



PUTTING WINGS ON YOUR DREAMS

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IMPORTANT NOTICES

Poker Run Recap!

(Submitted by Ivan Sudac, President T-Craft Aero Club)



I just wanted to let you all know about the great Poker Run event we just had. I sadly had to fly for Southwest and missed it (one of the few times I complain about flying the B737 :-)

I wanted to offer some special thanks and recognition from myself and the Board to all of our fantastic volunteers.

Contest management was headed by **Anna Grachanin**, assisted by **Mike Bingham**, **Lisa Martin**, and **David Meisner**.

The delicious BBQ dinner was headed by **Pete Glick**, assisted by **DeAnna Roe**, **Leon Baker**, **David Miller**, and **Steve Turney**.

We had 30 members attend. Plus over 20 additional guests. Much fun and good pilot camaraderie was had by all! One of the main reasons we are all members of this fabulous club. Check the next newsletter for some great photos by our Treasurer, **Ken Kaae**. Thanks Ken.

It would be impossible for me to thank these members enough. As well as all the others who helped. We are a great club with awesome members and this event just makes that more obvious. Thank you again.

The next event is the plane wash next month on Tues. May 18. 4:30pm. With BBQ to follow. Another great T-Craft event. I expect all members to be there to help clean YOUR cool airplanes. I'm cooking the food for the plane wash and I have a fun plan. More to follow.



Important Procedure Reminder (repeat)
(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

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.

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.](#)

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

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ABS-Using GPS With Conventional Procedures (Webinar May 11)

(Submitted by FAA Safety Team)

Topic: BPPP Instructor Bruce Williams Will Address Considerations For Flying Using GPS As Supplemental Information

Schedule: Tuesday, May 11, 2021 at 19:00 Central Daylight Time (17:00 PDT, 18:00 MDT, 20:00 EDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

Description (Select Number: CE03104982): Even when flying a conventional procedure or route (e.g., an ILS or tracking a Victor airway), today most IFR pilots use GPS as a primary source of navigation or to substitute for DME or other nav aids. Specific FAA guidance on such "mixed" use, however, is often confusing or difficult to find. In this program, BPPP instructor Bruce Williams will address considerations for flying using GPS as supplemental information, including:

- FAA guidance on using GPS to enhance traditional navigation.
- Examples of GPS "best practices" for supplemental navigation.
- Techniques to help you use GPS and conventional nav aids most effectively in all phases of flight.

Viewers will be able to type in their questions to be answered during the event. We will explain how to do so at the beginning of the webinar. Although this American Bonanza Society program is oriented toward pilots of Beech Bonanzas, Debonairs, Barons and Travel Airs, the discussion, techniques and procedures described are valuable to the pilot of any airplane.

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

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Intro to Weather Briefings – Plus Webinars for May 1-15

(Submitted by FAA Safety Team)

Topic: Analyze the weather on your route to make safe decisions—and in only 10-15 minutes!

Schedule: Monday, May 10, 2021 at 16:00 Pacific Daylight Time (17:00 MDT, 18:00 CDT, 19:00 EDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Description (Select Number: WP01104959): Weather is the most lethal of all major causes of aviation accidents. In this 90 minute webinar, Delia will show you how to meet the FAA briefing requirements while ALSO developing skills that will allow you to make better decisions regarding flight. Plus we'll walk through a standard weather brief, followed by Q&A

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- When severe weather doesn't qualify as an adverse condition

Other webinars available for May 1-15th include:

[Saturday, 1 May 2021 - Aviation Weather Hazards: Identify and Avoid 9:00 AM PDT/12:00 PM EDT](#)

[Monday, 3 May 2021 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT](#)

[Wednesday, 5 May 2021 - Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT](#)

[Saturday, 8 May 2021 - Best Tips Tricks and Sites for Self Briefing 8:00 AM PDT/11:00 AM EDT](#)

[Monday, 10 May 2021 - Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT](#)

[Tuesday, 11 May 2021 - Aviation Weather Hazards: Identify and Avoid 4:30 PM PDT/7:30 PM EDT](#)

[Wednesday, 12 May 2021 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT](#)

