



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

T-Craft Plane Wash Monday, 5 Oct, 4:00pm MDT

(Submitted by Ivan Sudac, T-Craft President and Reggie Sellers, T-Craft Billing Director)

The semi-annual T-Craft Plane Wash happens this coming Monday, Oct 5, at 4:00pm.

This is YOUR club and YOUR planes. You own them! We are all responsible for their upkeep. We are the best aero club in Idaho because of our collective efforts.

Besides, the plane wash is super fun! Plus, the BBQ after will be delicious. If you miss it, you'll be sad

Event coordinator, Reggie Sellers, reports that we now have seven "Captains"—one for each aircraft. Each captain will be in charge of a specific plane and assign members tasks for that plane.

Seven Captains? Yes, seven. The club purchased another C182!! (CHEERING, FIREWORKS, and REJOICING!!). While the plane—N121M—won't be on the flight line for a few weeks, it will be at the plane wash. Come see it. It is a GREAT new addition to our fleet. You are going to love it. I guarantee!

Plane Captain assignments:

- Jim Eyre - 21M
- Andrew Toth - 93S
- Steve Turney - 89E
- Slay Windham - 686
- Stefa St Marie - 64R
- Hootan Shariat - 93F
- Chris Nebrigich - 375

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Hangar Door Lock Procedure Review

(Submitted by David Thomas, T-Craft Safety and Hangar Director)

1. Grab the handle and rotate all the way down until it stops to reset the lock
2. Firmly press the combination on the keypad taking care that you feel a solid click as each key hits the limit of its travel.
3. Firmly press the "Enter" button until a click is felt at the bottom of the travel.
4. Rotate the door handle down to operate.
5. The door lock will automatically reset. No action is required to relock the door.

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Safe Traffic Pattern Procedures

(Submitted by David Thomas, T-Craft Safety and Hangar Director)

In light of recent close calls that several members have had within the KMAN traffic pattern I advise that all members reread the FAA publication AC 90-66-B chg.1 (updated 2/25/19).

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B_CHG_1.pdf

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New KMAN Gate Code

(Submitted by Ivan Sudac, T-Craft President)

There is a new code to get into the gates for the airport at Nampa. Effective Oct 5 (Date of the plane wash :-)) The new code is: **75263**

New Animation @Runway Safety Simulator

(Submitted by FAA Safety Team)

Notice Number: NOTC1376

The FAA is happy to release the newest animation to the [Runway Safety Pilot Simulator\(www.runwaysafetysimulator.com\)](http://www.runwaysafetysimulator.com). This animation, “The Anatomy of a Wrong Surface Event” is the third and final episode in a series focusing on causal factors for wrong surface events, such as incorrect runway or taxiway approaches, landings, or departures. Specifically, this episode highlights the importance of training elements that contribute to wrong surface events and other runway incursions. This animation contains several key takeaways for Flight Instructors.

Also, don't forget to incorporate our [From the Flight Deck\(www.faa.gov/go/fromtheflightdeck\)](http://www.faa.gov/go/fromtheflightdeck) videos into your preflight planning regimen. These valuable videos highlight common errors and complex areas at airports near you. It's better to know before you go!

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Understanding Airspace—Webinar, Oct 5, 2020 08:00pm MDT

(Submitted by FAA Safety Team)

Select Number: WP01101885

During this webinar, Judy Phelps (VC99s pilot) will review and discuss Airspace. This class is an excellent review for all pilots and especially useful for student pilots. Schedule:

Please preregister for this webinar at

https://us02web.zoom.us/webinar/register/6716001111660/WN_SGR-mNZhSiCea2p1bnf4HA

Our Zoom webinar membership limits the number of attendees we can accommodate. To make sure you have a virtual seat, preregister early & check in for the webinar at least 10 minutes in advance. To view further details and registration information for this webinar, [click here](#).

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Aviation Weather Hazards—Webinars

(Submitted by FAA Safety Team)

Select Number: WP01101980

In this 60 minute webinar you'll learn methods to assess the potential hazards and how to avoid them.

