



PUTTING WINGS ON YOUR DREAMS

March 2019

VOLUME XVI – ISSUE 3
Editor – Jim Manley

Send articles and pictures to the editor at
jim@jrmanley.com

IN THIS ISSUE

Click a heading to jump to that section_Toc4743976

IMPORTANT NOTICES	2
TIPS, TRICKS AND FUN	2
SilverHawk Aviation Operations	2
2019 Backcountry Presentation	2
Surprise at 11,000 feet	2
CALENDAR	3
Month Ahead – April 2019	3
Coming Events	3
Poker Run	3
CLUB STATS	4
Member Stats	4
New Members	4
BFRs	4
New Ratings/Accomplishments	4
HOURLY RATES	4
FUEL REIMBURSEMENTS	5
SQUAWKS	5
AIRCRAFT CARE	5
Cold Weather Operations	5
Windscreen Care	6
Post Flight	6
Oil Usage	6
Check Lists	6
HANGAR SECURITY	7
SCHEDULE MASTER	7
BILLING & LOGGING TIPS	7
MEMBER NEWS	8
Lorena Correa	8
John Barsness	9
Jim Hudson	10
Jim Manley	11

IMPORTANT NOTICES

- Submit your insurance information forms ASAP.
- Don't add, delete, or modify files, or change settings on the club's ready-room computer. Use it only for Flight Log and Schedule Master purposes.
- Big Sky Approach Control asks that all pilots talk to them, even if you're just using a practice area. Our silence makes more work for them and adds risk.
- Write up aircraft squawks on Schedule Master. Notify Jim Eyre if urgent.
- Indicate destination when signing out aircraft for cross country flights. Helps with maintenance scheduling
- **GPS Notification - Mountain Home, ID** Notice Number: NOTC8353
https://www.faa.gov/files/notices/2019/Mar/MHRC130_19-01_GPS_Flight_Advisory.pdf

[Back to the Top](#)

TIPS, TRICKS AND FUN

SilverHawk Aviation Operations

Pete Glick – Lead Flight Instructor-Helicopter

[Click here to see the complete presentation on T-Craft.org](#)

2019 Backcountry Presentation

Jim Hudson – T-Craft Membership Director

[Click here to go to the T-Craft.org News page](#). Then click on the title, *2019 Backcountry Presentation*. The presentation will download as a large pptx file. Enjoy!

Surprise at 11,000 feet

By John Karasek (reprint from Flight Facts Journal)

It was a beautiful day and very cold. The skies were clear, making it a great day to fly. I was flying the company airplane, going to pick up the CEO and his wife in Alabama. I was allowed to take a rider along, and I filed for 11,000 feet. I picked up my clearance on the ground, loaded in all the particulars of the flight plan in the Garmin G1000, double checked the route and verified the departure, then finally contacted ground for taxi. It was nice having someone along to share the joy of flying in our new company airplane, a Quest Kodiak. It is a beautiful plane and a dream to fly, with a 750 hp Pratt & Whitney engine, loads of power and it climbs out with ease. [Read more...](#)



[Back to the Top](#)

CALENDAR

Month Ahead – April 2019

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

- 4/06/2019:** Poker Run finish, 7am – 1pm, T-Craft Hangar
- 4/09/2019:** Board Meeting 7pm, T-Craft Hangar
- 4/10/2019:** Accounts due
- 4/20/2019:** Accounts past due
- 4/22/2019:** Peaks to Pavement, 7pm, Riverside Hotel (see details in [Member News](#))
- 4/30/2019:** Membership meeting 7pm, T-Craft Hangar, NOAA presentation by Elizabeth Padian after formal session.

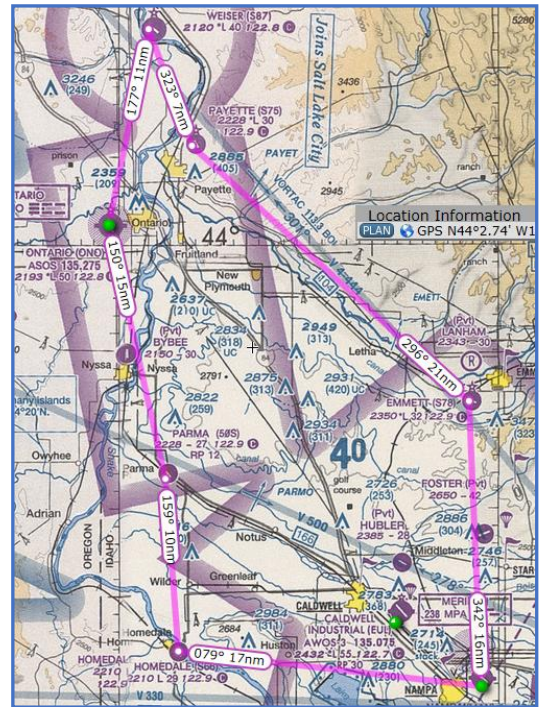
Poker Run

Saturday, April 6th, 2019, 7:00 am - 1:00 pm

Best hand – 60% of pot, 2nd place – 20% of pot, 3rd place – 10% of pot

Join us for lunch starting at 11:30 at the T-Craft hangar! Cheeseburger, chips and a drink for \$5