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

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CALENDAR

Month Ahead – May

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

10 May 2021: Accounts due

11 May 2021: Board Meeting, 7pm, online

20 May 2021: Accounts past due

25 May 2021: Membership meeting, 7pm, in-person and online

18 May 2021: Plane Wash, 4:30pm

18-19 Jun 2021: Garden Valley Fly-In

CLUB STATS

Member Stats

119 Members
31 on wait list-21 active, 10 holding, 12-18 month wait
39 Class I Members (33%)
80 Class II Members (67%)
12 Inactive (voluntary suspension)
18 Suspended (15% BFR/Med/attend/billing includes the 12 inactive)

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

New Members

Josh Brandt – Class II
John Szanto – Class I

Member Ratings

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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

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TIPS, TRICKS AND FUN

T-Craft Pilot Takes in Sun-N-Fun (Submitted by John Moen, T-Craft Pilot)

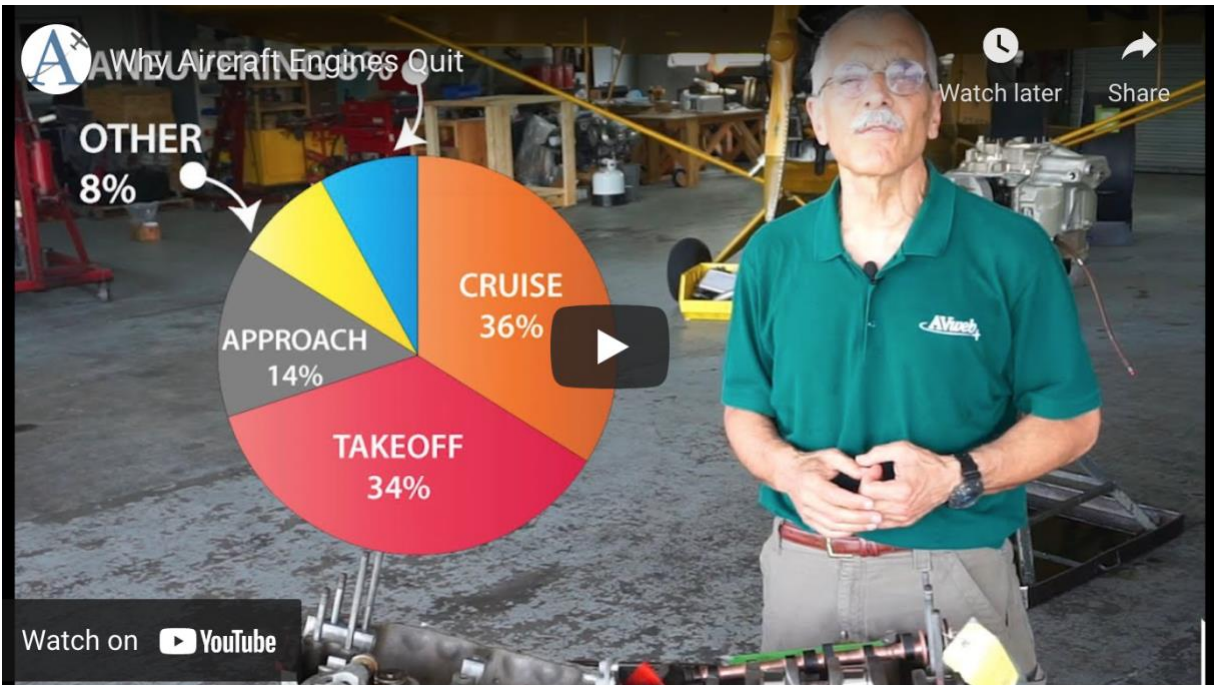


I was fortunate enough to attend Fun n Sun in Lakeland Fl yesterday. Stopped by the MAF booth and you (Jim Manley) were a familiar name to everyone there. Though dropping your name did not produce a spin around the pattern in 120KQ as I had hoped.

I had a tough decision to make, attend our club Poker Run BBQ or go to Fun n Sun. Hope the Poker Run was fun. Sun n Fun was great.

