



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

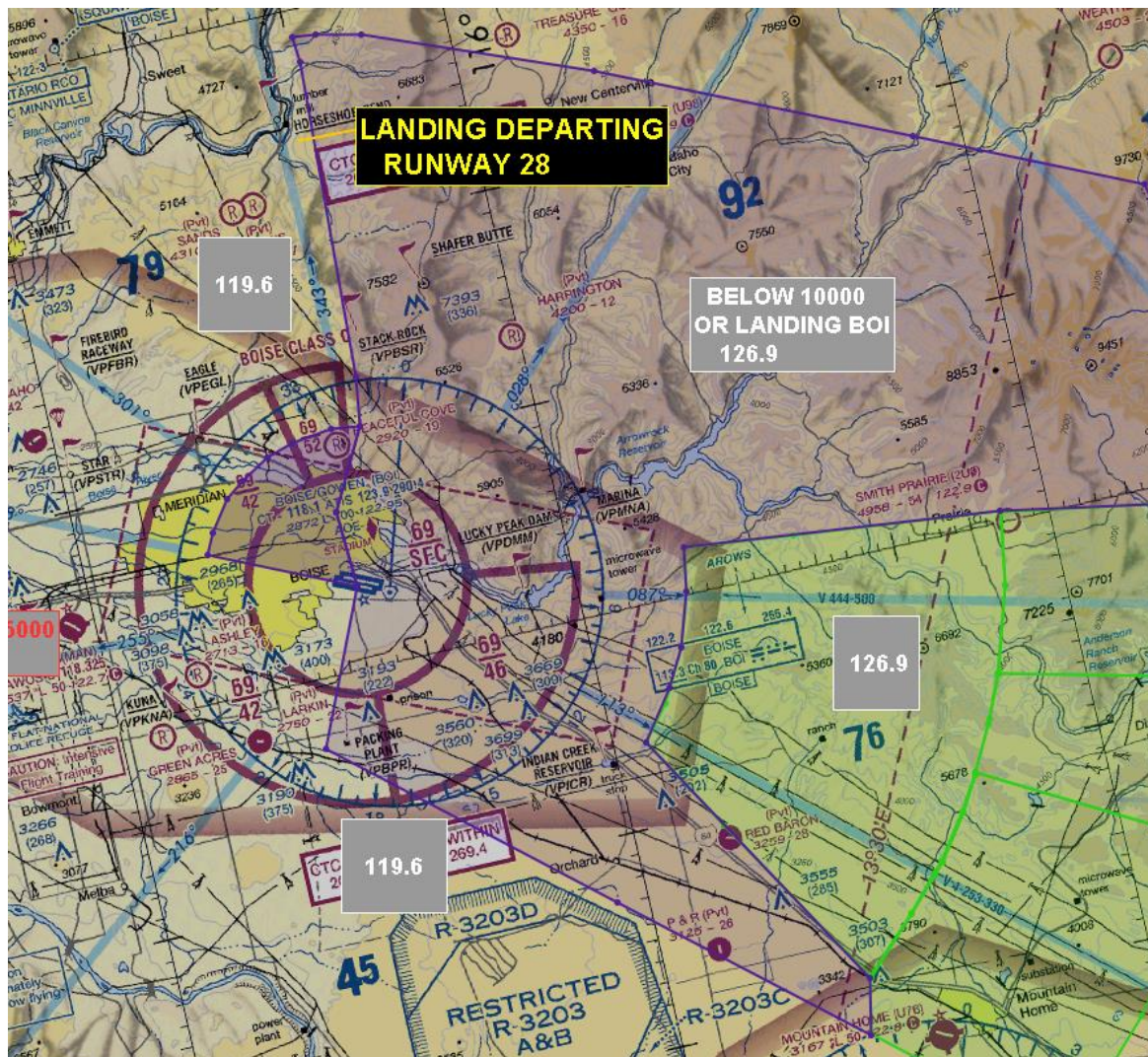
Big Sky Frequency Changes

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

ATC Supervisor Shannon Swing and ATC Controller Clay McCarty presented this at our October 29th memberships meeting.

