



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Ken Kaae named T-Craft Treasurer (Submitted by Ivan Sudac, T-Craft President)

I wanted to introduce our new T-Craft Treasurer, Ken Kaae (Trumpets, fireworks, and there was MUCH rejoicing!!!)

The Board appointed Ken as the Treasurer at our last board meeting, as per our constitution's rules, that Gordon Hall explained in January's meeting.

Ken joined T-Craft in 2000, so he's been a contributing member for 21 years. Most recently he has served on the T-craft Avionics committee.

For those of you who don't know Ken, I'll give you a brief summary of his background.

Ken grew up in Southern California (luckily he moved :-). He graduated high school in 1972 during the Vietnam War. Ken enlisted in the Air Force and trained at Lowry AFB, Denver CO as a Precision Measurement Equipment Laboratory Technician. He then served at McDill AFB, Tampa FL for the rest of his 4-year tour.

Ken earned an associates degree in Electronics Engineering Technology in 1978 and worked in the LA County Medical center in biomedical electronics. He moved to Boise in 1979 and worked for the city of Boise as a radio technician and was a reserve deputy for the Ada County Police Department.

Ken started his own business in 1982: Boise Calibration Service Inc. He earned his private pilots license in 1991. He sold the business in 2018 and stayed on for 2-years as a consultant. He officially retired last year, so this was great timing for him to step into the position as treasurer. Ken's decades of running his own business make him a perfect fit for this job. (Plus Reggie Sellers, our Billing Director has been totally abusing Ken, I mean training him, this last month :-). Thanks Reggie!)

Also, Ken has a wonderful wife Gail, and two grown, very successful sons. He has always been a top notch member of the club and a truly wonderful friend.

If you don't know Ken, you will see him tomorrow at his inaugural membership meeting. (No heckling allowed. Well....maybe a little)

I can assure you that we are all very lucky to have Ken on the Board.

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Hangar Maintenance Update

(Submitted by David Thomas, T-Craft Director of Safety & Hangar Maintenance)

I was at the hangar today performing some normal hangar upkeep and stopped to talk to a couple of members. Snow around the hangar came up and it was quickly obvious to me that not all members are aware that T-Craft has a snow blower.

Said snow blower is located on the far west end of the hangar against the exterior wall. I checked it out in November and made sure it was running and had a full tank of fuel. It has a pull start that is obvious but it can also be plugged into the wall in which case you can utilize an electric start.

I haven't used it to blow snow yet so I'm not sure how it does but it is available. Sorry if we didn't make everyone aware of this. Please feel free to use it if you are comfortable doing so. Please return it to where you found it when done.



Time for Insurance Forms—AGAIN!

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

It's time again to fill out the Pilot History form for our insurance carrier. Two versions of the form are attached, a MS Word fillable version or PDF version. For clarity the Word.docx version is preferred where you can type in the answers. If you use the pdf file, type the answers if possible, with a pdf editor. If you must fill out the form by hand, PLEASE PLEASE make it legible. I transfer the data to a spreadsheet to send to our insurance carrier.

Please send the file back to me via email, or if you're not able, mail to the club address. If you're not able to print out the form, forms will be available in the club office in a folder on the desk after 2/18/21

Update your current hours in all of the categories. Complete all the fields on the form. If you did not fly in 2021, I still need a form for this year with your most current information and flight times even if it is the same from last year. For reference, I've attached a file: Falcon_Pilot_History_20-21_T-Craft_Aero that has the hours you reported on the Pilot History form last year.

All members including those inactive or suspended (except those who joined in 2021) must submit a form for 2021.

I need to have the form returned to me or delivered by snail mail by March 5th, 2021. Failure to return the form by the due date will result in suspension of flying and scheduling privileges until your form is submitted.

Download file: [Pilot History.docx](#)

Download file: [Pilot History.pdf](#)

Download file: [Falcon_Pilot_History_20-21_T-Craft_Aero.pdf](#)

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Important Procedure Refreshers

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

Check Schedule Master **before** you fly to:

- Confirm the plane you plan to fly is the same one you actually scheduled.
- Confirm your aircraft is airworthy, by checking its current maintenance status

Review the new member questionnaire to be sure you know our club's latest procedures. No need to turn it in, but the professional pilot stays current. [Click here to download the pdf.](#)

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Website Updates

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

Work on new webpage with Scott Henschied is progressing. The new website will have a new more modern look, will be easier to navigate, maintain and update with new content. It will have a member only section where we can put more confidential information. Later we'll have a mobile app with more ability to connect and share photo's, trips etc.

