



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### Tach Time Reminder

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

We have been in putting Tach Time into the Flight Log System for several weeks now and I want to thank all of you for completing this extra step. It is a huge help to maintenance giving our DOM (Jim E.) and AeroServices the needed visibility of pending service and allows for better scheduling of upcoming periodic maintenance.

I would like to remind you that, although many are in putting the Tach Time correctly, several have not. We recently have a few that were several hundred hours off.

Please use a flashlight from your phone or other light emitting device to look closely at the Tach Time and record it accurately into the Flight Log System.

We have made a program change that should help with the accuracy of this input but please do everything possible to make sure your entry is correct.

Thanks so much. You are all an important part of our great club.

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### Pop Up Clearances Continued . . .

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

I read the article in last month's newsletter regarding pop up clearances with interest. I do not proclaim to be the most experienced or proficient IFR pilot, but we can always improve. I personally subscribe to a number of email lists that provide me with an endless string of tips and tricks to hone my piloting skills.

When reading the article on the pop up clearances I was reminded of a tip I received and used. ARTCC and Approach Controllers can issue pop up clearances but that isn't their primary function. Doing so can be a distraction for them and at worse, they may have to decline your request due to work load. An alternative is to utilize Flight Service. This option has considerable advantage over requesting a clearance directly from a controller.

Have you ever filed a flight plan with [1800wxbrief.com](http://1800wxbrief.com)? If so, they already have a profile for you as a pilot and for at least one aircraft that you fly. When you request a clearance with Flight Service, they access your profile. If you are flying an aircraft which you previously registered, you only have to provide minimal information for your request—souls on board, fuel endurance, destination, etc. The entire process goes quickly.

Last fall, NW of Baker, OR, on a return trip from Renton, WA (KRNT) to Nampa, ID (KMAN) I was flying VFR. As I approached Baker I saw a wall of smoke that appeared impossible to circumnavigate in any reasonable length of time. I put the plane into a left turn and did (2) 360 degree rotations while on the radio with Flight Service. At the end of two 360 degree turns I had a flight plan on file. I leveled off headed towards the bank of smoke and contacted Seattle Center (ARTCC) for my clearance which was quickly granted.

My total delay was probably about 6 minutes. It turned out the smoke wasn't as thick as it appeared. There was good downward visibility 70% of the time. Forward visibility was, however, very limited and I took much comfort in being on an IFR plan.

I would urge everyone to consider creating those profiles on [1800wxbrief.com](http://1800wxbrief.com) that will allow you to quickly file a pop up IFR plan. Not only do you lighten the work load of the controllers but you will lighten your own work load as well.

Fly safe!

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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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### KSU College of Aeronautics and Engineering Safety Symposium

(Submitted by FAA Safety Team )

**Topic:** Keynote address By Bruce Landsberg, Vice Chairman of the NTSB

**Schedule:** Thursday, April 8, 2021 at 19:00 Eastern Daylight Time (16:00 PDT, 17:00 MDT, 18:00 CDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

**Description:** (Select Number: GL25104520) Please join us for a Safety Symposium, connecting students and aeronautics industry experts in an evening event featuring a keynote address delivered by **Bruce Landsberg, Vice Chairman of the National Transportation Safety Board**, followed by a panel discussion. The panel discussion is constructed to bring together varying experiences with aviation safety to provide many perspectives on the importance of aviation safety.

The focus of the keynote will be on aviation safety and automation; Vice Chairman Landsberg will be discussing the Air Canada Incident at SFO and how a combination of fatigue, automation, and human factors almost amounted to being the biggest crash in World History. He will also describe his perspective of how can we avoid this - and speak generally about texting and driving, the Tesla crash, and what he does as a Vice Chair of the NTSB.

The panel discussion will be moderated by Gary Allen, attorney and consultant specializing in aviation matters. **The panel will include:**

- **Kris Palcho**, Leadership Coach and Team Development Consultant, Federal Aviation Association
- **Ben Satyshur**, Aviation Safety Program Manager, Kent State University
- **Nick Malachowski**, Current Student and Precision Flight Team Member, Kent State University
- **Ed Booth**, Complex Litigation Expert and Partner, Marks Gray
- **Gary Allen**, Moderator, Retired from the Department of Justice

This Safety Symposium will be held in place of the annual Safety Conference hosted by Kent State University's College of Aeronautics and Engineering and the Kent State University's Precision Flight Team.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

Advanced Knowledge 1 - 1 Credit

Master Knowledge 1 - 1 Credit

AMT: 1.00

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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## **(Re)Introduction to the Garmin GNS 430/530 Part III**

(Submitted by FAA Safety Team)

**Topic:** Part III - The One About the FPL Button

**Schedule:** Friday, April 9, 2021 at 17:00 Pacific Daylight Time (18:00 MDT, 19:00 CDT, 20:00 EDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

**Description** (Select Number WP05104583): The most frequently asked questions we receive relate to the Flight Plan feature - the FPL button. So, in this program, we'll take a deep dive on this. Everything from Creating, Saving, Recalling, Deleting, and Transferring flight plans, to inserting and deleting waypoints; bypassing fixes and intercepting legs; adding, removing, changing procedures, and more, will be included.