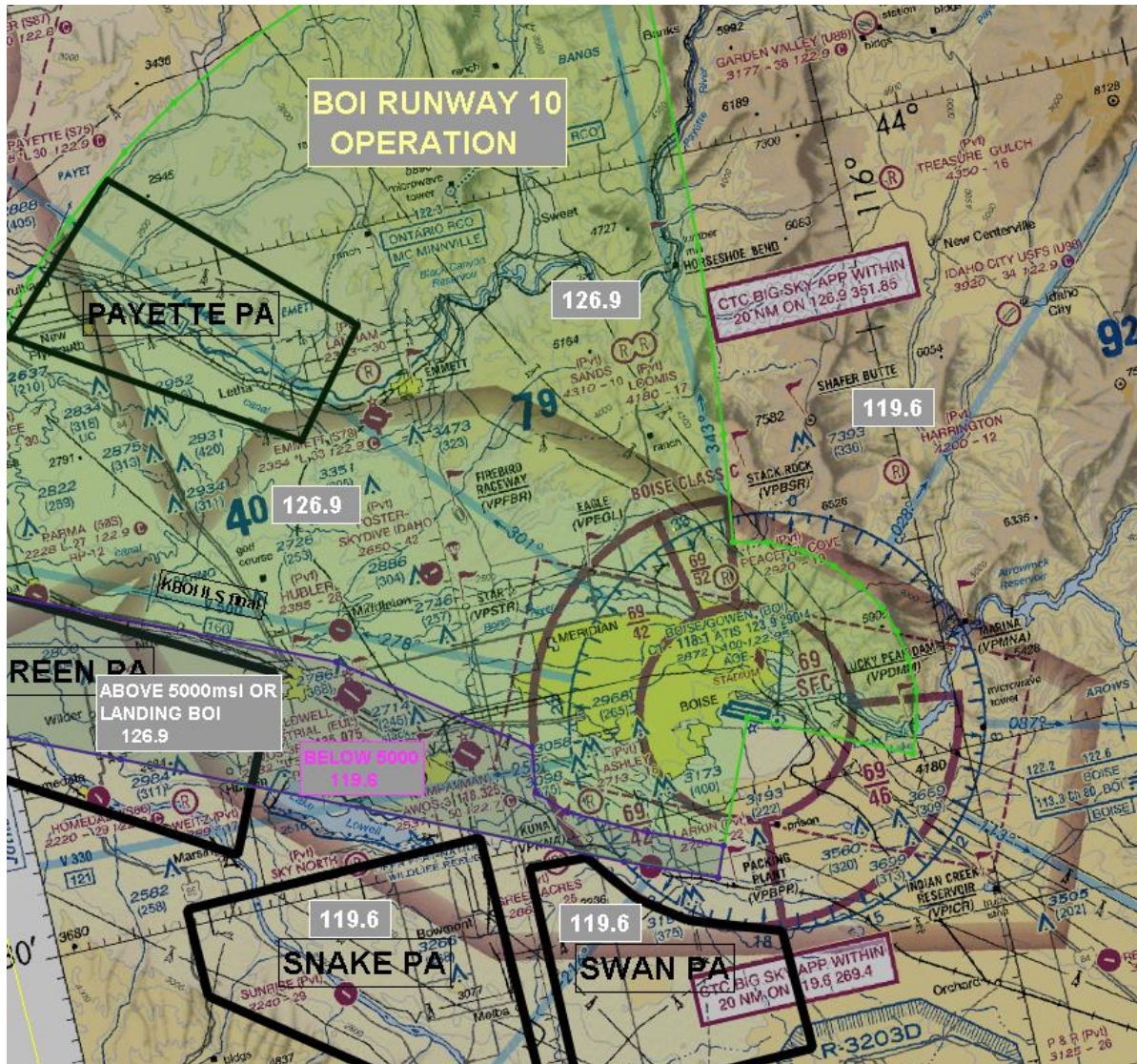
Effective November 7th the Big Sky Approach/Departure frequency assignments will change from the current North or South of the extended runway assignments to the following:

- The frequency map will change, depending on which runway is in use at KBOI.
- 126.9 will be used primarily for approaching traffic, depending on which runway is in use. 119.6 will be used for peripheral traffic. If in doubt, contact them on either frequency and they will switch you over to the one they want you on.
- Leaving KMAN we'll use 119.6 unless planning to land at BOI.
- Northbound out of KMAN, ATC strongly encourages us to contact Big Sky Approach for traffic avoidance. Aircraft inbound for BOI runway 10 are at 5'000 MSL just a few miles north of KMAN.



The practice areas shown (Snake, Swan, Payette, Green) will not show up on the sectional when published. These are for discussion for future use. Flight following in the practice area is always encouraged by ATC.

There will be NOTAM's and most likely other publications on the change. If you have questions feel free to contact Clay (also a pilot) at: cell 801-633-1883, work 208-364-5820. Or Shannon at: 208-364-5808

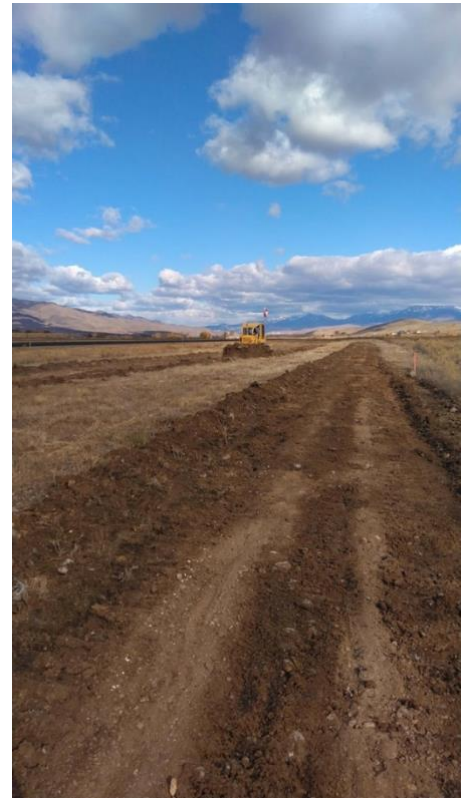


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New Dirt Strip in Salmon

(Submitted by Jason Hull, T-Craft Member and CFI)

There is a new runway in Salmon, ID. It's a 2000ft.X60ft wide dirt strip east of the current Runway 35. Just getting done cutting it now. It is closed for a couple of days but will be open and usable by next week (approximately 1 November). If the membership wasn't aware it could be a great place to go to get some soft field/short field/non paved practice in where there's great safety margins and fuel with a crew car and restaurants, and great for those guys with big tires on their machines. If nothing else, it's just great to hear of new runways opening in this state.



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Runway Safety Through Stabilized Approaches

Notice Number: NOTC9729

Maintain a Stabilized Approach! Have you heard these words before? It's a critical, lifesaving way to approach every flight.

There are several criteria, but generally, a pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced glidepath follows the "3:1" principle. That is, for every 3 nautical miles flown over the ground, you should descend 1,000 feet. This simulates a standard 3-degree glideslope. Data shows that the further out from the runway threshold you establish a stabilized approach, the lower your risk of loss of control, wrong surface landings, or runway excursions.

Tips for Staying Stable:

- If it's not right, GO-AROUND! Execute a timely go-around decision when a stabilized approach cannot be made, or for any other condition that may result in an unsafe approach or landing.
- The further from the runway that you establish a "3:1" flight path profile, the greater your probability of successfully flying a stable approach.
 - NOTE: Every runway is unique and the published glidepath should be flown when available.
- A method to estimate the appropriate descent rate in feet/minute to maintain a 3-degree glidepath is to multiply the groundspeed in knots by 5.