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Why Aircraft Engines Quit (video 00:24:24) (Reprinted from AVweb)



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Peak Performance (quiz)
(Reprinted from AOPA ePilot)

Does a pilot's operating handbook tell you everything you need to know about your airplane's performance? [Test your knowledge](#) of aircraft performance with this AOPA Air Safety Institute quiz. [Take the quiz . . .](#)



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Aviation Groups Ask FAA for Clarification on Flight Training Rules
(Reprinted from AOPA ePilot)

AOPA and other general aviation organizations are asking the FAA to address "significant confusion and concern in the aviation community" caused by a recent court ruling regarding compensated flight training. [Read more](#)



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Sun 'N Fun In Photos
(Reprinted from AOPA ePilot)



Formations of vintage fighters, the first U.S. Navy Blue Angels arrival, and hot air balloons glowing in the twilight are a few of our favorite images that photojournalist Phelan M. Ebenhack took during the Sun 'n Fun Aerospace Expo in Lakeland, Florida. [See photo slide show . . .](#)

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How To Conduct A 'Compliant' Self-Briefing (article and video)
(Reprinted from AOPA ePilot)

A strong preference has emerged among pilots to get preflight weather briefings on computers or devices instead of calling flight service. To help pilots help themselves, the FAA has released a new advisory circular and a video course as guides to the briefing process. [Read more . . .](#)



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Avenger Ditches During Cocoa Beach Airshow
(Reprinted from AVweb)



A TBM Avenger from the Valiant Air Command performing at the Cocoa Beach Air Show in Florida put on a show for some people on the beach on Saturday when the pilot set it down in the surf for a textbook ditching. Audio in the accompanying video [Read more . . .](#)

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Landings At The Crosswind Limit

(Reprinted from Air Facts Journal)

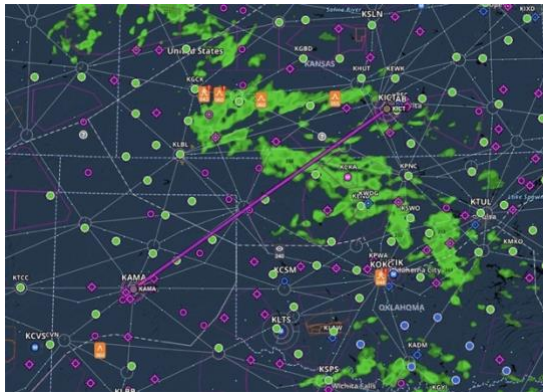
We've all seen this movie before on countless videos of airline pilots attempting to land in extreme crosswinds. More often than not, the amateur videographer captures the jet touching down in a significant crab angle to the runway, tires smoking, and the airplane nose pivoting back toward the runway centerline. How is it possible to land in such extreme conditions? [Read more . . .](#)



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Go Or No Go: How Bad is the Turbulence?

(Reprinted from Air Facts Journal)



Over the last 10 years, you've gotten to know your Mooney 201 quite well, using it to travel around the central United States at 160 knots. You're hoping to do that again today, on a flight from your home in Wichita, Kansas (ICT), to Amarillo, Texas (AMA). Read the weather reports below and tell us if it's a go or a no go for you. [Read more . . .](#)

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Are Pilots Still Navigating?

(Reprinted from Air Facts Journal)

I was giving a flight review the other day and in the words of Claude Rains (Casablanca), I was shocked, positively shocked that the pilot I was flying with had virtually no knowledge of basic navigation. With the technology available today, I probably should not have been that surprised, but after working in aviation safety for many years, I have a concern. [Read more . . .](#)



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Peer Pressure Among Pilots

(Reprinted from Air Facts Journal)



I watched a crew wrestle their jet down the runway and taxi into the FBO where I was parked. After the passengers disappeared I asked the captain about the approach. He laughed and said he probably should have diverted. As he walked away I decided I would delay our departure. [Read more . . .](#)

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My First Combat Mission in an F-4 Phantom

(Reprinted from Air Facts Journal)

We both listened carefully to the excited and concerned voices of the Marines and their forward air controllers pinned down on the ground in the city as they tried to talk me to the right building. The target was a small building in the middle of a city of small buildings. We both knew that the target was impossible to identify from the air. [Read more . . .](#)



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Treat the Airplane Like It's Yours, Even When It Isn't

(Reprinted from Air Facts Journal)



When you're paying by the hour, it's easy to cut corners, be a little careless, or belittle something that we would never forget on our own airplane. However, if we treat a rental plane as our own, every renter or club member benefits. Here are a few things I try to do when I rent. [Read more . . .](#)