



# PUTTING WINGS ON YOUR DREAMS

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## IMPORTANT NOTICES

### **N121M Release & Checkout (repeat)**

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

As a reminder, the board has decided that every class 2 member and all instructors who instruct in class 2 will have to get checked out in N121M, as well as any future class 2 members.

The following instructors are available to do the checkouts: John Baglien, Gordon Hall, David Meisner, James Patterson, Pete Glick, and Ivan Sudac,

Contact info is on our club webpage, instructor page, <http://www.t-craft.org/instructors.htm>  
Other instructors must get checked out from the above list prior to giving instruction in N121M.

Check out will consist of ground portion and a flight portion that will highlight the differences with the Robertson STOL and VG's and other unique things about N121M.

The check out document is on the club website, under the fleet page. <http://www.t-craft.org/fleet.htm>  
Prior to checkout read the POH, Checklist, Roberson STOL-STC , Electronic Tach manual, Engine monitor manual and YouTube tutorial, and fill out a W&B and data sheet. The manuals and documents are on the Fleet page of our club webpage under N121M.

N121 has a brand-new engine that has just been broken in, just over 40 hours. We need to be very conscious of shock cooling, temperatures and oil pressures as we continue to break in the engine. Give her lots of TLC. She also has larger tires which is going to present a little different sight picture on takeoff and landings. the checkout documents will have highlights of the things to be aware of with Robertson STOL kit and unique features for this plane.

Coordinate your checkout with one of the designated instructors prior to making a schedule on Schedule Master. No member can fly 121 Mike AS PIC until they get checked out by one of the above instructors, or instructors who have been checked out themselves. When you complete your checkout, let me know (I'll be tracking using schedulmaster) and put your checkout documents in the "in" box on the desk in the office.

We have a beautiful new bird that will serve the club well for many years to come. Let me know if you have any questions.

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### **Aviation Plate Thank You from IAA**

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

Dear Friends;

I am extremely happy to report that the "Fly Idaho" license plates will continue to be available.

As you all know, that program nets the Idaho Aviation Foundation (IAF) approximately \$20,000 per year that we use for making grants for airfield facilities and improvements, as well as general aviation support programs. The license plate also identifies supporters of Idaho Aviation.

Due to recent legislative action, we needed to increase the participation from the existing approximately 1400 to 2000 by July 1st or lose the program. As of this morning, 2063 aviation enthusiasts have registered and people are still signing up. I cannot tell you how grateful we, on the IAF Board of Directors, are for the overwhelming response to the appeal. In particular, we want to thank Andrew George, Crista Worthy, Larry Taylor, Paul Cainkar, and Paul Butterworth for their relentless support, as well as the whole Idaho Aviation Association over the last 6 months. This is what working together is all about. The battle, however, is not over. We have to maintain 2000+ plates annually or the program will be shut down.

Please accept my personal thanks and that of the entire IAF Board of Directors for making this campaign such an overwhelming success.

Best Regards,

James E. Davies, President  
Idaho Aviation Foundation

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## Great Fly-In at Garden Valley (special picture edition)

(Text by Ivan Sudac, T-Craft President)

(Photo credits: Vivian Brandt, Len Erickson, Amanda Henscheid, Scott Henscheid, Jim Hudson, Ken Kaae, David Meisner, Chris Rood)

The weather was perfect and we had a record turn out. We had 60 + members, family and friends. We enjoyed a nice breakfast and some sweet flying competitions. It was a great day to hang out and just have fun together.



Big thanks to Ken Kaae and his wife Gail for all their help before and during the event. And to my wife Kim for organizing and executing a great breakfast!

