



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

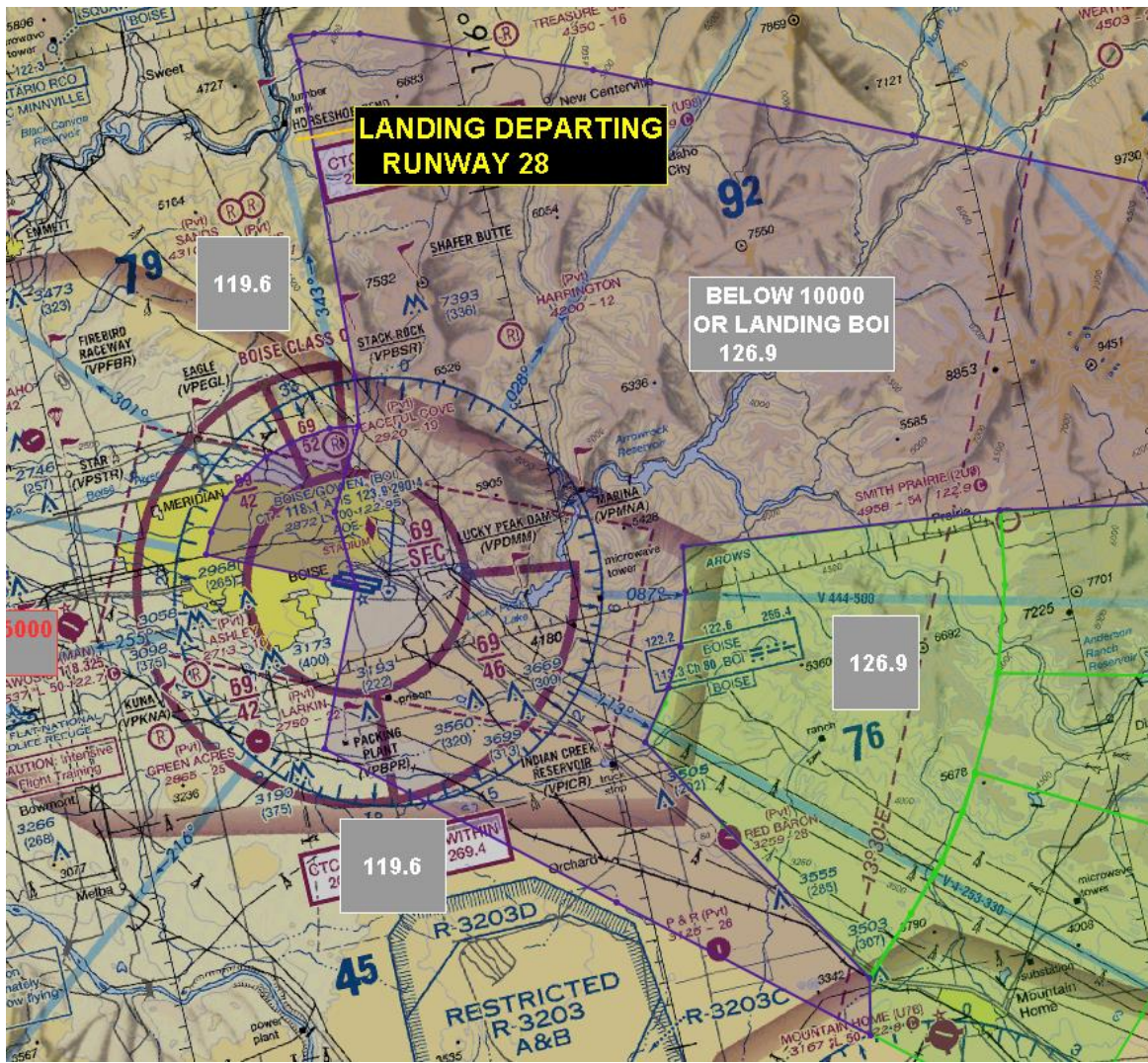
### Big Sky Frequency Changes (REPEAT FROM NOVEMBER ISSUE)

(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.