- When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.
- Increase your knowledge on stabilized approaches. Some resources include:
 - The [GAJSC website](http://www.gajsc.org/loss-of-control) (www.gajsc.org/loss-of-control)
 - [AC 91-79A](http://www.faa.gov/regulations_policies/advisory_circulars) (www.faa.gov/regulations_policies/advisory_circulars)

Fly Safe,
 Nick DeLotell
 FAA Commercial Operations Branch
Nicholas.DeLotell@faa.gov
 (609) 485-9500

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TIPS, TRICKS AND FUN

Firing on All Cylinders - Quiz (Reprinted from AOPA ePilot)



From hot- and cold-start procedures to power settings, leaning, and temperature management, operating a piston engine can be surprisingly complicated. [Test your knowledge with this quiz](#) from the AOPA Air Safety Institute.

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The Impossible Go Around? - Video (Reprinted from Pilot Workshops.com)

Your family is on board for a great weekend by the ocean. However, you botched your landing attempt at a short, obstructed runway. Now you have only a second to decide if an attempted go-around will safely clear the trees—or result in a catastrophe. What will you do? [Watch the video from PilotWorkshops and choose](#)



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Know Before You Go - Course
(Reprinted from AOPA ePilot)



Whether you're planning a quick hop to a nearby strip or an epic cross-country voyage, the regulations—and common sense—require you to be well versed on any type of airspace that lies in your path. [Read more...](#)

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CALENDAR

Month Ahead - November

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

- 11/10/2019: Accounts due
- 11/12/2019: Board Meeting 7pm, T-Craft Hangar
- 11/20/2019: Accounts past due
- 11/26/2019: Membership Meeting, 7pm, T-Craft Hangar

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CLUB STATS

Member Stats

107 Members
21 On wait list.
36 Class I Members (34%)
71 Class II Members (66%)
12 Inactive (voluntary, 6 are student pilots)
22 Suspended (26%) (BFR/Med/Attend/Billing,
Including 12 Inactive)

Member Ratings

11 Student Pilots
66 Private Pilots
17 Commercial Pilots
13 Air Transport Pilots
38 Instrument Rated Pilots (not all are current)

BFRs

David Thomas
Scott Bethel

New Members

Clark Brenisholtz – Class I/Student pilot

Accomplishments

Slay Windham – Class II check out/High
Performance Endorsement

Eric Bridges – Class II check out /High
Performance Endorsement

Charlie Wambolt – Checked out in the B-777

Bill Howard CFII ASEL

Jeff Norris CFI ASEL, CFII Helicopter

Elizabeth Carter – Commercial Rating



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HOURLY RATES

(New Rates Effective 1/31/2019)



N64375
\$65.00



N4464R
\$73.00



N13686
\$75.00



N1293F
\$90.00



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 CARE

Take the Pledge

(Submitted by Jim Eyre, T-Craft Director of Maintenance)

As noted in previous newsletter we have switched to using Lemon Pledge on all parts of the airframe. Continue to use the Plexus on windshields until the current supply is gone. Pledge is inexpensive (compared to Plexus), widely available product that works on both windshields & airframes. It's tough to beat plain old Pledge. The spray-on furniture polish softens up bug bodies, leaves a wax coating, and it doesn't streak or stain. You can apply it in direct sun light and it won't discolor Plexiglas. And that lemon fresh scent is a bonus! For a single cleaning product that's easy to bring along on flying trips, Pledge is peerless. The only airframe cleaner that works as well for even less cost is water & hand soap. It only takes a few minutes to get a bucket of "**clean**" water & sponge to wipe down the leading edges after each flight and doing so can be a pleasant way to "unwind". Soapy water will leave a filmy residue on the windshield so follow up with Pledge. An old Truism, "A clean airplane is a safe airplane," applies here. It

simply means that discrepancies are more likely to be found by pilots who touch every part of an airplane while washing it. That's common sense and it's free.

Some of you may have noticed the **Hand Held Vacuum** hanging on a post plugged in to keep charged. Please use this device to clean up flight management deck after your flight if you have left debris on carpet. Please remember to plug it back in to keep charged. Thanks for being a conscientious member/owner.

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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 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

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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

Thank you and Happy Flying, Reggie Sellers [Back to the Top](#)