- The top resource for assessing potential turbulence or mountain wave.
- Tools that most pilots rely on—that are not reliable (and what to use instead)
- How to determine if thunderstorms will be a factor
- Recognizing turbulence or LLWS even when it's not forecast.
- Identifying mountain weather hazards in areas with few reporting points.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the “unsubscribe” link at the bottom of each email. Register by going to: <http://www.flyrite.com/free-webinars>

Other webinars that are available:

[Sunday, 4 October 2020 - Best Tips Tricks and Sites for Self Briefing 9:00 AM PDT/12:00 PM EDT](#)

[Monday, 5 October 2020 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT](#)

[Tuesday, 6 October 2020 - Aviation Weather Hazards 3:30 PM PDT/6:30 PM EDT](#)

[Wednesday, 7 October 2020 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT](#)

[Saturday, 10 October 2020 - Aviation Weather Hazards 7:00 AM PDT/10:00 AM EDT](#)

[Monday, 12 October 2020 - Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT](#)

[Wednesday, 14 October 2020 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT](#)

[Thursday, 15 October 2020 - Aviation Weather Hazards 3:30 PM PDT/6:30 PM EDT](#)

Aircraft Tug Operating Procedure—REVISED Sep 2020

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

We updated the AirCaddy Tug operating procedures to insure greater safety while moving our aircraft. Please do a pre-use briefing now (see below) and then use the new checklist which is attached to the tug.

1. Unplug the power cord and wrap it around the brackets at the rear of the tug securely with nothing hanging.
2. Turn on the power switch by rotating the key to the right. You should hear the battery relay “click”. The voltmeter should show a full charge (Needle in the white bar). Wait at least five seconds.
3. Make sure your path is clear of obstructions. The Red Emergency Knob in the middle of the handlebars should be out showing a green stripe. If it isn't, rotate the Red Emergency Knob **clockwise** gently and it will pop out exposing the green stripe. Grasp the handlebars and rotate them **VERY SLOWLY** away from you to go forward and toward you for reverse. It is **VERY IMPORTANT** that you become familiar with the speed and maneuverability of the tug before you hook it to a plane. **DO NOT operate the tug at maximum speed when maneuvering. It WILL cause damage to it, you and the plane.**

If you need to stop suddenly, release the handlebar grips and the tug will stop with its internal electric brake system. You can also push the Red Emergency Knob in and the tug will stop quickly.

4. Make sure the wheel cradle ramp is up and locked and then maneuver the tug slowly to the airplane.
5. Align the tug straight with the airplane's front nose wheel. Stop when the front of the wheel cradle is about a foot away from the nose wheel. Make sure the cradle rotation pin is locked down and cradle will not rotate. (This pin can be released allowing the cradle to rotate making the tug easier to steer if desired but it has to be locked into place before the plane can be removed from the tug) Pull the black handle lightly (Do Not force it) to release the cradle ramp allowing it to drop down for the nose wheel to roll up.
6. Release the winch strap, pull it out and install the long handle/hook to the front landing gear around the strut tube. Remove tire chocks and make sure the emergency brake is off. Rotate the hand winch ratcheting lever forward. Wind the hand winch until the plane's nose wheel is securely up the ramp and in the cradle. The cradle ramp will rotate up to a closed and locked position. Make sure to keep tension on the strap and hook but not too much. One or two clicks of the winch after the strap is tight is plenty.
7. Once the nose wheel is locked into the cradle, the plane is ready to be moved.
8. **STOP!** Whenever you move a plane in or out of the NORTH HANGERS lock the yoke in the full up elevator using the seat belt/safety harness. If you don't the ELEVATOR WILL HIT THE HANGER FLOOR.
9. Maneuver the plane to the desired location **VERY SLOWLY**. Take your time. If possible have someone watch the wing tips for clearance and look for other things that may be in your way.
10. When you reach the desired place to park the plane, apply the plane's emergency brake or place chocks in front of the tires. Disconnect the hand winch by first rotating the hand winch ratcheting lever rearward and rotate the winch handle until the hook is loose enough to be removed from the strut tube. Disconnect the hook from the strut tube. Rotate the ratcheting lever forward and wind the strap back onto the winch. Move the tug backwards until the tire just touches the ramp of the cradle. Pull the cradle release lever **LIGHTLY** towards you. The ramp should drop. Then **VERY SLOWLY** drive the tug away from the plane. The cradle ramp will rotate down and the nose wheel will roll down the ramp and off of the cradle. Pull up on the end of the cradle ramp to lock it back into position before driving the tug away.
11. Park the tug by the first column at the far west end of the hanger. Turn the key off and plug the tug into the outlet on the column. The indicator light on the unit (opposite side from the power cord) should be amber or green. If it is flashing please notify the board as this indicates an error.