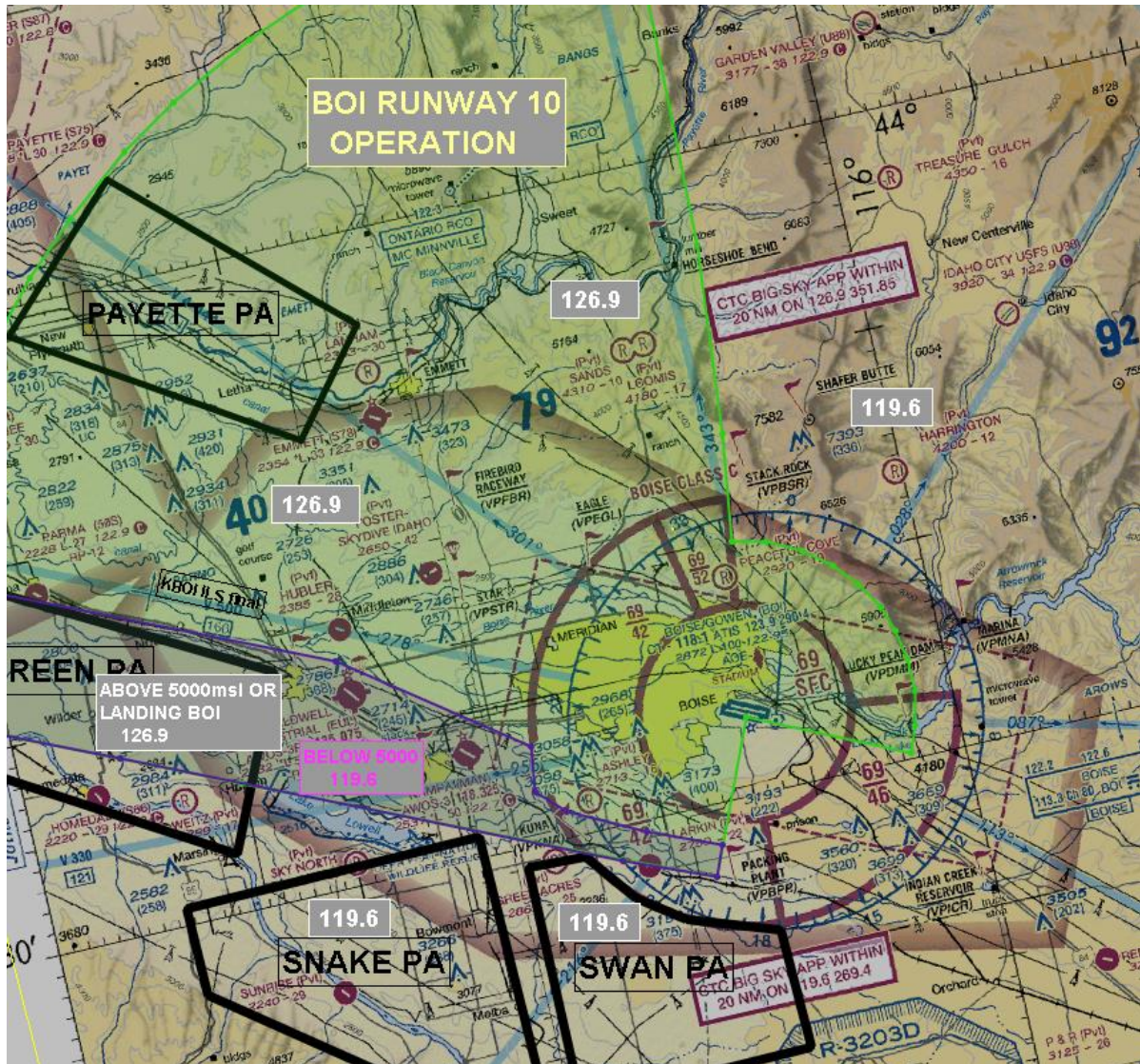
Effective November 7<sup>th</sup> the Big Sky Approach/Departure frequency assignments will change from the current North or South of the extended runway assignments to the following:

- 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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**Reminder: T-Craft Winter Flying Hours Policy**  
(Submitted by Reggie Sellers, T-Craft Accounts Director)

Our club “use it or lose it” policy offers some relief for bad winter weather. Section 5.6 Winter flying hours says:

“During the months of December, January and February the monthly “use it or lose it” minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and February “use it or lose it” dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of "use it or lose it" time in the February billing period.”

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**New Hangar Lock**

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

The lock code has been set to the December code so that the correct numbers align in the center of the lock, as before with previous locks. There is a anomaly with the new lock, in that you have to have the numbers lined up to the code before you can lock it. After locking it, set the code to 0000.

