



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### **T-Craft In-Person Meetings Suspended, Facilities Open, 90-Attendance Requirement**

(Editor)

Remember that all T-Craft Aero Club meetings are suspended during the COVID-19 quarantine. The board will meet via the online platform, Zoom, on scheduled dates and at additional times as needed.

During the quarantine, club members may continue to use club aircraft and facilities but do so at their own risk. No provisions exist for ensuring any facility or aircraft surface is germ or virus free. Members who elect to use club resources are advised to exercise extreme caution and take appropriate measures to guard their own health. If any member that has symptoms or test positive for Covid-19, or knowingly has been in contact with anyone with symptoms or has tested positive for Covid-19 should refrain from flying club aircraft, or visiting facilities. If suspect member has recently flown or visited the club facilities, they should notify any board member immediately.

During the quarantine, the club 90-day attendance requirements are suspended.

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### **Density Altitude**

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

I heard 2<sup>nd</sup> hand that a very experienced member had a “pucker factor” moment taking off out of Smiley Creek recently. Smiley Creek is at 7,206'. A 65-degree day at standard pressure puts the DA at 9,200' It's that time again as things start to heat up to review the effects of Density Altitude, review the take-off and climb out calculations in the POH, and don't forget to check Weight & Balance. A great article is on our website on the “Site” index tab [http://www.t-craft.org/Reference/DA\\_Safety.pdf](http://www.t-craft.org/Reference/DA_Safety.pdf). The Bruce Meadows video that vividly demonstrates the effect of density altitude, and not paying attention to it is also under the Site Index under “D” (this is a large 48Mb file that may not download to your device)

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### **Safety and Self Reporting**

(Submitted by FAA Safety Team Notice NOTC0156 )

The FAA is working with the GA community to monitor COVID-related ASRS reports to better understand the challenges facing the industry. We need your help in identifying safety challenges related to COVID-19 and encourage you to submit your concerns using your existing safety reporting program or confidentially to the Aviation Safety Reporting System (ASRS) (<https://asrs.arc.nasa.gov/>).

The ASRS is one tool that is helping multiple successful safety initiatives, such as the General Aviation Joint Steering Committee (<https://www.gajsc.org/>) and the General Aviation Issue Analysis Team, to identify safety trends within the National Airspace System. Please note that all ASRS reports are de-identified before being made available to the public or shared with the FAA.

Since 1976 ASRS has been an important facet in the aviation world. The safety information gleaned from the voluntarily submitted safety reports (aka NASA reports) has been an invaluable tool for government and industry stakeholders in identifying and mitigating safety risk.

The COVID-19 public health emergency has resulted in recent changes throughout the aviation system. If you believe that the public health emergency or any aspect of the response had an effect on you or your operation or any other aspect of aviation safety, we encourage you to include such information in an ASRS report. For more on the ASRS program, please see the *FAA Safety Briefing* magazine article here: <https://medium.com/faa/break-a-rule-see-a-safety-issue-f1e310c7a870>

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## AME Availability for Medical Certification Examinations

(Submitted by FAA Safety Team Notice NOTC0172)

The Federal Aviation Administration (FAA) Office of Aerospace Medicine (AAM) has been monitoring Aviation Medical Examiner (AME) availability to see airmen for medical certification examinations. A majority of our AMEs are available and adhering to all state and local mandates on best clinical practices with regard to current pandemic guidelines to ensure your safety. If your AME is not yet seeing patients, go to <https://designee.faa.gov/#/designeeLocator> and search your local geographic area for another AME. Your Regional Flight Surgeon's office can also assist you or if you have questions. The URL noted in this advisory will permit you to access the Regional Flight Surgeon's office(s) in a specific geographic location. [https://www.faa.gov/licenses\\_certificates/medical\\_certification/rfs/](https://www.faa.gov/licenses_certificates/medical_certification/rfs/)

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## Backcountry Ground Training Requirement

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

As per our backcountry policy, annual backcountry ground training is required. For most members, this requirement is met at the annual backcountry training seminar. But this year, due to the Covid-19 restrictions this will not happen in April.

An alternative is to take the [AOPA Mountain Flying Course](#) or get some individual instruction from a Backcountry instructor. Another good refresher is an oldie but goodie, Backcountry Flying Video by Dick Williams. You can download it from the [Site Index page](#) on the T-Craft webpage.