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CALENDAR

Month Ahead – Oct

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

5 Oct 2020: Plane Wash, BBQ, 4pm
13 Oct 2020: Board Meeting 7pm, online
10 Oct 2020: Accounts due
20 Oct 2020: Accounts past due
27 Oct 2020: Tentative in-person Membership Meeting. Watch for announcement.

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CLUB STATS

Member Stats (as of 25 Aug)

111 Members (after new members and resignations)
27 on wait list
33 Class I Members (30%)
78 Class II Members (70%)
14 Inactive (voluntary suspension; 5 student pilots)
25 Suspended (28% BFR/Med/attend/billing includes the 14 inactive)

Member Ratings

8 Student Pilots (5 suspended or inactive)
66 Private Pilots
26 Commercial Pilots
11 Air Transport Pilots
46 Instrument Rated Pilots (not all are current)

New Members

Scott Lewis
Braden Grim

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



N67375
\$68.00



N4464R
\$76.00



N13686
\$76.00



N1293F
\$95.00



N9989E
\$128.00



N7593S
\$128.00

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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 (REVISED)

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 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

Check Lists (Revised): The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – 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 (REVISED)

ATTENDANCE REQUIREMENT SUSPENDED DURING QUARANTINE

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.

Scheduling Guidelines (Revised): A reminder of our scheduling guidelines per our policy. Although I've not heard of any complaints, I have observed schedules that are for several days to short distances, like McCall.

Sharing aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE

cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.

- Schedule the aircraft that fits the mission. We have limited aircraft certified for IFR operations. If you can take another aircraft and leave the IFR aircraft for those who are training for or flying IFR other members can continue their training uninterrupted. Or, if your favorite aircraft is and one of our IFR certified birds let be known that you are willing to swap if someone really needs and IFR bird.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Call the member who has the aircraft and time slot you want/need and see if they are able to swap or may already be looking at canceling the flight but haven't canceled yet.

BILLING & LOGGING (REVISED)

Billing: 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 (revised): The FlightLog System is NOT connected to Schedule Master. 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.

- LOG OUT BEFORE FLIGHT:
 - Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
 - Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
 - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
 - Enter fuel, oil usage
 - 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.

Report any issues to Reggie Sellers at 208.861.6274 / email regluvs2fly@gmail.com

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TIPS, TRICKS AND FUN

Hazards of VFR Flying in Wildfire Smoke

(Reprinted from BackCountryPilot.org — submitted by Jonathan Miller, T-Craft pilot)



Now that we're in the midst of the summer fire season, it's a good time to talk about the dangerous phenomenon of smoke. 2017 [2020] seems to be one of the worst fire seasons for (my home) the Pacific Northwest in the last 30 years, with fires peppering the Cascade mountains from the California border all the way to Canada. And it doesn't stop there— British Columbia has been burning all summer too, with some of that smoke getting blown all the way down to Oregon. The smoke has been seemingly everpresent in the latter part of the summer, making flying and even just being outside an unpleasant experience. [Read more . . .](#)

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Stop Calling It The Impossible Turn

(Reprinted from Air Facts Journal)



Pilots love a good debate, and some topics seem to come in and out of fashion like bell bottoms. Right now the wars over lean of peak and angle of attack indicators have cooled (thankfully), but the war over “the impossible turn” seems to be heating up. In the last few months I've seen multiple articles, videos, and forum threads on the subject. It's fun to debate, but what problem are we trying to solve here? [Read more . . .](#)

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Collision Avoidance (Safety Course)

(Reprinted from AOPA ePilot)