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## TIPS, TRICKS AND FUN

**Peak Performance-Quiz**  
(Reprinted from AOPA ePilot )

### Mountain Flying

Ever get the feeling you're not in Kansas anymore? Test your mountain flying knowledge with this ASI Safety Quiz.

Ever get the feeling you're not in Kansas anymore? Test your mountain flying knowledge with [this quiz](#) from the AOPA Air Safety Institute.



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## Winter Flying - A Review

(Submitted by Jim Hudson, T-Craft Membership Director  
Reprinted from the T-Craft Aero Club newsletter – Nov 2017)

It's that time of the year again, temperature and dew point are the same or close to it, we wait for the morning fog or inversion to clear, and if it does we can enjoy the crisp cool air and feel like we're flying a jet fighter- well most of us can dream anyway.

Or we can enjoy a nice clear night to look at the Christmas lights from above.

Winter flying has some great advantages, but as with all seasons there are some things we need to review and prepare for. I've written in the past on this topic, and will refer you to some previous newsletters and articles to review. You can click on the highlighted links to pull up the newsletters.

In the [Winter Flying December 2011 newsletter](#) I wrote about Winter flying and some things you should consider and prepare for.

In the [October 2012 Newsletter](#) I wrote more on Winter flying and flying at night. There is a [Night Currency Quiz](#) you could take to refresh your memory on night currency. The links referenced in this quiz are no longer working.

In the [November 2016 Newsletter](#) I talked about Marginal VFR, the type of weather we typically get with inversions that we usually have this time of year. This article has some sobering video's you should watch if you think you think you should venture into MVFR without an instrument rating - or even if you have one and encounter icing conditions.

In the [January 2013 Newsletter](#) the VFR minimums at KMAN and Special VFR. are discussed.

Finally, in [December 2016 Newsletter](#) are some additional tips on Winter flying and some graphic reminders from our own club of things to avoid. Take time to prepare and enjoy flying this winter. Hopefully we won't have the snowfall in the valley that we did last year. But, if we do, remember that we're a club and it's up to us to keep our hanger and surrounding areas clear the snow and ice.

Have fun, Fly safe and Don't do anything Stupid, Jim

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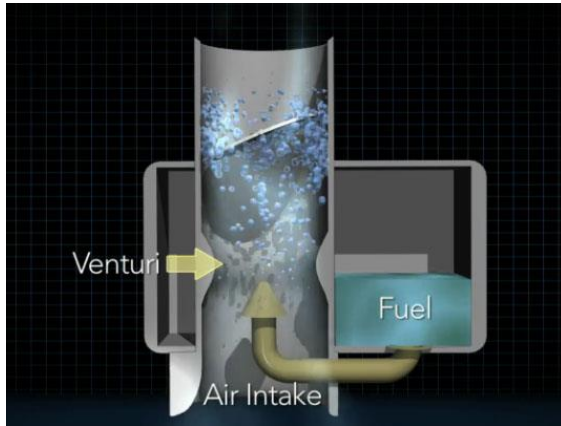
### No Time For Rime-Video (Reprinted from AOPA Air Safety Institute)



Early detection of ice accumulation is critical to the safe outcome of a flight—even for pilots flying in aircraft equipped with de-icing equipment. In this video, Tom Horne talks about what to look for, and where, to determine if your aircraft is starting to pick up ice. [Read more...](#)

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**That Other Ice**  
(Reprinted from Air Facts Journal)



Structural ice is a known flight hazard and there are plenty of forecasting products to help a pilot avoid it. Curiously, there is another type of icing that has sent its share of airplanes to the salvage yard, and pilots to the graveyard. Because it is mainly an affliction of low-performance aircraft, it doesn't receive as much attention. [Read more...](#)

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**Aviator's Mecca – Dayton, Ohio**  
(Submitted by Jonathan Miller, T-Craft Member)

Every pilot has heard of, and maybe made a trek to, some of the more classic flying destinations such as Sun-N-Fun or Oshkosh. A few may extend a stay in DC to check out the Smithsonian. But many may not have realized that Dayton, Ohio is a must stop on any nerdy pilot's itinerary. I used to live there as a kid, and I frequently visit for my job in the Air Force. It's an aviation mecca, and if your travels ever take you east, I highly recommend you stop over for a few days. I wanted to add a brief summary of some of the activities you can do. It's worth a visit...or two.

