



# PUTTING WINGS ON YOUR DREAMS

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# IMPORTANT NOTICES

## Request from Big Sky Approach

ATC asks all pilots from local fields to use the approach and departure frequencies as often as possible.

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### Summary of 6/6/19 FAA Presentation on KEUL/KMAN area operations Report by David Thomas, T-Craft Aero Club Director of Safety

I'll just start by saying that this meeting wasn't at all what I expected. I fully expected the meeting to be a follow up to the meeting held on 3.19.19 at the Division of Aeronautics office in Boise. Since the audience of the 3.19 meeting was largely instructors and DPEs and sufficient time had elapsed since 3.19 for the discussions to be distilled into something concrete, I believed the 6.6 meeting would be a presentation of new ideas (founded on the 3.19 discussion) to the public. That wasn't it.

#### **Cliff Smart** (from Boise FSDO):

The meeting started with Cliff (acting as moderator) providing an overview of the FAA's Wings program since the presentation following counted for Wings credit.

Then the conversation changed to focus on congestion in the air space surrounding EUL and MAN. FAA AC 90-66B: Change 1, regarding Non-Towered Airport Operations. Please note that this AC was originally issued on 3/13/18 but a substantial addendum was issued (Change 1 ) on 2/25/19. Pilots frequenting EUL and MAN are encouraged to review the revised AC for new information. [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_90-66B\\_CHG\\_1.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B_CHG_1.pdf) Specifically discussed were the following sections:

8.2: At airports without operating control towers, part 91 requires only that pilots of airplanes approaching to land make all turns to the left, unless light signals or visual markings indicate that turns should be made to the right.

8.2.1: The FAA does not regulate traffic pattern entry, only traffic pattern flow.

9.5: Straight-In Landings. The FAA encourages pilots to use the standard traffic pattern when arriving or departing a non-towered airport ..... Pilots choosing to execute a straight in approach should clearly communicate on the CTAF and coordinate maneuvering for and execution of the landing with other traffic so as not to disrupt the flow of other aircraft. That is to say that an aircraft on a straight-in approach does not have the right of way over aircraft established in the pattern.

10.1 Recommended Traffic Advisory Practices. All traffic within a 10-mile radius of a non-towered airport or a part-time-towered airport when the control tower is not operating should continuously monitor and communicate, as appropriate, on the designated CTAF until leaving the area or until clear of the movement area....

10.3.1 Self-announce transmissions may include aircraft type to aid in identification and detection. Paint schemes and color or style descriptions may be added to the use of the aircraft call sign and type, but should not replace type or call sign. This goes on to explain methods a pilot can use to clean up radio clutter on busy frequencies as well as methods to make intentions very clear by using standardized protocols.

#### **Mike Cavanaugh - Air Traffic Manager at KBOI**

Mike reiterated once again that ATC is present to assist and the service is free. He urges all pilot arriving or departing from KEUL and KMAN to utilize the services of Big Sky Approach/Departure and he stresses that the use

of flight following within the treasure valley is not an inconvenience for them as some might think. It is much easier for them to communicate with all aircraft than to require airlines around smaller aircraft to avoid conflicts. This is particularly appropriate in the south practice area. Additionally, if they are in communication with you they can verify altitude and separate by altitude. They can only separate horizontally if they haven't confirmed altitudes of both aircraft.

Note that the Salt Lake City Sectional, to be effective 11 October 2019 will include a statement "Caution, Intense Flight Training.....". The notice will be located on the sectional South and Southwest of the KBOI in what is generally considered the south practice area.

**Cliff Smart:**

During the QA at the end there was considerable discussion regarding KMAN and KEUL sharing one CTAF frequency. There have been ongoing discussions among pilots regarding the need to provide separate frequencies for each airport. The discussion on this topic was robust and there is clearly no unanimous agreement on how to proceed forward. Cliff urged people with strong feelings on the topic to contact him via email at [cliff.smart@faa.gov](mailto:cliff.smart@faa.gov).