- ‘Game’ starts Sunday, March 31st...you have seven days to fly to the various airports listed below and take a selfie (make sure that some proof of your location is visible in your picture);
- \$10 per hand buy in;
- Show up at the T-Craft hanger on the 6th and show your date stamped picture to a designated T-Craft representative to receive your cards;
- One card per airport (for a maximum of seven), per player will be distributed;
- You may have as many players as your aircraft can legally carry;
- Airports include: Homedale, Parma, Ontario, Weiser, Payette, Emmett, and Nampa;
- Alternate airports: Murphy, Mountain Home, Garden Valley, Cascade, McCall, Council, Midvale and Joseph, Oregon;
- You must be at the T-Craft hangar by 1:00 on Saturday the 6th.



[Back to the Top](#)

CLUB STATS

Member Stats

111 Members
20 On wait list.
36 Class I Members (32%)
74 Class II Members (68%)
13 Inactive (voluntary suspension)
17 Suspended (BFR/Med/Attend/Billing,
Including the 13 Inactive)

11 Student Pilots
73 Private Pilots
01 Recreational Pilots
12 Commercial Pilots
14 Air Transport Pilots
37 Instrument Rated Pilots

New Members

Rex Lewis: Class II
Jeff Norris

BFRs

John Barsness
Ben Brandt
Gordon Hall
Lloyd Putnam

New Ratings/Accomplishments

Lorrena Correa: Solo
Stephan St. Marie: Private Pilot
James Paterson: Commercial Pilot
Jiyun Li: Instrument Rating

[Back to the Top](#)

HOURLY RATES

(New Rates Effective 1/31/2019)



N64375
\$65.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$90.00



N1891X
\$125.00



N9989E
\$128.00



N7593S
\$128.00

[Back to the Top](#)

FUEL REIMBURSEMENTS

\$4.70 per gallon

We receive a significant discount from the AV Center published prices. **PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT** from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

[Back to the Top](#)

SQUAWKS

- **375:** G5 attitude indicator needs adjustment
- **89E:** Fuel bladder on hand & will be installed during annual (April), limit right hand bladder quantity to 20 gallons. Electric AI is inop. Gordon will determine whether it is necessary to maintain. Right hand strobe inop. Vendor that made strobes we have on our aircraft went out of business. We are looking for another vendor.
- **93S:** During initial crank after installing new engine the prop would not cycle properly. To eliminate the new gov & new prop as the problem both were taken to prop shop and tested. Both performed as should. Further testing using air pressure & balloons it was determined that something was restricting oil flow thru governor to prop. Engine was shipped back to supplier (their expense). Engine was disassembled and as suspected the front bearing was not machined correctly and restricting oil from coming out from the propeller. It also starved oil pressure to #1 rod journal and as a result scored/overheated the rod journal. A brand new crankshaft and all new bearings will be installed once items arrive from factory. No predictions on when replacement engine will arrive and we get 93S back on line.

[Back to the Top](#)

AIRCRAFT CARE

Cold Weather Operations

- Cold weather is still an operational factor. Read a review here: <http://www.t-craft.org/Reference/ColdWXOps.pdf>
- As noted in the article, the tape on the bottom over the safety switch on some of the heaters may loosen up and need to be tightened for the heater to operate. If the heater doesn't turn on, check this out.
- Ben Brandt has offered to stop by the hanger the night before your flight and put the heat on.
- Note: In cold WX the circuit breakers may trip on some of the power posts when the heaters are on. Check the circuit breaker panel, its in the office, on the right as you enter the door. If you find it tripped, let Dave Thomas know.

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, 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 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.

DOM – James Eyre

Check Lists

The club has developed check list for each bird which contain key information on the plane from the POH and some club specific items; oil levels, tire pressures, reminders to log in-out, and clean up items. It's not mandatory that you use a club check list, in fact many members develop their own, which is a good way to get intimate with the details. We've had laminated version in each aircraft, but over time, they grow legs and walk off. Members are encouraged to print out a copy of the club check list for yourself or download the pdf version and have it on your iPad/phone/tablet or build one for yourself. There's a word file as well as pdf version of the club website under the Fleet page. I'm in the process of updating the check-list to include

some of the newer avionics, and other items that crop up. If you happen to find any discrepancies or have comments, let me know – Jim Hudson

[Back to the Top](#)

HANGAR SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.

[Back to the Top](#)

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 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.

[Back to the Top](#)

BILLING & LOGGING TIPS

Billing

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.

- 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.
- 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.