Collision avoidance, in the air and on the ground, is one of the most basic responsibilities of a pilot operating an aircraft in visual conditions. During primary training, pilots are taught to keep their eyes outside the cockpit and look for conflicting traffic. But little formal instruction is given on the best ways to visually identify potential collision threats or on procedures that can lessen their risk of occurring. Make these spotlight's strategies and tactics part of your standard procedures to keep the skies safer for you, and for those you share it with. [Read more . . .](#)

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Barn Door In a Hurricane

(Reprinted from AOPA ePilot)



You've been in cruise for 30 minutes when there's a thump and a roar, and a pitch and a roll. For the next 17 minutes, you will use everything you ever learned about flying to get an airplane with a damaged wing and fuselage, a dead engine with its cowling peeled back like a banana, and 149 people aboard safely out of the sky. [Read more . . .](#)

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101 Year-Old WWII B-29 Pilot Honored with Superfortress Flight (video, article, photo gallery)
(Reprinted from AOPA ePilot)



Retired U.S. Air Force Lt. Col. Robert Vaucher, a Boeing B-29 pilot during World War II, was again on the flight deck of a Superfortress September 26. The flight over northern Virginia honored the 101-year-old's distinguished military service. [Read more . . .](#)

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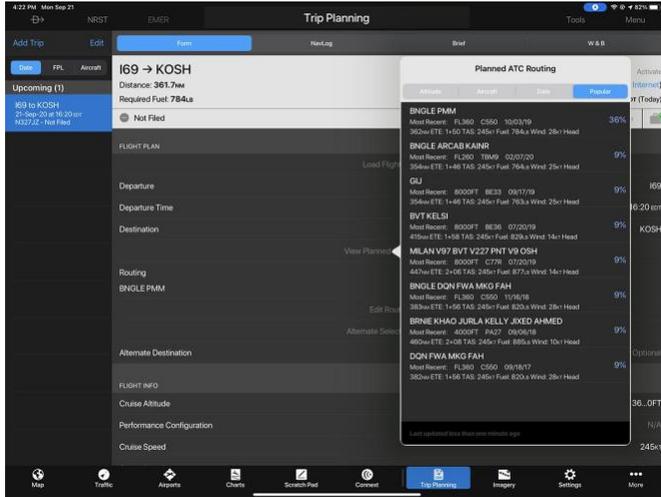
Stepping Down in Automation—The Real Lesson for Children of the Magenta Line (article, video)
(Reprinted from Air Facts Journal)

Warren “Van” Vanderburgh was an extraordinary pilot. Twenty seven years in the Air Force, 14 times Top Gun, and 32 years at American Airlines—the sort of guy you might want to pick up a few pointers from. In 1996, Van was tasked by American Airlines to address the number of accidents, incidents, and violations that looked to be caused by “Automation Dependency.” A term probably not ever used before. In April of 1997, Van held a class at American Airlines Training Academy in Dallas, Texas, titled “Children of the Magenta Line.” The class was videotaped and is available on YouTube. Twenty three years after it was recorded, Children of the Magenta Line is still a very valuable training session and worth reviewing regularly. [Read more . . .](#)



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Step-by-Step Guide to Planning a Flight in Garmin Pilot (Reprinted from Sporty's iPad News)



Aviation apps like ForeFlight and Garmin Pilot have been adding in-flight features at a rapid pace over the last few years, from new terrain alerts to better IFR procedure tools. What sometimes gets overlooked in this app competition are the preflight tools that make planning a flight faster and easier. Today, let's look at how to plan a flight in Garmin Pilot, moving step-by-step through the main options. [Read more . . .](#)

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Understanding ADS-B Traffic: When Can You Trust It? (article, video) (Reprinted from Sporty's iPad News)

Portable ADS-B receivers for the iPad (like the [Sentry](#), [Garmin GDL 50](#) and [Stratus 3](#)) can receive ADS-B traffic in addition to weather. But unlike weather, which is broadcast continuously, traffic is only transmitted in certain cases. This can make ADS-B traffic very confusing—when does it work and when does it not work? [Read more . . .](#)



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Sporty's IFR Quiz Hour (video, quiz) (Reprinted from Sporty's iPad News)

