the link to the zoom recording.

Link: https://us02web.zoom.us/rec/share/Xw24_OSUsZvsm0RASXz5VWwg-JIESMv-XhpjKNXEBgd9ErDEmGsf476Fy8-HLI4M_rNzI6ASNPEi_9J-

Passcode: j*z8hwfi

It was our first in-person/zoom meeting. We had a few glitches with the sound, but all in all it went great. We had 58 total in attendance. 19 in person and 39 on zoom, including one guest.

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Seasonal Preheating—Changes - Repeat

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

From now until the spring T-Craft members are expected to be diligent to preheat their aircraft. With the installation of the cord reels a number of things have changed. Note:

1. No electrical extension cords are strung about.
2. Both the oil sump heater and the heat (forced air heaters) can both be powered from the same duplex outlet on the end of the cord reel.
3. There is a 3' extension cord plugged into the end of the cord reel to power the oil sump heater. When you unplug the oil sump heater, please wrap the short extension cord back around the outlet box so it doesn't hang down and get caught on flaps or ailerons when returning the aircraft to the hanger.
4. Do not let the cord reel retract freely. Please control the retraction so the outlet doesn't get slammed into the reel.
5. Please do not tie any knots in the string that is tied to the outlet. The string is there to help you reach the outlet. Any knots in the string will increase its chance of getting caught on a part of the plane.
6. Please do not adjust the stops on the cord to lower the resting place of the duplex outlet. They are intentionally positioned as high as they can go so they will not hit aircraft that are being moved in or out of the hangar
7. We were short one forced air heater when we unpacked everything tonight. There are enough parts to make another one but I need a few more things. I intend to get this completed on Saturday. If the airplane you are going to fly doesn't have a heater in front of it, find one to use. There is no excuse for flying without preheating the motor.
8. Lastly, if you have problems with circuits popping please check 1.) the GFCI on the end of the cord reel, 2) the GFCI on the outlet the cord reel is plugged into, 3) the breaker in the office - breaker number is written on the outlet, 4) you many need to double check that there are not two planes trying to heat from the same circuit. Circuits are only big enough for one plane to heat at a time. You may need to do a bit of juggling.

Any questions, please contact me or another board member and ask.

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Did You Know? . . . T-Craft Procedure & Policy Review – 4.0 Member Duties
(Compiled by Editor)

4.0 MEMBER DUTIES/REQUIREMENTS AND EXPECTATIONS

¶ It is the responsibility of each member to abide by all club policies. Failure to do so will be cause for disciplinary action. Reference Article III, Paragraph 5, Constitution and By Laws. ¶

- ¶
- 4.1 → There shall be No Commercial use of T-Craft Aircraft ¶
 - 4.2 → All pilots regardless of flying time, desiring to use backcountry landing strips shall adhere to the T-Craft Aero Club Backcountry flying Policy. ¶
 - 4.3 → All T-Craft aircraft shall be scheduled through Schedule Master ¶
 - 4.4 → Schedules may be made up to 90 days in advance ¶
 - 4.5 → No member shall schedule more the 480 hours (20 days, 28,800 minutes) total time within a 90-day period without prior approval by the board. ¶
 - 4.6 → All reservations shall be cancelled if the member is unable to keep the reservation (fly the aircraft). One hour per day at the scheduled aircraft rate may be assessed at the discretion of the board for failure to do so. ¶
 - 4.7 → Reserved time shall be lost unless the member picks up the aircraft within 30 minutes of the scheduled reservation start time. ¶
 - 4.8 → A member shall contact a board member if unable to return the aircraft as scheduled ¶
 - 4.9 → The Hobbs Meter shall be used to determine flying time. If any part of the next number is visible, this is the number you will use to calculate your flight time. ¶
 - 4.10 → Following a flight, members shall; ¶
 - 4.10.1 → Clean and Spray wax all leading edges ¶
 - 4.10.2 → Clean all windscreens ¶
 - 4.10.3 → Remove all trash from the cabin of the aircraft ¶
 - 4.10.4 → Vacuum the cabin of the aircraft as necessary ¶
 - 4.10.5 → Failure to do complete items in 4.10 may result in a charge to the member's ¶
account of one half the scheduled hourly rates. ¶
 - 4.11 → Out of town tie down fees are to be paid by the member flying the aircraft. ¶
 - 4.12 → If any hazardous malfunction occurs, the pilot shall placard the aircraft and immediately notify the board member in charge of aircraft maintenance. If he cannot be reached the member shall notify one of the other board members. ¶
 - 4.13 → No parking is allowed inside the hanger or next to the hanger on the north or south sides. Any city fines and towing fees will be the responsibility of the person cited. ¶
 - 4.14 → The scheduling member is responsible for Hull Insurance deductibles. The Liability and Hull Insurance policy is available upon request to a board member, or a hard copy may be made available upon request. ¶
 - 4.15 → Any member that damages an aircraft due to their own negligence shall pay all cost for parts and labor up to \$500.00. ¶
 - 4.16 → A member who continues to fulfill their obligations as directed by the club Constitution and By-Laws, Policies and Procedures and pays their flying account each month as agreed to by signature on the membership application, shall be considered a member in good standing. ¶