Although they are now somewhat dated, the Garmin GNS530 and 430 remain ubiquitous in the GA fleet. These powerful navigation devices remain somewhat mysterious to many aviators, so Cap'n Mike will demystify the basics of this very capable equipment. Whether you've had one for years, found a used one on eBay last week, or recently bought an airplane that came with one of these installed, you're sure to understand this gear better after attending this webinar.

Captain Mike Jesch flies a Boeing 787 on long-haul routes at work - with perhaps the most modern aviation navigation system available today. With deep roots in the GA world, he is a two-time Master CFI and has been flying for over 40 years. He earned his instrument rating in a Cessna 150 with vacuum tube radios, but he's flown behind a GNS530W in his personal Cessna 182 for a decade now and will bring his engaging and relaxed presentation style home to you.

Join host Captain Brian Schiff and presenter Captain Mike Jesch for this re-introduction to the wonders of modern GPS navigators. Using the Garmin simulator as well as photos and videos from his own airplane, we will illustrate, demonstrate, and educate on the basics.

A recording of this webinar will be made available shortly after the program finishes. To view further details and registration information for this webinar, [click here](#).

he sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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## **T-Craft Constitution Revisions**

(Submitted by Jim Manley, T-Craft Secretary )

By now you've received an email with the modified constitution attached. Please review it and, if you like, [click here](#) to compare it with the earlier version posted on the club website. We will vote on adopting it at the general membership meeting on 27 April. If you have any questions please feel free to contact me via email ([Jim Manley](#)) or any board member.

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## Honoring Jeff Nuttall, Aero Services A&P Aviation Technician

(Submitted by Mike Metcalf, Aero Services Inc)

March 17, 2021

To: the Southwest Idaho Aviation Community

From: Mike Metcalf, Aero Services, Inc.



I would like it to be known to all that Jeff Nuttall has today marked his 20<sup>th</sup> year with Aero Services, Inc. He began his employment with Aero Services, here at Nampa, 20 years ago on March 17<sup>th</sup>, 2001. Within months, and with his military experience from the United States Air Force, Jeff was able to test for and receive his FAA Airframe and Powerplant Certificate. He obtained his FAA Inspection Authorization in 2004.

Jeff's attention to detail while performing aircraft inspections make him an excellent maintenance technician. His abilities to identify problems and to determine solutions to those problems make him a very valuable asset to our organization. And his ability to convey these problems and possible solutions to our customers, make him and excellent customer service representative.

For those of you who have had the pleasure of interacting with Jeff, you can understand the extreme pleasure I've had of the association with him over the past 20 years. Jeff is one very fine individual. And to Jeff I say "Thank you for these past 20 years and hopefully many more to come".

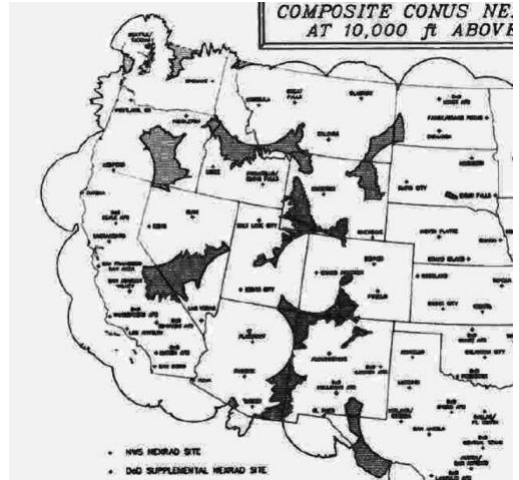
Very Sincerely,

Mike Metcalf Aero Services, Inc.

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**ATC Radar Blackout Zones in Wester USA**  
(Submitted by Roland Steadham, T-Craft pilot )

As per the discussion at the club meeting tonight [30 March 2021], this graphic shows the radar blackout zones (the shaded areas). This is due to the fact that radar data is not available in these areas. The mountains either block the radar beams or the lack of radar sites creates the shadows. If you ever have any questions, please feel free to call me.