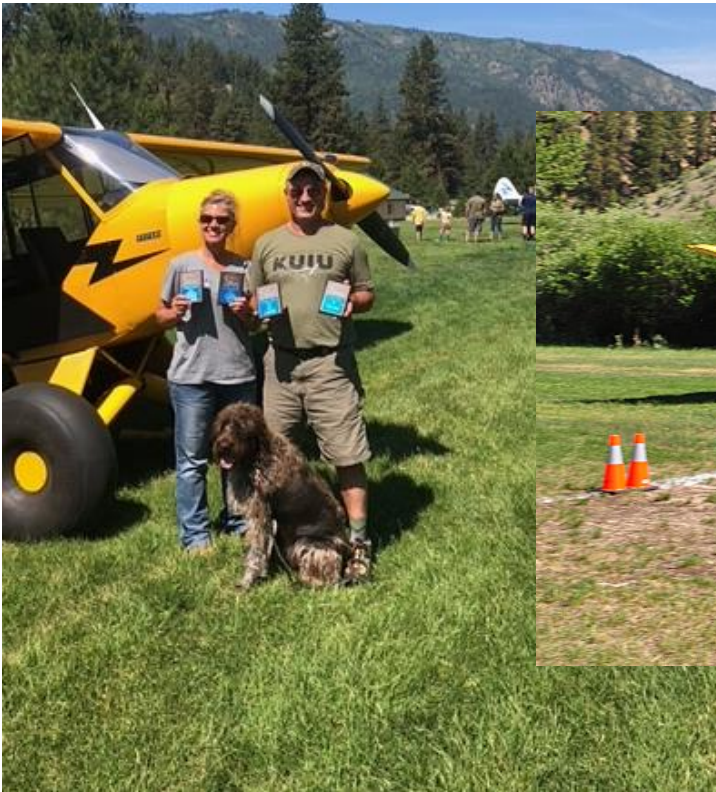


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Ben Brandt and his wife Vivian were our big winners for the day. They won the bombing, spot landing and overall Topgun award. Great job Brandt's!



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Thanks Jim Hudson and Jim Manley for running the flying competitions. It was a huge success and executed safely without a hitch! And thank you to everyone else who helped as well.



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If you missed the fly-in, sorry. It was super fun (rubbing it in :-)

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I've said it before. We have the best club on the planet. The best members and the best maintained airplanes. We are pretty lucky folks. Have a great summer and we'll see you at the next event. We'll plan something informal for July.



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### **Beta Version of New T-Craft Website Ready to View (repeat)**

(Submitted by Scott Henschied, T-Craft Pilot)

A draft of the new T-Craft website is available for review. Please take a look at it and let me know if you have any questions or comments. Your opinion is very important before we do an official change over. Please note not all functions are working in this beta version. To see it click on this link: <https://www.t-craft.org/NewSite/>

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### **Best Tips Tricks and Sites for Self-Briefing - Plus Webinars for July 1-15**

(Submitted by FAA Safety Team)

On Monday, July 12, 2021 at 15:00 Pacific Daylight Time (16:00 MDT, 17:00 CDT, 18:00 EDT, 12:00 HST, 14:00 AKDT, 15:00 Arizona, 22:00 GMT)

#### **Description (Select Number: WP01105740):**

In this 60 minute webinar, aviation weather expert Delia will discuss the great new tools to identify potentially hazardous weather

- The three MUST-USE sites for an accurate briefing
- A great new feature of 1800wxbrief you may not know about
- The GFA – Graphical Forecast for aviation
- Using my Weather Risk Assessment chart

**[Click here to register today](#)**

Other webinars available to register for include:

Thursday, 1 July 2021- Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT

Friday, 2 July 2021 - Best Tips Tricks and Sites for Self Briefing 9:00 AM PDT/12:00 PM EDT

Monday, 5 July 2021 - Aviation Weather Hazards: Identify and Avoid 3:30 PM PDT/6:30 PM EDT

Tuesday, 6 July 2021 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT

Wednesday, 7 July 2021 - Best Tips Tricks and Sites for Self Briefing 3:00 PM PDT/6:00 PM EDT

Friday, 9 July 2021 - Intro to Weather Briefings 7:00 AM PDT/10:00 AM EDT

Monday, 12 July 2021 - Best Tips Tricks and Sites for Self Briefing 3:00 PM PDT/6:00 PM EDT

