

PUTTING WINGS ON

YOUR DREAMS

VOLUME XV

ISSUE 8



Editor Bert Osborn

TGTSIG

Thank God the Smoke is Gone

It seems like the new norm for summer; flying in near IFR (or in some cases IFR) in the smoke. One lesson this year, that I've never thought about before, is that birds are also flying in near or IFR conditions for them, and the silly things can't see us as well either. While in a C182 training flight with Kent Murri in 89E, on about a ½ mile final on 29, a flock of birds appeared out of nowhere. We nailed one who didn't get out of our way quick enough, believed to be a Sea Gull. It sounded like it hit the strut, but upon inspection after landing we saw it nailed the wing. That ended that flight. The visibility was reported at 4 or 5 at the time.

I'm not sure what the lesson is, except maybe another reason not to fly in the crud, even just doing pattern work could be hazardous.

I'm not sure that we could have done anything to avoid it. I've encountered birds in good visibility conditions and a few times may rock a wing to miss one, but they seem to get out of the way. This was a first bird strike for both of us, hopefully the last

Certainly, one should stop and inspect the plane when something like this happens.

We were lucky it hit the wing and not the windscreen, someone else may be writing about it.



After landing and inspecting the bird strike



Tail Feathers – off the Antenna



After cleaning off the blood.

Aero Services was able to punch out most of the dent and return to air worthy conditions.

Just another day in the life of a CFI

Fly Safe and Don't do anything Stupid.

Jim

2018

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						

Calendar of Events:

The next membership meeting will be Tuesday, September 25, 2018. The next board meeting is September 11..

09/10/2018 – Accounts due
09/11/2018 - Board Meeting
09/20/2018 - Accounts past due
09/25/2018 – Membership Meeting

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

Fuel Reimbursement
\$4.70 per gallon.

Articles or Pictures
If you have any pictures or articles for the newsletter submit them to Jim Hudson or Bert Osborn.

Member Statistics:

105 Members
22 on wait list.
36 Class I Members (34%)
69 Class II Members (66%)
08 Inactive (voluntary suspension)
12 Suspended (BFR/Med/Attend/Billing, Including 5 Inactive)
6 Social Members (non flying, not included in “Members”)

(Please report any BFR's, IPC's, Upgrades, or new ratings to Jim Hudson or Bert Osborn)

Ratings

13 Student Pilots
69 Private Pilots
01 Recreational Pilots
11 Commercial Pilots
11 Air Transport Pilots
32 Instrument Rated Pilots

BFR's

New Members

Michael Hunt – Student Pilot
Régis Ertle - ATP

Level II Upgrade

Kent Murri

New Ratings

Wade Spradley – Instrument Rating
Gordon Hall CFII

Congratulations Wade and Gordon

**T-CRAFT STATS
July Billing Period**

Top three flyers:

Dave Thomas	23.1 hours
Elizabeth Carter	18.6 hours
Hootan Shariat	10.8 hours

The top billing aircraft were:

N1891X	\$3,415
N13686	\$4,577
N4464R	\$3,834

The top three aircraft flown were:

13686	62.7 hours
4464R	54.0 hours
67375	42.3 hours

Fuel Reimbursement

\$4.70 per gallon

REMINDER-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.

HOURLY RATES (New Rates Effective 8/26/2018)

Due to increased fuel costs our rates have increases as listed. Fuel Reimbursement is \$4.70/gal



N64375
\$62.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$86.00



N1891X
\$121.00



N9989E
\$128.00



N7593S
\$128.00

SQUAWKS

Aircraft annuals have been scheduled and calendared through September.

No significant Squaws except as follows: Remember to check Schedule master for any squawks before you fly

9989E: The new Garmin GFC 500 auto pilot has been installed. The manual and video tips are available on the club webpage, under the "Fleet" tab. Thanks to Kent Murri for tweaking the servo parameters to eliminate the roll overcontrolling.

Also, the manual for the G5 has been updated on the webpage for the birds with the Garmin G5.

13686 – Carb heat cable broke – replacement on order.

New Hangar News! 8/31/2018

Ben moving the phone line under the new hangar. Notice the neck brace on Ben...two and a half weeks after neck surgery! That guy will do anything to save the club money...in this case \$3000! 🚚
Thanks Ben !!



Foundation Pour



Steel being unloaded



Progressing on the new hanger, we expect to have the building nearly assembled in mid-October.

With the building dried in in October we immediately begin the electrical work. A couple of electricians in the club have offered to help and we will be completing this portion of the building for the material costs with a big savings on labor! Thanks to all those who have volunteered to participate!