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**IAA TV Chapter Distinguished Speaker Series—Second Event**

The IAA Treasure Valley Chapter is pleased to announce an outstanding opportunity for aviation education with the **2019 IAA TV Chapter Distinguished Speaker Series**. Don't miss this chance to learn from two remarkable aviation educators

**Location:** Both events will be held @ Hillcrest Country Club 4610 Hillcrest Drive Boise, Idaho 83705. Google Maps link: <https://goo.gl/maps/bhB1HZLxQDuHuGNLA>

**Agenda:** 5:30pm: Social Hour – Appetizers Served and Cash Bar; 6:30pm Distinguished Speaker Presentation

**Cost / Dress:** To offset the venue and food cost a donation of \$5-\$10 per participant is suggested – Donations Accepted at the Event, Business Casual Dress

**Series Event #2:** Monday July 1<sup>st</sup>, Gary Reeves, 2019 FAA National Flight Instructor of the Year, Foreflight Pro-Tips and IFR Expert

Topic: Foreflight Pro-Tips Training

We are very fortunate to have master CFI Gary Reeves in Boise to present. Gary will teach us about tips and tricks for using the ForeFlight electronic flight bag application. Gary will also teach us about the best ways to file an IFR flight plan, why our foreflight probably is set up incorrectly and some of the newer ForeFlight features like PDC, Pre-Departure Clearance, D-ATIS, and Synthetic Vision.

All are welcome, however to assist in food planning please pre-register at this link: <https://federal-benefits-educators.events.idloom.com/iaa-treasure-valley-chapter-distinguished-speaker-series-copy>

Facebook link: <https://www.facebook.com/events/2184565598245295/>

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## What's New in Flight Service!

Our goal has been to deliver those services and capabilities the general aviation community needs in order to continue to make flying safer than ever. Our hats off to all those who have offered great suggestions and feedback along this journey, and we look forward to paving the path to future flight services with you. Here's a peek at the latest updates resulting from your input. Please keep sharing your ideas!

### New Mobile Website

The mobile website is designed for **ICAO** Flight Planning and is a mobile friendly version of the website that provides many of the same capabilities. It also provides access to our new interactive graphics and weather charts. In addition, without logging in you now have access to METARs, TAFs, and NOTAMs. Although Flight Planning is designed for the ICAO standard, many informational capabilities are also available for domestic flights. We encourage everyone to begin converting your favorite domestic flight plans to the ICAO format.

Prior to the end of the May, when accessing the pilot website via a mobile device (tablet or cell phone) you will automatically be re-directed to this mobile friendly version of the website. The ability to return to the desktop version of the website will be available if you desire. Personal preferences (desktop version or mobile version) can be bookmarked for future reference.

For more information, check out the [Mobile Website overview page](#).

### Voice Services

Leidos Flight Service has deployed new voice capabilities for Alexa and Google Assistant. Download the "**Leidos Flight Service**" skill to try it out.

The following capabilities are now available:

- METARs and TAFs
- Aviation Forecast Discussion (AFD)
- Adverse Condition Update – allows you to check if there are any new Aeronautical and/or Meteorological Adverse Conditions or TFRs since you filed your flight plan

For help getting setup, check out the [Automated Voice Services page](#).

Disclaimer: This service is not created by, affiliated with, or supported by Amazon or Google Inc.

### Pilot Website Enhancements

Several enhancements have been made to the Pilot Website recently, all are designed to make flight planning easier. The functions include the following:

- **Graphical Flight Planning** – create, display, and modify your route on the new interactive map, with access to navigation charts and weather information
- **Updated Airport Information Pages** – improved layout with access to much more information
- **Improved Weather Charts** – with new chart selection controls and more detailed legends.
- **Local Time in Briefings** – The local time translation in addition to the Zulu times
- **Favorite Flight Plans** – Increased number of favorites you may have to 500

For more information, check out the [Pilot Web Enhancements page](#).

### Advanced Services

Our advanced services are improving every day. Particularly around the ability to communicate with each pilot through text and email communication. Please make sure your profile is current with your email address and phone number to improve the overall service we can provide to you. Review the advanced services and configure them to meet your personal needs and preferences.

- **Pre-Flight Summary Email** – Receive an email containing a summary of your pre-flight interactions with flight service via website, mobile web, vendor application, voice, or text. Additional information on this new feature is available at [News Article](#)

- **Text Messaging** – Request and receive the latest METAR and TAF for an airport. Or check for new Adverse Condition Updates for an upcoming flight. Send a text message to FLTSVC (**358-782**) to learn more.

**Support Resources**

How-To Videos, Tip Cards and Reference Guides are available on the Pilot Web landing page under ‘Resources’ on the lower left side of the page. You may also keep up to date with new capabilities and the latest features and enhancements at the same location.