Other website changes:

- Added N121M to Fleet page
- Updated checklists for all birds
- Updated W&B spreadsheets with most current data
- Added W&B data for N121M
- W&B Excel spreadsheets can be downloaded from website index page under W
- Added two new club member instructors (David Meisner and Jeff Norris) to the approved instructor list

We also have two T-Craft Facebook pages: the club group and an IFR group

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CALENDAR

Month Ahead – Mar

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

9 Mar 2021: Board Meeting, 7pm, online
10 Mar 2021: Accounts due
20 Mar 2021: Accounts past due
30 Mar 2021: Membership meeting, 7pm, online
11-17 Apr 2021: Poker Run
18 May 2021: Plane Wash
18-19 Jun 2021: Garden Valley Fly-In

CLUB STATS

Member Stats

119 Members
30 on wait list-19 active, 11 holding, 12-18 month wait
41 Class I Members (33%)
78 Class II Members (67%)
16 Inactive (voluntary suspension)
23 Suspended (19% BFR/Med/attend/billing includes the 16 inactive)

Member Ratings

12 Student Pilots (5 suspended or inactive)
66 Private Pilots
28 Commercial Pilots
13 Air Transport Pilots
49 Instrument Rated Pilots (not all are current)

New Members

DeAnna Roe – Class I, Student Pilot
Jake Simon – Class I
Rich Pyke – Class II

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HOURLY RATES
(New Rates Effective 26 Jan 2021)

C-152



N67375
\$68.00

C-172M



N4464R
\$78.00

C-172M



N13686
\$78.00

C-172N (180HP)



N1293F
\$85.00

C-182P



N9989E
\$125.00

C-182Q



N7593S
\$125.00

C-182Q



N121M
\$125.00

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 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 (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 cancelation so you can schedule the aircraft as soon as the cancelation 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 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
 - 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.
 - 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

2021 Aviation Art Contest

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

2021 Aviation Art Contest

Theme: Aviation to the Rescue!


Entry Deadline: April 30, 2021
Winners Notified: May 14, 2021

[Click here for Application](#)

The Division of Aeronautics is pleased to announce the start of the 2021 Aviation Art Contest. Interested individuals age 5-18 should submit their original artwork no later than April 30th, 2021. The 2021 theme is "Aviation to the Rescue" and young artists should use their imagination to create their own art exploring the many ways aircraft are used to save lives.

Brought to you by:

Idaho Division of Aeronautics | [Website](#)



2020 Winning entry by 9-year old, Josie Harvey



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Online Webinar – AOPA Rusty Pilots

(Submitted by FAA Safety Team)

On Saturday, March 6, 2021 at 18:00 Eastern Standard Time (15:00 PST, 16:00 MST, 17:00 CST, 13:00 HST, 14:00 AKST, 16:00 Arizona, 23:00 GMT)

Select Number: EA27103835

Description: Once a pilot, always a pilot...But, if you're feeling a little rusty you might be like more than 500,000 other pilots (that's right, half a million), who have taken a break from flying. The good news is that getting back to flying is easier than you think. So, what does it take to get back in the air?

- Some flight and ground instruction
- No FAA checkride or test
- You may not even need a medical

Join us for a fun, interactive webinar that will give you all the information you need to get current again. As a webinar participant, you'll get 2 hours of ground instruction toward completing your flight review and valuable handouts so you can review what you've learned. We'll help you brush up on your aviation knowledge and understand what's changed since you last took the controls.

Register for this Rusty Pilots webinar Now! <https://pic.aopa.org/events/item/52/3245>

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New Safety Resources for Pilots (videos)

(Submitted by FAA)



Get to know your destination airport before you leave the ground - Ride along as we approach, land, and taxi at airports across the U.S

[From the Flight Deck](#) videos use cockpit and wing-mounted footage, airport diagrams, graphics and animation to visually display hot spots and location-specific safety issues.

30+ videos [streaming on YouTube](#) and [IGTV](#)

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All the Lights (quiz)

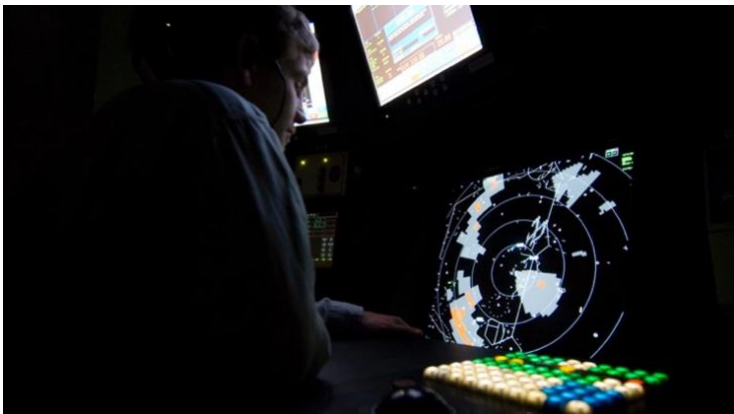
(Reprinted from AOPA ePilot)

When ceilings are low and visibility is poor, approach lighting can guide you in safely. [Test your airport lighting knowledge](#) with this AOPA Air Safety Institute quiz.