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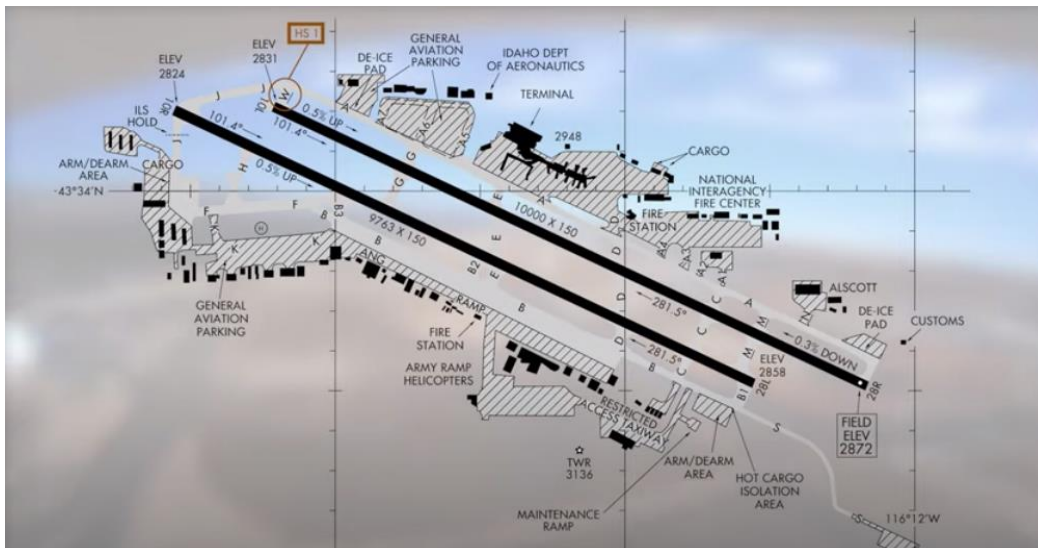
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## TIPS, TRICKS AND FUN

### Know Before You Go – KBOI (video)

(Reprinted from FAA "From the Flight Deck" YouTube Channel)

Click the picture to see the FAA video



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### P51 at KMAN (Videos)

(Submitted by Reggie Sellers, T-Craft Billing Director)

Download these short videos of a P-51 at KMAN at the following links:

P51 Taxing: <http://www.t-craft.org/Scrapbook/P-51%20Taxi.mov>

P51 Landing: <http://www.t-craft.org/Scrapbook/P-51%20Taxi.mov>

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### T-Craft Plane Wash Pictures

(Photos submitted by Reggie Seller, T-Craft Billing Director)

T-Crafters turned out Tuesday, 23 June for our semi-annual Plane Wash. A new system of designated Plane Captains directing the efforts on each aircraft speeded up the process. All our birds and the hangar itself sparkled 3 hours ahead of schedule. Here are samples of pics Reggie captured of the fun. [See more...](#)



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**Annual Garden Valley Fly-In Pictures**  
(Photos here and links submitted by various T-Craft members)

Great weather, great planes, great food, and great people combined to create great fun at our annual Fly-In at U88 (Garden Valley). [See more pics....](#)



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**Garden Valley Fly-In Contest Results**  
(Submitted by Jim Hudson, T-Craft Membership Director)

Rank	<b>Bean Bag Drop</b>		Distance - Feet
1	<b>Ben Brandt &amp; Scott Lewis</b>	Cub	6
2	Ben & Vivian Brandt	Cub	13
3	Len Erickson & Jake Lewis	375	17
4	Lloyd & Lila/Lori Putnam	879	21
5	Mike & Taylor Bracke	93F	25
6	John Baglien & Isabelle/Alex Lewis	64R	33
7	Brian & Isabella Corey	93S	48
8	Jim Hudson & Caden/Archie Lewis	64R	53
9	John and John Brown	89E	90
10	David Thomas & Frank Watson	13G	100

Rank	<b>Spot Landing</b>		Distance - Feet
1	<b>John and John Brown</b>	89E	8
2	John Baglien & Isabelle/Alex Lewis	64R	15
3	Len Erickson & Jake Lewis	375	30
4	Ben & Vivian Brandt	Cub	35
5	Mike & Taylor Bracke	93F	40
6	Lloyd & Lila/Lori Putnam	879	43
7	Brian & Isabella Corey	93S	58
8	Ben Brandt & Scott Lewis	Cub	90
DQ	Jim Hudson & Caden/Archie Lewis	64R	-15
DQ	David Thomas & Frank Watson	13G	-40