**Upcoming Events!**

July 22-28, 2019	EAA AirVenture Oshkosh, WI (OSH)
Sept 13-14, 2019	AOPA Fly-In, Tullahoma, TN (KTHA)

We continue to welcome your feedback at any time, particularly on these new features.

Please visit our [feedback page](#).

Safe Flying!

Leidos Flight Service Team

[www.1800wxbrief.com](http://www.1800wxbrief.com)

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## TIPS, TRICKS AND FUN

### Garden Valley Fly-In Contest Results

GARDEN VALLEY FLY-IN CONTEST RESULTS 6/8/2019													
<b>Bean Bag Drop</b>				<b>Spot Landing</b>				<b>Top Gun</b>					
	Distance - Feet	Next Closest	Rank		Distance - Feet	Rank		Total Dist	Total Rank				
Jim H & Len E	375	6	25	1	Lloyd & Lori	64R	10	1	Lloyd & Lori	64R	33	8	1
Jiyun & Gordon	64R	6	27	2	Ben & Jim E	Cub	47	2	Tad & Scott	93F	97	8	2
Jim R & G-son Jacob	93F	10	30	3	Ivan & Kim	91X	80	3	Ivan & Kim	91X	98	8	3
Tad J & Scott C	93F	12	15	4	Tad & Scott	93F	85	4	Jim R & G-son Jacob	93F	275	9	4
Ivan & Kim	91X	18	21	5	Dave T & Trystin	93S	88	5	Jim H & Len	375	384	9	5
John B & Kevin H	89E	22	28	6	Jim R & G-son Jacob	93F	265	6	Ben & Jim E	Cub	147	12	6
Lloyd & Lori	64R	23	32	7	John B & Kevin H	89E	265	7	John B & Kevin H	89E	287	13	7
Ken & Gail	91X	26	100	8	Jim H & Len	375	378	8	Dave T & Trystin	93S	115	14	8
Dave T & Trystin	93S	27	27	9	Jiyun & Gordon	64R	-43	DQ	Jiyun & Gordon	64R	Short	DQ	9
Ben & Jim E	Cub	99	150	10	Ken & Gail	91X	-43	DQ	Ken & Gail	91X	Short	DQ	10
<b>Winners</b>													
<b>Bean Bag</b>													
Jim Hudson Pilot and Len Erickson Bombadier						375	Attendance - Club Members				24		
							Guests				24		
							Total				48		
<b>Landing</b>													
Lloyd & Lori Putnam						64R							
<b>Top Gun</b>													
Lloyd & Lori Putnam						64R							

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Garden Valley Fly-In Pictures



Visiting Beaver on short final (Photo: Len Erickson)



Waiting for morning fog to clear (Photo: Len Erickson)



Ben Bryant and Jim Eyre make a bombing pass  
(Photo: Len Erickson)



Lloyd & Lori Putnam make winning spot landing  
(Photo: Tad Jones)



Jim Hudson and Len Erickson accept Bombing award  
(Photo courtesy: Len Erickson)



Lloyd Putnam accepts Spot Landing award  
(Photo: Len Erickson)

[Click here to see more photos](#)    [Back to the Top](#)

## McCall Fly-in to Feature Educational, Motivational Talks



**McCall, ID** – The McCall Chapter of the Idaho Aviation Association will host the annual McCall Airport Fly-in and Open House on Saturday, July 6th from 9:00am to 2:00pm. The free event includes static displays, booths, and talks. Helicopter rides will be offered for a fee (reduced for those under 18). Raffle tickets for numerous door prizes will be available for purchase as well. The following presentations will be a featured part of the fly-in:

- **9:15–10:00 The Art & Science of Effective Communication** with Master Flight Instructor Rich Stowell.

This interactive activity looks at communication in the context of aviation. General audience, especially youths

- **10:10–10:55 Aviation Weather Services** with National Weather Service Meteorologist Elizabeth Padian. Learn about weather tools and services available to pilots. Geared toward pilots, but non-pilots are welcome!
- **11:05–12:00 Keynote: Life is Not a Straight Line, so Follow Your Dreams!** with author, college professor, and flight instructor Dr. Amy Hoover. See how a circuitous career path can be exciting, fun, and rewarding. Learn about Idaho geology, Salmon River history, Baja whales, backcountry flying, wilderness river running, and more from Hoover’s personal stories and experience. General audience, especially youths
- **12:10–12:55 Weather 101** with National Weather Service Meteorologist Elizabeth Padian. Learn the basics about our weather! General audience.
- **1:05–1:50 Loss of Control: Stall/Spin Awareness** with Master Flight Instructor Rich Stowell. Learn to recognize and avoid situations that could lead to an inadvertent stall/spin. Geared toward pilots

According to lead organizer and pilot Rob Tucker, “The purpose of this event is to showcase the value of our airport to the community.” He added, “We encourage everyone to come and see what’s going on the airport and interact with its recreational and business users.”