[National Museum of the United States Air Force](#)



This is mecca. It is 1.1 million square feet! (The Udvar-Hazy Smithsonian site is only 760,000 square feet by comparison). Needless to say, it takes longer than a day to see. When you pass another twin mustang, you'd swear you're walking in circles. But you're not. It's just that big. There are too many highlights to list. Gowen's old F4 makes a strong showing! The latest addition is the Memphis Belle!

### Red Stewart Airfield (401)

This place is a gem. It's a taildragger only grass strip. Why pay for a ride in a Stearman when you can get dual instruction in it? These guys only teach in taildraggers. Private pilot students solo in cubs and Champs. Unfortunately, their multi-engine bird (a twin Beech I believe) is in the shop...so you reluctantly have to go fly a trike to get your multiengine rating now. It's a really great experience to learn to hand prop a J3 cub and then fly NORDO with the door open over fresh cut hay. I try to fly with them every time I'm in Dayton. <https://www.stewartaircraft.net/index.html>



### Caesar Creek Soaring Club

Just southeast of Red Stewart Field is America's largest soaring club. Sadly...I haven't been able to go yet. But it's there, and it's easy to find an instructor and go. It's so tough to find an opportunity to learn to soar around Boise, so I found it bizarre that there is a field with over 7 gliders and 3 Pawnee's ready and willing to introduce anyone with a wallet to gliding.

### Huffman Prairie Flying Field

There are a lot of sites to see on the Aviation Trail, which is sponsored by the National Park Service...but I think walking around the field where the Wright brothers perfected their designs is a pretty cool experience. Short final for KFFO Runway 05L is just overhead, so watching a bunch of C17's fly tight traffic patterns is pretty cool too.



### Wright B Flyer

After walking around the field where the plane was flown, you might want to feel what it's like to sit on top of a wing and fly. In Dayton, you can do that! There is a non-profit that you can join and then as a member you can get an introductory flight in a highly modified Wright B Flyer. It has a glide ratio of about 1:1, and the flight is rather short. But it makes for an interesting line in your logbook. Does it count as multiengine time if the two props are connected by bike chain? I think so, but I'm pretty sure if you threw a chain this thing would fall out of the sky, so I doubt there is a published  $V_{MCA}$ .



### Air Force 711th Human Performance Wing

I have been through hypoxia training four times thus far in Dayton. While not advertised on purpose, every time I've been through the program there is a civilian pilot going through the course, as well. I'm not sure who to ask but some 'googling' will lead you to some answers. Reportedly you can chat with FAA Aeromedical Division (405) 954-4837 and they can get you into a military course (if you can't the FAA does offer their own course in Oklahoma). Two days of learning about high altitude physiology (complete with a rapid decompression and a flight to 25,000 feet) from the best of the best. It's humbling to learn about hypoxia and to learn your own set of symptoms to keep you safe in flight. Centrifuge is a little harder to get into as a civilian, but it's not something I'd recommend.

### Other stuff

There's a lot of other stuff here: you can drive/fly to Sporty's to check out the latest gadgets. You can go to the original WACO field and fly a biplane. Neil Armstrong's hometown is just north of Dayton and, you guessed it, there's a museum there. I've probably forgotten a few things but these are some of the highlights that I've hit several times over many years. Reach out if you ever head that direction, and I'll be happy to give you some pointers.

<https://www.aviationtrailinc.org/trailsites>



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## Night Flying Safety

(Reprinted from AVweb)



Flying at night can be fun, but it's even more fun if we know the pitfalls and plan accordingly. If you think that nighttime flight is the same as daytime flight -- only with less light -- then you need to read on. Some illusions only occur at night and could end your flight prematurely. Master CFI Max Trescott talks about how to make your night flight a safe one. [Read more...](#)

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## CALENDAR

### Month Ahead - December

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

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

**NO MEMBERSHIP MEETING IN DECEMBER.  
HAVE A MERRY CHRISTMAS**

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## CLUB STATS

### Member Stats

107 Members  
24 On wait list.  
36 Class I Members (34%)  
71 Class II Members (66%)  
24 Inactive (11 voluntary, 6 are student pilots)

### Member Ratings

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

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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

### 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](mailto:regluvs2fly@gmail.com)

Thank you and Happy Flying, Reggie Sellers

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