



# PUTTING WINGS ON YOUR DREAMS

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Editor – Jim Manley

Send articles and pictures to the editor at

[jim@jrmanley.com](mailto:jim@jrmanley.com)

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## IMPORTANT NOTICES

### **T-Craft Pilot, Wayne Graham, Passes Away** (Submitted by Ivan Sudac, T-Craft President)

It is with a very sad and heavy heart, that I share the news of the death of a fellow member.

Wayne Graham passed away this past Friday from complications due to COVID.

He was a newer member, but a cherished part of our T-Craft family, and he will be dearly missed. He was a wonderful husband and father, and a great pilot. Our club and the world is a lesser place with his passing.

Elizabeth Graham, his wife, is also a member of T-Craft. Please keep Elizabeth and her children in your prayers. The club has sent a flower arrangement to her in Arizona where Wayne's service will be held.

There are no words that can make this better. But we can all help Elizabeth through our prayers and kind wishes. We are a close club and one of our dear members is suffering. We will continue to support Elizabeth and her children, and cherish Wayne's memory.

Godspeed Wayne. May you find eternal happiness.

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### **Ready Room Computers**

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

We have two very fast and dependable computers in the office. One is marked as "General Use" and the other as "Flight Log Use Only". Jim Hudson and/or David Thomas are responsible for the General Use computer and ANY changes and/or downloads that are made on it. Contact them if you want to make any downloads or changes and they will approve as needed.

I am responsible for the Flight Log PC. Call me if there is an issue with this PC.

The Flight Log PC is ONLY to be used for logging flights with our aircraft. I sent an email regarding this some time ago and made signs to remind members

Since installed, this PC has had large file downloads, printer driver reconfigurations (causing the Printer to be inop), various website accesses using Chrome and Edge and a few other issues. Someone actually saved their login to this PC making it available to anyone to use their personal login.

Fixing these issues takes unnecessary time.

Some of you may ask, "so why not make the user account of the Flight Log PC non-admin". The Flight Log System saves files automatically making backups for recoveries so we've had to make this "User" an Admin account.

We need to reiterate that this PC is for logging flights ONLY. Any deviation from this is totally unacceptable EVEN IF the General Use PC is not working.

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### **Updated N121M Checkout Instructor List**

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, Pete Glick, Gordon Hall, Jim Hudson, David Meisner, James Patterson, and Ivan Sudac,

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## **1.0 MEMBER/APPLICANT DOCUMENTATION REQUIREMENTS**

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### **1.1 Membership Type**

#### **1.1.1 Individual**

#### **1.1.2 Family**

- 1.1.2.1 Family memberships are available to the spouse or child of a club member in good standing. Family memberships are limited to 3 total members, the primary or sponsoring member and 2 additional *family* members. A family member is defined as the spouse or child of a club member in good standing. Family Membership members must meet the same obligations as an individual member with the following clarifications.
- 1.1.2.2 Delinquent Member – If any member’s account is delinquent all members of the family membership will be subject to suspension of flying privileges.
- 1.1.2.3 Inactive Sponsor Member – If the sponsor member is inactive the other members of the family membership will continue with full membership privileges.
- 1.1.2.4 Inactive *Family* Member – Family members may request inactive status and will be subject to the monthly fee but will not be charged the use it or lose it hour while granted inactive status.
- 1.1.2.5 Use it or Lose it – Use it or lose it applies to each member of the family membership.
- 1.1.2.6 Invoicing – Each member is invoiced separately, and a copy of each invoice is sent to the sponsor member.
- 1.1.2.7 Initiation Fee Refund – Initiation fee refunds are handled the same regardless of membership type.
- 1.1.2.8 Reservation Restrictions - During high use months June 1<sup>st</sup> –September 30<sup>th</sup>, members associated through the family membership option follow the 90 day advance reservation policy for the first aircraft reserved for a specific time period but may only reserve an additional aircraft for the same time period 7 days in advance.
- 1.1.2.9 Fee Structure: <http://www.t-craft.org/costs.htm>
  - 1.1.2.9.1 Individual (Sponsor). Current monthly dues (subject to periodic adjustment)
  - 1.1.2.9.2 Family membership. \$25.00/month (Limit 2 per sponsor)

### **1.2 All members must supply the club with the following prior to joining the club:**

- 1.2.1 Photocopy of an approved government photo ID.
- 1.2.2 DMV (Division of Motor Vehicles) driving report.
- 1.2.3 New Member Questionnaire.