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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

9 Nov 2021: Board mtg, 7pm, Hangar & Online

10 Nov 2021: Accounts due

20 Nov 2021: Accounts past due

25 Nov 2021: Last flight day in billing period

30 Nov 2021: Member mtg, 7pm, Hangar & Online

CLUB STATS

Member Stats

119 Members
33 on wait list-(18 active, 14 holding) 12 month wait
40 Class I Members (33%)
80 Class II Members (67%)
14 Inactive (voluntary suspension)
23 Suspended (33%—BFR/Med/attend/billing
includes the 14 inactive)

Member Ratings

14 Student Pilots
65 Private Pilots
29 Commercial Pilots
11 Air Transport Pilots
48 Instrument Rated Pilots (not all are current)

New Members

Joshua Mitchel – Student pilot, Class I

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HOURLY RATES
(Rates Effective 26 Sep 2021)



C-152 (110HP) N67375 \$72.00/hr



C-172M (160HP) N13686 \$84.00/hr



C-172 (160HP) N4464R \$84.00/hr



C-172N (180HP) N1293F \$92.00/hr



C-182P (230HP) N9989E \$134.00/hr



C-182Q (230HP) N7593S \$134.00/hr



C-182Q (230HP) N121M \$134.00/hr

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FUEL REIMBURSEMENTS

\$4.91 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

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 repletely said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read Aircraft Oil Usage on our web site under Site Index. James Eyre

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.
- There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).

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SCHEDULE MASTER

ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

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.

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BILLING & LOGGING

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

Mustang Musings: What It's Like To Fly The Legendary P-51

(Reprinted from Air Facts Journal)

Acceleration in a North American P-51D is rapid and seriously forceful. If you've ever put the pedal to the metal in a high-dollar sports car, no further explanation is required. During the first few seconds following brake release, the pilot has no direct forward view. At that point, the mission objective becomes simply keeping the airplane on the centerline while it accelerates to takeoff speed. [Read more . . .](#)



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The World's Most Awesome Backcountry Fly-In (video 04:13)

(Reprinted from AOPA ePilot)

The High Sierra Fly-In began as a small gathering of friends, but the action-packed event has transformed into one of the most popular "aviation celebrations" of the year. [Read more and watch the video >](#)



When Hypoxia Becomes Real

(Reprinted from Air Facts Journal)



As a late blooming, somewhat studious private pilot who earned his certificate at age 75, I certainly learned, knew, and could recite the Federal Aviation Regulations that relate to the use of oxygen while flying at altitude in an unpressurized aircraft—no doubt. I did not really understand, much less comprehend, however, just how dangerous a situation a pilot can find himself in when actually experiencing real hypoxia until a recent cross-country flight. [Read more . . .](#)

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Noorduyn Norseman: Flying a slice of history

(Reprinted from AOPA ePilot)

Opinion Leaders blogger Jolie Lucas shares her experience flying a Noorduyn Norseman Canadian bushplane with Senior Aviation Medical Examiner Dr. Brent Blue. [Read more . . .](#)



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A landing and a one-wheel takeoff on Interstate 25

(Reprinted from Air Facts Journal)



On a hot August morning in 1976, at 7:20 (rush hour), I landed a Cessna 172 on Interstate 25 south of Denver, Colorado, near mile marker 172. Within a few minutes of my touching down, a TV reporter and cameraman showed up. Five minutes later—and quite predictably—the Colorado Highway Patrol arrived.

[Read more . . .](#)

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Maneuvering Flight (Quiz)

(Reprinted from AOPA ePilot)



Don't get spun around by maneuvering flight. Roll yourself right with this [AOPA Air Safety Institute quiz](#)

. . .

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Basic Aircraft Aerodynamics (Quiz)
(Reprinted from Sporty's Pilot eNews)



As much as it seems sometimes that airplanes fly by magic, it's important for every pilot to understand at least the basic fundamentals of aerodynamics. These principles dictate not only how the aircraft stays aloft, but what makes it either stable or unstable. Understanding these concepts will create a smoother and safer pilot. Take this quiz to test your aerodynamics knowledge. [Take the quiz . . .](#)

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Proficiency Test—A Father-Daughter Cross-Country To Remember
(Reprinted from Air Facts Journal)

The plan fell into place. The El Paso trek would be my first real test as a pilot. My dad would be my right-seat passenger. We'd make the trip a proper West Texas send-off: visit Carlsbad Caverns, hike Guadalupe Peak, play a few rounds of golf, knock out the visa appointment, get one last swig of Americana before jetting abroad.



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