- 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.
- **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

- Log before and after flights (Make sure it actually logs your time!)
- Please check hobbs time as this is the basis for billing / reconciling accounts and also for maintenance projections
- Enter fuel and oil destination
- Request from Jim Eyre to include a specific destination so that he can continue to project 100 hour / annual inspections
- Report any issues to me at 208.861.6274 / email regluvs2fly@gmail.com

Thank you and Happy Flying,
Reggie Sellers

[Back to the Top](#)

MEMBER NEWS

Lorena Correa

We need to welcome new fledgling member pilot, Lorena Correa! Lorena soloed Saint Patty's Day, March 17!

John Baglien, CFI



[Back to the Top](#)

John Barsness



The red and white Tri Pacer was co-owned by my dad and Treasurer Dennis Wheeler's Dad and based in Buhl, ID (U03). This is the only photo I have of that plane that I can find- I believe it was a '56 ??? Tri-Pacer. Photo is in Buhl back when it was a grass strip. My Mom is by the prop. I am the little fellow dangling from my brother's arms. I think this photo was summer of 1961 or 1962 at the latest.



The other photo is the 1957 Tri-Pacer I owned for a few years at Henry's Lake in 2014- a plane I just had to have for nostalgia's sake. It was a pretty good plane and fun to fly, and brought back a lot of memories of flying with my dad when I was a youngster.

[Back to the Top](#)

Jim Hudson

Coming April 22nd, 2019



Flying in the backcountry is an exciting and rewarding challenge with little room for error. It's an exacting environment that demands sound decision making, stellar stick and rudder skills, a thorough understanding of the weather, and an intimate knowledge of the airplane. Whether you're a seasoned backcountry flyer or flatlander, you'll enjoy this new seminar, which delves into conditions, challenges, and accidents unique to backcountry flying. Together with your seminar leader you'll examine lessons learned to fly safely in any operating environment.

The Air Safety Institute's safety seminars qualify for the safety seminar portion of the **FAA WINGS** program! [aopa air-safety-institute/in-person-seminar](http://aopa-air-safety-institute/in-person-seminar)



Date: April 22nd, 2019

Time: 19:00-21:00

Place: The Riverside Hotel
2900 W Chinden Blvd.
Boise, ID 83714-6629

**This seminar is Sponsored by ITD
Division of Aeronautics.**

<https://itd.idaho.gov/aero/>

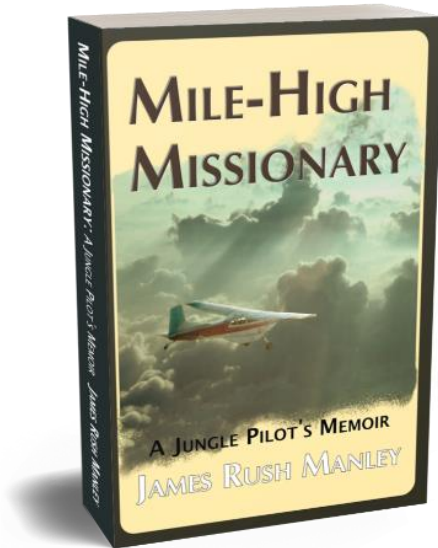
ABOUT YOUR PRESENTER JIM HUDSON		
CFI / Backcountry Instructor		
AOPA 2018 - Distinguished Flight Instructor.		
Membership Director T-Craft Aero Club - Nampa, ID		
(Featured in AOPA Club Connector October 2018 Flying the Backcountry)		
		
		

[Back to the Top](#)

Jim Manley

T-Craft member, **Jim Manley**, just published a book about bush flying in the Amazon Jungle and Andes mountains.

Mile-High Missionary – A Jungle Pilot’s Memoir



The jungle pilot occupies a high visibility seat.

His role creates the convincing illusion of connection. But the truth is, he or she often leads a solitary life. He drops in from the sky, visits for 15 minutes, then goes. He touches many worlds but rarely becomes part of any.

The stories in Mile-High Missionary show how one pilot changed from hiding as a sky-creature to reentering the world of real people.

Sit in the pilot’s seat as this missionary memoir flies you into the Amazon Jungle. Encounter the pilot’s view. See what he saw. Hear what he heard. Meet who he met. Feel what he felt as he wrestles with his own hopes and joys, doubts and fears.

Experience bush aviation first hand as this Christian pilot asks the hard questions:

Is my airplane safe to fly?

Can I find one tiny scratch of an airstrip hidden in an immense jungle?

What if the weather changes?

Can I land and stay on the runway, then takeoff without hitting trees?

After all that, am I really helping my passengers’ ministry?

Does my flying benefit the ex-headhunters I work among?

Am I honoring God, or just playing with airplanes?

Read how he juggled safety and service while doing a dangerous job, then found himself changed by the ones he served.

Amazon link: <https://www.amazon.com/dp/B07KV6V54X>

James Rush Manley
Aviation & Space Writer
Jim@JRManley.com
www.JRManley.com

[Back to the Top](#)