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**CALENDAR**

**Month Ahead – Apr**

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**

- 10 Apr 2021: Accounts due
- 11-17 Apr 2021: Poker Run
- 13 Apr 2021: Board Meeting, 7pm, online
- 20 Apr 2021: Accounts past due
- 20 Apr 2021: Backcountry Seminar, 7pm, in-person and online
- 27 Apr 2021: Membership meeting, 7pm, in-person and online
- 18 May 2021: Plane Wash
- 18-19 Jun 2021: Garden Valley Fly-In

**CLUB STATS**

**Member Stats**

120 Members  
 31 on wait list-21 active, 10 holding, 12-18 month wait  
 42 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**

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

**New Members**

Bill Iuliano – Class I  
 Josh Brandt – Class II

**Accomplishments**

David Meisner – CFII/IGI rating  
 Anna Grachanin – Instrument rating  
 Jake Simon – Upgrade to 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 30 MAR 2021)

### ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

**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.

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

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## TIPS, TRICKS AND FUN

### Report Offers Insights on Aircraft-Wildlife Collisions

(Reprinted from AOPA ePilot)



Most collisions between general aviation aircraft and birds have occurred 500 feet or less above the ground, although those that occur higher were more likely to cause damage, said a report that studied 30 years of strike data involving aircraft and birds or other wildlife. [Read more . . .](#)

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### Safety Quiz - Thunderstorms

(Reprinted from AOPA ePilot)



Airplanes and thunderstorms do not mix well. Get insight into these convective beasts and valuable tips for avoidance in this ASI Safety Quiz. [Click here to take quiz](#)

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### Errors of Interpretation (video 04:36)

(Reprinted from AOPA ePilot)

Your pilot certificate allows you to take an airplane you've never flown on a long IFR cross-country, but should you? Learn from one pilot's transition to a new airplane that ended in tragedy in this [AOPA Air Safety Institute video](#).



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### Meet Brittany Pink AKA 'The Pink Aviatrix'

(Reprinted from AOPA ePilot)



She's a pilot and she directs other pilots as a flight data processor in Jamaica. Her name—Brittany Pink—gave her the motivation to create a brand that represents her passion and love of aviation: "The Pink Aviatrix" ([@thepinkaviatrix](#)). [Read more . . .](#)

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### Learn From CFI to CFI

(Reprinted from AOPA ePilot)

Get insight from flight instructors and designated pilot examiners, and learn tips for proficiency, in [this edition](#) of the AOPA Air Safety Institute's *CFI to CFI* newsletter.



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## Preparing For The Trip of a Lifetime to Alaska

(Reprinted from Air Facts Journal)

Four decades ago, I learned to fly in a Piper Tomahawk at Fairbanks, Alaska. Since then, through job changes, multiple moves, raising kids, lots of distractions, and eventually retirement, I wanted to go back and really explore the far north by air. So I determined to fly from my home in Charlotte, North Carolina, to the limits of [arctic Alaska](#), then return, flying across northern Canada, finally returning to Charlotte.

[Read more . . .](#)



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## A Flying Gig in New Zealand

(Reprinted from Air Facts Journal)



A long, long time ago, when I was training for a commercial license, my instructor had some words of wisdom for me: "Don't ever fly for a living. It will ruin flying for you. You like it too much." But he was wrong. After flying for a major airline more than 28 years, I reached the mandatory retirement age. I loved every minute of it, and I had no desire to retire. So, I began to research options so that I could continue commercial flying. [Read more . . .](#)

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### Slips: Forward or Side, What's the Difference and Why Care?

(Reprinted from AVwebFlash)

This article's title would've been killer material in the third grade, and since pilots never grow up, let's consider what is barely whispered in polite aviation society: Slips. Forward or side, the terms are casually interchanged while illustrating uncoordinated maneuvers with ambiguous hand gestures that compound uncertainty. So, after decades of teaching them, I'm determined to attempt to learn the difference. [Read more . . .](#)

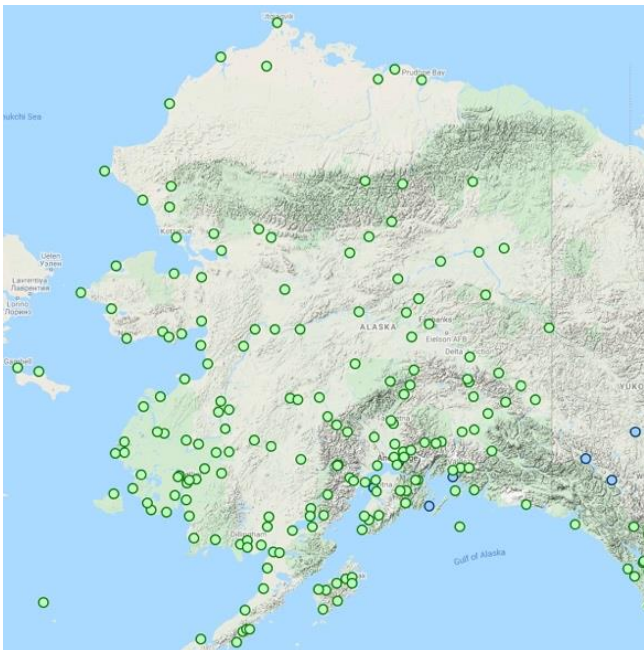


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### Rolling Out the Weather Cameras

(Reprinted from Sporty's Pilot Fast Five)



There are times that reviewing the weather reports and forecasts just doesn't give a complete picture of the weather. You may find yourself wishing that you could just look out the window and see what is actually happening at your destination airport. That is where the FAA's weather cameras come into play. [Read more . . .](#)

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