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Rank	Top Gun		Landing	Drop	Total
1	<b>Len Erickson &amp; Jake Lewis</b>	375	30	17	47
2	John Baglien & Isabelle/Alex Lewis	64R	15	33	48
2	Ben & Vivian Brandt	Cub	35	13	48
3	Lloyd & Lila/Lori Putnam	879	43	21	64
4	Mike & Taylor Bracke	93F	40	25	65
5	Ben Brandt & Scott Lewis	Cub	90	6	96
6	John and John Brown	89E	8	90	98
7	Brian & Isabella Corey	93S	58	48	106
8	Jim Hudson & Caden/Archie Lewis	64R	-15	53	DQ
9	David Thomas & Frank Watson	13G	-40	100	DQ

### Winners

#### Bean Bag

Ben Brandt & Scott Lewis	Ben's Cub
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#### Landing

John and John Brown	89E
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#### Top Gun

Len Erickson & Jake Lewis	375
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Attendance - Club Members	20
Guests	30
Total	50

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## Flying 1,500 Miles with Fumes in the Cockpit

(Reprinted from Air Facts Journal )

I will admit up front, this is the most scared I've ever been in an airplane!

We were flying a B-1B, non-stop from Andersen Air Force Base, Guam, to Ellsworth Air Force Base, South Dakota. We were heading home after a lengthy deployment; we were all looking forward to family reunions and that Big Hug!



We departed Guam at 2200 local time, along with an accompanying KC-10 "Extender" tanker. We took a quick sip of gas shortly after takeoff, to test our air refueling system, then topped off about two hours later.

It's roughly 3,300 nm from Guam to Hawaii. The plan was to fill up again northwest of Hawaii; we would then continue to our destination, and the tanker would land back at Hickam AFB on Oahu.

Over the Pacific Ocean, at night, is not the time for fumes.

Just past the halfway point, we suddenly . . . [Read more . . .](#)

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## Adventures of a Canadian Bush Pilot

(Reprinted from Air Facts Journal)

I arrive in Fort William-Port Arthur by train in mid-May. Pop has paved the way and I obtain an interview with Orville Wieben, owner of Superior Airways. The company is well known as a major charter air service in Northwestern Ontario. The headquarters base in Fort William includes a seaplane facility on the Kamanistiquia River and operations at Sioux Lookout and Armstrong. The company had several dozen aircraft including Norseman Vs, a Bellanca Skyrocket, a Douglas DC-3 and a number of Cessna 180s. They are also an official Cessna Aircraft sales and service facility for Northwestern Ontario and eastern Manitoba. [Read more . . .](#)



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### Power Problems (video)

(Reprinted from AOPA ePilot)



When the engine quits at 200 feet, there's not much time to think. Watch what happens when a Piper Arrow loses engine power on takeoff in this Real Pilot Story from the AOPA Air Safety Institute. [Watch the video >](#)

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### Don't Skip the Preflight (Quiz)

(Reprinted from AOPA ePilot)

How much thought have you given to your aircraft's preflight lately? See how a thorough preflight inspection is critical in this [AOPA Air Safety Institute quiz](#).

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### Stormy Weather (Video)

(Reprinted from AOPA ePilot)



Air traffic control can be a resource for pilots facing convective activity. Learn ATC's strengths and limitations when it comes to thunderstorms in this [AOPA Air Safety Institute 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

**7/10/2020:** Accounts due  
**7/14/2020:** Board Meeting 7pm, online  
**7/20/2020:** Accounts past due

**Membership meetings temporarily suspended during virus lock-down**

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## CLUB STATS

### Member Stats

107 Members  
30 on wait list.  
33 Class I Members (34%)  
74 Class II Members (66%)  
21 Inactive (voluntary suspension; 5 student pilots)  
32 Suspended (BFR/Med/attend/bill/ inc 21 inactive)

### Member Ratings

7 Student Pilots (5 suspended or inactive)  
67 Private Pilots  
23 Commercial Pilots  
10 Air Transport Pilots  
42 Instrument Rated Pilots (not all are current)

### BFRs

Mark Slusser

### Accomplishments

Daniel Sigler – Private Pilot

### New Members

Mike Bingham – Class II Commercial  
Riley Gilder – Class I Private  
David Meisner – Class II Commercial  
Skyler Pierce – Class I Private  
Woody Woodbury – Class II Commercial

**HOURLY RATES**  
(New Rates Effective 2/26/2020)



N64375  
\$68.00



N4464R  
\$76.00



N13686  
\$76.00



N1293F  
\$95.00



N9989E  
\$128.00



N7593S  
\$128.00

**NOTE:**

Monthly Dues increase to \$70/month starting with May billing (see President's State of the Club message on page 2). The minimum monthly "Use it or Lose it" flight charge remains as the equivalent of 1 hour in the C-152 which is currently \$68 per hour.

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**FUEL REIMBURSEMENTS**  
**\$4.25 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. 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

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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**

## ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE

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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