### **1.3 All pilot members must supply the club with the following additional documentation prior to joining the club:**

- 1.3.1 Photocopy of your Medical Certificate or Basic Med documents.
- 1.3.2 \*Photo Copy of your Pilot Certificate (both sides).
- 1.3.3 \*Photo Copy of your most recent Flight Review endorsement.
- 1.3.4 \*Photo copy of your logbook endorsement(s) for appropriate aircraft sign-off.  
(C150/152, C172 and/or C182)

\*New student pilots can provide these documents to the club as they are earned.

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## Intro to Weather Briefings - Plus Webinars for August 1-15

(Submitted by FAA Safety Team )

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

On Monday, August 9, 2021 at 15:30 Pacific Daylight Time (16:30 MDT, 17:30 CDT, 18:30 EDT, 12:30 HST, 14:30 AKDT, 15:30 Arizona, 22:30 GMT)

**Description** (Select Number WP01106139): 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.

- 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

Plus we'll walk through a standard weather brief, followed by Q&A

Other webinars available to register for include:

Monday, 2 August 2021- Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT

Wednesday, 4 August 2021 - Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT

Thursday, 5 August 2021 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PDT/6:00 PM EDT

Sunday, 8 August 2021 - Best Tips Tricks and Sites for Self Briefing 9:00 AM PDT/12:00 PM EDT

Monday, 9 August 2021 - Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT

Tuesday, 10 August 2021 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT

Wednesday, 11 August 2021 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT

Thursday, 12 August 2021 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT

Saturday, 14 August 2021 - Best Tips Tricks and Sites for Self Briefing 8:00 AM PDT/11:00 AM EDT

Monday, 16 August 2021- Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT

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:

Advanced Knowledge 1 - 1 Credit

Advanced Knowledge 2 - ½ Credit

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## New Animation – Runway Safety Simulator

(Submitted by FAA Safety Team )

The FAA is happy to release the newest animation to the [Runway Safety Pilot Simulator](#)

([www.runwaysafetysimulator.com](http://www.runwaysafetysimulator.com)). This latest animation stresses the importance of saying “unable” when pilots are not ready or able to accept a clearance from ATC.

Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.123 requires a pilot to follow all ATC clearances and instructions, but the final decision to act on ATC's instruction rests with you. If you cannot safely comply with any of ATC's instructions, inform them immediately by using the word “Unable.” Effective communication between controllers and pilots is essential when operating on the airport movement areas. Watch our latest animation “Unable” and make sure this does not happen to you. [Click here to see the simulator . . .](#)

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## CALENDAR

### Month Ahead – Aug

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 Aug 2021: Board Meeting, 7pm, venue TBD
- 10 Aug 2021: Accounts due
- 20 Aug 2021: Accounts past due
- 25 Aug 2021: Last flight day in billing period
- 31 Aug 2021: Membership meeting, 7pm,venue TBD

## CLUB STATS

### Member Stats

119 Members  
 32 on wait list-(18 active, 14 holding) 18 month wait  
 40 Class I Members (33%)  
 79 Class II Members (67%)  
 16 Inactive (voluntary suspension)  
 28 Suspended (18%—BFR/Med/attend/billing includes the 16 inactive)

### Member Ratings

14 Student Pilots  
 66 Private Pilots  
 27 Commercial Pilots  
 12 Air Transport Pilots  
 47 Instrument Rated Pilots (not all are current)

### New Member

Lakota Dory – Class I, Student

### Accomplishments

Anna Grachanin – CFI rating  
 Caden Lewis – 1<sup>st</sup> solo, Preston Rufe CFI



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

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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

### T-Craft Pilot, Wade Spradley, Earns ATP, Describes Bird Strike (Submitted by Wade Spradley)



I don't have any photos from the checkride. It is all done in the SIM and the last thing on my mind during it was taking selfies! Lol! I now possess a CL-65 type rating that allows me to fly the Bombardier CRJ 200,700, 900.