We have decided to extend water and sewer to the end hangar units. This is a small cost increase and we feel this will quickly pay for itself in the marketability of the hangars. With water, sewer, electric doors and the availability of gas these hangars will be great for those looking for a smaller more economic option that provides similar utility of a much larger and more expensive hangar.

Our intention is to have these hangars available for rent in November. Although water and sewer is available utilization of these services such as bathroom facility completion, will be completed by or at the request of the renter.

If you are willing to help with the electrical please contact Ben Brandt bcb1160@gmail.com and I will get you on the list for updates and schedules.

MAINTENANCE TIP

When we are pilots in training our CFI's instill in us good habits on how to care for our birds. As time passes, occasionally we all forget and become rusty pilots in relation to care and maintenance of our aircraft. The Maintenance Tip for today is simply, 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.

REMINDERS

CARE OF YOUR AIRCRAFT

Take Time After You 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 lights left on, the hanger itself not locked, lock code not returned to 0000. 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 relative 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.

DOM – James Eyre

In thinking about this and the other items of neglect as mentioned earlier, this may be part of the reason our accident rate doesn't improve. It's the little things, lack of attention, lack of following check lists, maybe too much in a hurry that things may catch up to one in a critical phase of flight. In a recent accident during a go around with a C182 (Bold Method article) the pilot forgot to take off carb heat in high density conditions and the lack of performance apparently cause them to plant the nose wheel back on the runway in a failed climb. Consider what would happen in a C182 in a go-around situation with carb heat left on, prop not in full, maybe flaps

not retracted from landing, in high density attitude. Lack of attention to details could and probably does cause many accidents. Another contributor is being in too much a hurry. Too much a hurry to check the weather, NOTAMs, fuel requirement, proper run-up, etc. I wonder how many items are neglected in flight when I see forgetfulness in putting away our aircraft, sloppiness in following checklist when shutting down,? Another concern is proficiency. I am deeply concerned when I see a member who hasn't flown for several months, take a long trip with his family. He might have to go out and make 3 touch and go's to be FAA legal, but what would happen if this pilot would encounter something that tested his/her proficiency.

A dirty water bucket, too much oil added, and simple things members keep forgetting to do riled my up. I realize I'm probably speaking to the choir, since most diligent members probably read the newsletter and are very conscientious about safety and care of our aircraft. It's all of our responsibilities to hold all members accountable if you see something amiss.

Membership / Safety Director

Jim Hudson

Scheduling

It's getting into the busy time of the year in the use of our birds, and other areas of our lives. **Members are forgetting they have a plane scheduled and are not canceling their schedules!!** Some reminders on scheduling. Please keep track of your scheduled appointments and cancel your schedule as soon as you know you cannot make it. If it seems like bad weather and no one might want to fly in it, cancel your schedule anyway, you never know there might be someone wanting to do some instrument training, or some other reason another member would like the plane. You should get two email reminders from schedule master; 5 days and 1 day prior to your appointed schedule. If you forget when you're scheduled, you can get a listing of your schedules by selecting "My Schedules" from the Schedule Tab.

Safety is top priority, and canceling at the last minute due to weather forecast is understandable and will not be questioned.

* A reminder that club policy allows another member to take the plane if no/show in 30 minutes. Also, a 1 hour/day fee at the rate of the plane you have reserved may be assessed you do not fly as scheduled.

* If you are scheduling multiple days your flying hours should be equal to or greater than the days reserved. For example, if you have the plane from Friday evening through Sunday you should have 3 hours or more. This is meant to discourage short trips, say to McCall for several days. This is not a written policy but is a "guideline" rule we have tried to meet respecting other members 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 cancel some of the trips at the last moment has a very negative impact on other members resulting in complaints.

* For those of you having 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.

Schedule Master – 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 should 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.

There are also two fields that you can use to keep track of your 90-day, day and night currency for carrying passengers. You can use those two fields if you wish to enter your expiration date and receive a notice 30 days prior to that date. Students can use the 90-day currency field to keep track of your 90 day endorsement to continue to solo.

Billing – Reggie Sellers

There have been a few mistakes made with the Flight Log System logging so I am writing this in hopes of helping with the billing accuracy.

1. The Flight Log System is NOT connected to Schedule Master in that 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.
2. When you log a plane in PLEASE 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.
3. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out. We are all owners of the planes and it is important that the billing is accurate.

Thank you and Happy Flying,
Reggie Sellers

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

Tips and Tricks

This is a new area in the newsletter. All members are encouraged to submit items you find helpful to the newsletter editor. Thanks Jon

Night Vision Sparring iPad Trick – by Jon Miller

If it's been a while since you've taken your PPL test, you may have forgotten about some of the aeromedical factors that affect night flight. Briefly, we've all got rods and cones, but rods are what help us fly at night. It takes up to 30 minutes to become fully night adapted, and it only takes about 10 seconds of bright white light to ruin that. What's a good way to expose yourself to a bright white light? Try opening an approach plate at night on your iPad.