Additional support for the fly-in and open house is being provided by the City of McCall–McCall Municipal Airport, Silverhawk Aviation Academy, Idaho Ninety-Nines, FAA Safety Team, National Weather Service, Valley County Search and Rescue, Big Creek Lodge, and others.

For more information, see <https://mccallairportevents.weebly.com>

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## Ampaire 337 ‘Parallel Hybrid’ Unveiled



Los Angeles-based Ampaire recently unveiled and demonstrated its Ampaire 337 at Camarillo, California. The three-year-old company claims the aircraft is the “highest capacity [largest] hybrid-electric airplane ever flown.”

[Read more...](#)

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## Try This IFR Challenge

- 1) Test your IFR thinking.
- 2) Review an important (and misused) calculation.
- 3) Learn a cross-check that eliminates a big-time error. It's fun!

[Give this PilotWorkshops challenge a try!](#)



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## 'Draco' to Compete in AOPA STOL Invitational



The tricked out, highly modified hot-rod Wilga backcountry beast that has taken the general aviation world by storm is coming to the [AOPA Fly-In at Livermore, California](#), June 21 and 22. [Read more \(includes video\)...](#)

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## CALENDAR

### Month Ahead - July

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

**7/9/2019:** Board Meeting 7pm, T-Craft Hangar  
**7/10/2019:** Accounts due  
**7/20/2019:** Accounts past due  
**8/27/2019:** Membership Meeting, 7pm, T-Craft Hangar

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## CLUB STATS

### Member Stats

112 Members  
22 On wait list.  
37 Class I Members (33%)  
75 Class II Members (67%)  
12 Inactive (voluntary)  
20 Suspended (BFR/Med/Attend/Billing, Including 6 Inactive)

### Member Ratings

12 Student Pilots  
72 Private Pilots  
01 Recreational Pilots  
13 Commercial Pilots  
12 Air Transport Pilots  
38 Instrument Rated Pilots

### BFR's (April – June)

Leon Baker  
Len Buchanan  
Gérard Cattin  
Pat Charlton  
Carl Fetterman  
Kevin Harvey  
Nik Jones  
Jim Manley (IPC)  
Jon Miller  
Justin Robinson  
Reggie Sellers

### Back Country – Level I

Jim Manley  
John Moen  
Jiyun Li  
Kent Murri  
Jim Reed

### Back Country – Level II

Jon Miller  
David Thomas



### New Ratings/Accomplishments

Private Pilot – Chris Nebrigich – CFI Jim Hudson  
Commercial Pilot – Bill Howard – CFI: Gordon Hall

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## 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

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## 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.

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## AIRCRAFT STATUS

- **375:** TTAF 10,664; Engine SMOH 2,758 (2400 TBO)
- **686:** TTAF 14,265; Engine SMOH 3,345 (2000 TBO)
- **64R:** TTAF 8,527; Engine SMOH 142 (2000 TBO)
- **93F:** TTAF 2,600; Engine SMOH 1,257 (2000 TBO)
- **91X:** TTAF 12,814; Engine SMOH 173 (1700 TBO)
- **93S:** TTAF 5,253; Engine SMOH 46 (2000 TBO)
- **89E:** TTAF 5,210; Engine SMOH 1,103 (1500 TBO)
- **Additional Maintenance highlights:**
  - 686 completed successful trip to Kansas City (27.2 hours)
  - 91X great trip to Edmonton Alberta Canada (12.7 hours)
  - 64R had her prop dynamically balanced (other aircraft will also have prop balanced)
  - Your DOM attended the AOPA Fly-In at Livermore, CA (KLVK) and visited with people at West Air Aircraft Inc., located on KLVK (group that built engine in 93S).

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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, 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. 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

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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

### 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.

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## BILLING

### Billing Tips

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 Tips

- 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](mailto:regluvs2fly@gmail.com)

Thank you and Happy Flying, Reggie Sellers

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