Tuesday, 13 July 2021 - Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT

Wednesday, 14 July 2021 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT

Thursday, 15 July 2021- Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT

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

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## CALENDAR

### Month Ahead –Jul

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 Jul 2021: Accounts due**

**6 Jul 2021: Board Meeting, 7pm, venue TBD**

**20 Jul 2021: Accounts past due**

**25 Jul 2021: Last flight day in billing period**

**31 Aug 2021: Membership meeting, 7pm,venue TBD**

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## CLUB STATS

### Member Stats

119 Members  
29 on wait list-(21 active, 10 holding) 18 month wait  
39 Class I Members (33%)  
80 Class II Members (67%)  
14 Inactive (voluntary suspension)  
23 Suspended (18%—BFR/Med/attend/billing  
includes the 14 inactive)

### Member Ratings

13 Student Pilots  
66 Private Pilots  
29 Commercial Pilots  
11 Air Transport Pilots  
48 Instrument Rated Pilots (not all are current)

### New Member

Ted Chester – Class I, Student

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## HOURLY RATES

(New Rates Effective 26 Apr 2021)

C-152



N67375  
\$71.00

C-172M



N4464R  
\$82.00

C-172M



N13686  
\$82.00

C-172N (180HP)



N1293F  
\$90.00

C-182P



N9989E  
\$131.50

C-182Q



N7593S  
\$131.50

C-182Q



N121M  
\$131.50

## FUEL REIMBURSEMENTS

**\$4.75 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.
- There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).

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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

### Life as a Forward Air Controller in Vietnam (Reprinted from Air Facts Journal)

I served as a Forward Air Controller (FAC) in Southeast Asia, flying the North American Rockwell OV-10 Bronco from Thailand as well as from bases in South Vietnam. I flew 165 missions over North and South Vietnam, Laos, and Cambodia. Join me now on one of those missions. [Read more . . .](#)



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### Reality Check: ForeFlight's Takeoff and Landing Performance (video 04:14) (Reprinted from AOPA ePilot )



See how accurately published data predicts actual takeoff and landing performance [Click here to see video . . .](#)

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## Hot Days, High DA (Quiz)

(Reprinted from AOPA ePilot)

Get a better grasp of how density altitude can affect your flight with [this AOPA Air Safety Institute quiz](#)



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## Three Pilot Hacks for Night Flying (video 02:57)›

(Reprinted from Sport's Pilot Shop)



Flying at night can be beautiful, but it introduces new risks and requirements for gear. Sporty's Doug Ranly shares three of his favorite pilot hacks for night flights, from headlamps to oxygen. [Click here to see video . . .](#)

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## Time to Upgrade Your iPad: How Old is Too Old?

(Reprinted from iPad Pilot News)

The iPad is decidedly middle-aged now, at least for consumer technology, which means there is a busy used market for older tablets. An original iPad, which came out in 2010, can be purchased on eBay for under \$50—a great deal, right? Or maybe you can use that old iPad mini 1 that's been sitting in the kitchen drawer for a few years, as a cheap way to have a dedicated aviation tablet? [Read more . . .](#)



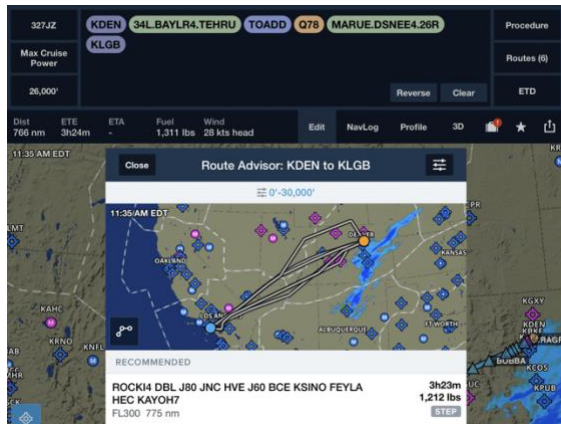
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## How to Make Sure Your ICAO Flight Plan Doesn't Get Rejected by ATC

(Reprinted from iPad Pilot News)



The transition to the ICAO flight plan form for flights within the U.S. has been pretty seamless, but there are still some gotchas to be aware of when filing IFR. Here are some common routing mistakes that will cause your flight plan to get rejected from ATC computers. [Read more . . .](#)

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