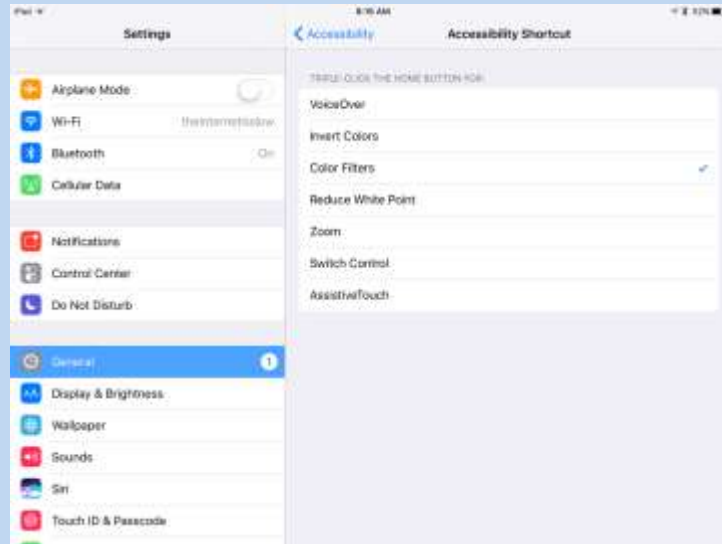
Figure 1 - Dark Mode

You might say, well Fore Flight has a dark mode. True...but it doesn't invert the colors of approach plates. If you routinely fly IFR, or if you want to use a glideslope to make your night time approaches safer (i.e. LPV and ILS approaches), then pulling out an approach plate will do nothing good for your dark adaptation. If you don't use instrument approach plates, the pitfalls of bright light coming from the iPad still apply to you. Try accidentally bumping the home screen button which will also expose the pilot to unwanted bright white light. That happened to me on my most recent night currency flight.

Here's the work around. It will work for any EFB program.

1. Click on Control Panel
2. Click on General

3. Click on Accessibility
4. Scroll to the bottom and make the Accessibility Shortcut select color filters



5. Now go back to the Accessibility menu and scroll up to click on Display Accommodations
6. Click on Color Filters – turn it on
7. Now click color tint
8. Slide Hue all the way to the right (red light) and then adjust the intensity about 80%.
9. Once you've adjusted it to your liking. Turn the color filter off.



Figure 2 - Color Filter

- 10. Open your favorite EFB
- 11. Open an approach plate. Get blinded by the light.



Figure 3 - blinding RNAV approach into KMAN

- 12. Now click the iPad's home button three times. This is the accessibility shortcut you first set up.

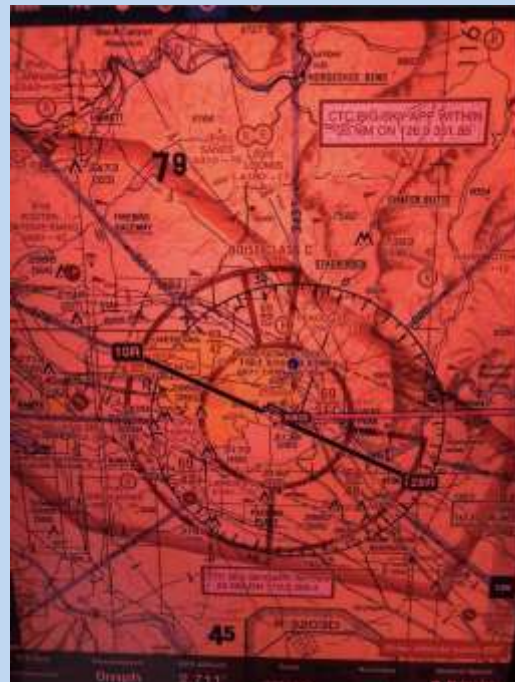


Figure 4 - I see all approaches through a rose-colored lens

13. The color filter protects your night vision, and still allows you to get all the information. Even on a VFR Chart. Once you've landed and you're done seeing red, just click the button three more times.

Email me if you have any questions jonmiller0@gmail.com

EYE CANDY – WARHAWK MUESIUM WARBIRD AIRSHOW

A couple of new aircraft this year along with the numerous P-40s & P-51s from previous years. – Jim Eyre

B-25



F7F



TBM



and others









The World's Fastest Piston Powered Aircraft



The Warhawk Museum's finished Mig-17.