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IFR Fix: Pilots Who Pop Up (Reprinted from AOPA ePilot)



A current instrument pilot flying a VFR cross-country with two passengers aboard observes that the solid cloud deck below is getting higher, the broken layer above is getting lower, and it's thickening. No matter, he can still file IFR—right? [Read more . . .](#)

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Wasp Bernice 'Bee' Haydu Dies (Reprinted from AOPA ePilot)



Bernice "Bee" Falk Haydu, 100, died January 30. Haydu was a member of the Women Airforce Service Pilots, the women's cadre of pilots who served during World War II. Her death was announced February 1 on the [National WASP WWII Museum Facebook](#) page. [Read more . . .](#)

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Documentary Honors Tuskegee Airmen (video 00:42:00)

(Reprinted from AOPA ePilot)



Good Morning America's Robin Roberts has created a one-hour documentary about the famed Tuskegee Airmen who fought two wars at the same time: World War II abroad and racism in the United States. Roberts' father was a member of the Tuskegee Airmen. [Watch the documentary >](#)

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The FIRC That Refreshes

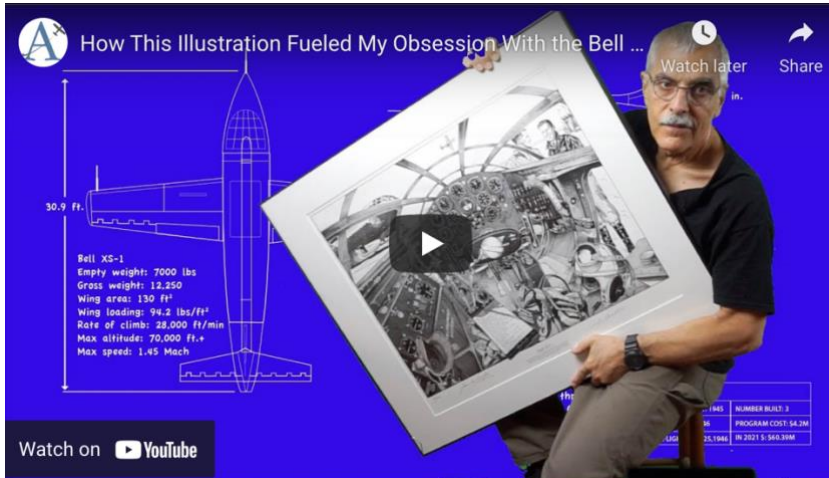
(Reprinted from AvWeb)

"Shine out, fair sun ... that I may see my shadow as I pass." Sound advice from Shakespeare's Duke of Gloucester (Richard III), a CFI who understood the importance of looking outside the cockpit and away from the electronic gewgaws that distract us from flight. Gloucester was an unlikely inspiration as I recently underwent a biennial FIRC. If unfamiliar with the acronym it may sound like a twice-yearly TSA audit or a mildly intrusive aeromedical probe, except it recurs every two years and decodes as Flight Instructor Refresher Course. Or more personally, Flight Instructor Reality Check. [Read more ...](#)



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How This Illustration Fueled My Obsession With the Bell X-1 (video 00:24:02) (Reprinted from AvWeb)



The Bell X-1 is one of aviation history's most important—and interesting—aircraft. Everyone knows Chuck Yeager flew it to establish the first record-breaking flight beyond Mach 1, but there's much more to the airplane than that. In this long-form video, *AVweb's* Paul Bertorelli uses a fantastic drawing of the X-1 panel by aviation artist Jean-Luc Beghin to explain the X-1's systems and details. Stunning imagery from the Smithsonian's Air & Space Museum fills in many of the fascinating details. [See the video . . .](#)

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Accident Probe: Shooting the Gap (Reprinted from AvWeb)

Poor weather has always topped my list of potential aviation hazards. But after earning the instrument rating, I was much more willing to go out and tackle low ceilings and visibility, which inevitably led to poking around thunderstorms and frontal activity. I quickly learned there were no iron-clad rules or procedures for safely penetrating them and that the best strategy was to remain in visual conditions and avoid getting too close. [Read more . . .](#)



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Runways Optional: Twin Otter Tales From the Arctic (Reprinted from Air Facts Journal)

Poor weather has always topped my list of potential aviation hazards. But after earning the instrument rating, I was much more willing to go out and tackle low ceilings and visibility, which inevitably led to poking around thunderstorms and frontal activity. I quickly learned there were no iron-clad rules or procedures for safely penetrating them and that the best strategy was to remain in visual conditions and avoid getting too close. [Read more . . .](#)



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