I do have some pictures of what happened on my second approach as Pilot flying into Minot, ND. It was at night and we just came out of a broken layer outside the FAP, then all of a sudden it sounded like what I imagine flying threw flack over Iraq would sound like. We plowed through a flock of geese and I only saw the one that hit the nose. It splattered blood and feathers all over the windshield obscuring half of my vision. We landed safely and I somehow managed to let the plane pretty much fly itself and greased it on nicely. I was under the assumption that Part 121 would be boring, I could not have been more wrong!

The training and flying has been the hardest thing I have done in my life. I really underestimated the dedication and skill required to complete the training program. It has been the experience of a lifetime, and one that I still can't believe I was able to complete in under 6 years from my very first flight lesson at the ripe old age of 39 years old. I never would have accomplished it without TCraft's planes and instructors. I do miss bumping around Idaho in 64R and 686 while working with new Primary student pilots and helping them achieve their flying goals, so I plan to still do a lot of GA flying on my days off.

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### Avoiding Prop Strikes (video 04:09)

(Reprinted from AOPA ePilot)

Propeller strikes can happen for various reasons. One classic cause—propellers striking the runway after a bounced landing as the pilot tries to continue to land by forcing the nose down. The bad news? Prop strikes are expensive since in most cases they require a complete engine teardown. The good news? Propeller strikes are avoidable if you're on target speed, use the proper technique during flare and touchdown, and if you're vigilant during ground operations. [See the video . . .](#)



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### Stalls and Spins (quiz)

(Reprinted from AOPA ePilot)



It's good to know your airplane's "book" stall speed, but is that enough to avoid an unintentional loss of lift? Take this AOPA Air Safety Institute safety quiz for a spin and test your knowledge. [Take the Quiz . . .](#)

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### An Unexpected Cross Country Challenge

(Reprinted from Air Facts Journal)



Finally clear of the Detroit area, I tried to settle into the routine of following roads and railroads back to Indiana and things were going pretty well. Then, sometime after passing Toledo, I started to feel a little queasy. It was a typical spring day with the usual level of convective bumps along the route so initially I figured I might be feeling the effect of those and gave it no serious thought—for a while. Maybe 15 minutes or so later, my stomach really started to revolt. [Read more . . .](#)

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## The Magenta Line Children and Buttonology

(Reprinted from Air Fact Journal)

The aircraft that I fly is tricked out with a high-tech minimalism of the G1000 NXi. And lo and behold, the other day it decided to bite my hand. The very hand that paid for it, no less! On a very short trip of about 70nm to Caldwell, NJ (CDW), my human frailty showed its colors. [Read more . . .](#)



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## Who's Landing This Airplane?

(Reprinted from Air Facts Journal)



A late February cold front arrived just in time to clear the crud that had been threatening my two-day multi-engine training/checkride combo. The front's blustery winds were projected to hang around for a few days as I faced the choice of driving 2.5 hours or flying my Centurion 35 minutes to the home base of the Baron we would be using. Late the night before departing, I opted for the drive. It occurred to me I would have to deal those winds in my training and during the checkride, but I chose to limit the exposure to those flights and not the commute each day. When I met the instructor (let's call him Roger) in the FBO, he began with a story of the King Air flight he concluded a mere six hours ago. A flight so choppy, *everyone* behind him succumbed to airsickness. Five for five among the passengers, I believe was the tally. Undeterred, we plowed through pre-flight planning and headed out to the airplane. [Read more . . .](#)

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## Know Your ForeFlight Airspace Features? (quiz)

(Reprinted from Sporty's Fast5)



The ForeFlight Mobile app provides a plethora of information for both preflight planning and inflight navigation. Some of the most useful features, especially for VFR pilots, involve information pertaining to airspace. Do you know how to find even the most specific airspace details? Test your knowledge with this ForeFlight airspace quiz.

[Take the Quiz . . .](#)

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## Easier than they say: flying a Cub from Idaho to Baja Mexico

(Reprinted from Air Facts Journal)

Recently a friend and I had cause to celebrate a newly earned PPL, so in the midst of winter, we left snow-covered Idaho for a 4000-mile trip to the tip of Baja and back. A Super Cub is not the ideal plane for this mission. With only 46 gallons of usable fuel and 31-inch backcountry tires, our speed was limited to 100 miles per hour. This journey was going to be on Mexican time: low, slow and off the beaten path. [Read more . . .](#)



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