



# 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

### Membership Discussion Meeting – New Hangar Options (video)

(Compiled by Editor)

On 26 August, from 19:00-20:20, the T-Craft board of directors hosted an informal Zoom discussion about options for the new hangar. Forty-two members (including six board members) participated. A video of the session is available on the club website. To see it click on the link below:

[http://www.t-craft.org/documents/Special\\_Member\\_Meeting\\_8\\_26\\_21.mp4](http://www.t-craft.org/documents/Special_Member_Meeting_8_26_21.mp4)

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### Risks Associated with Visual Approaches

(Submitted by FAA Safety Team)

#### New SAFO Clears You for Success (Notice Number: NOTC2003)

In July 2021, the FAA published Safety Alert for Operators (SAFO) 21005, Risks Associated with Visual Approaches. This SAFO warns airplane operators and pilots of risks associated with visual approaches. While the SAFO's target audience is Instrument Flight Rules (IFR) commercial operators, it provides risk mitigation strategies that all General Aviation (GA) pilots can use. The majority of runway incursions are attributed to GA pilots, including wrong surface events caused by a pilot's runway confusion. The main themes of SAFO 21005 are:

- Consider requesting an instrument approach to reduce the likelihood of aligning with the wrong runway or a taxiway, and/or exiting controlled airspace.
- Communicate "UNABLE" to ATC when, in the judgment of the pilot-in-command (PIC), compliance with a specific instruction, request, or clearance may reduce safety.

SAFO 21005 can be viewed or downloaded at:

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo/all\\_safos/](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/)

Also, in accordance with Advisory Circular (AC) 91-92, Pilot's Guide to a Preflight Briefing, don't forget to incorporate [From the Flight Deck](http://www.faa.gov/go/fromtheflightdeck) ([www.faa.gov/go/fromtheflightdeck](http://www.faa.gov/go/fromtheflightdeck)) videos into your preflight planning regimen. These valuable videos highlight common errors and complex areas at airports near you. It's better to know before you go!

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### Best Tips Tricks and Sites for Self-Briefing

(Submitted by FAA Safety Team)

**Topic:** Tricks, Tips and Best Sites for Conducting a Safe Self Briefing.

**Time:** Monday, September 6, 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 WP01106512) 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:**

- [Wednesday, 1 September 2021 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT](#)
- [Friday, 3 September 2021 - Aviation Weather Hazards: Identify and Avoid 7:00 AM PDT/10:00 AM EDT](#)
- [Monday, 6 September 2021- Best Tips Tricks and Sites for Self Briefing 3:00 PM PDT/6:00 PM EDT](#)
- [Wednesday, 8 September 2021 - Intro to Weather Briefings 4:00 PM PDT/7:00 PM EDT](#)
- [Thursday, 9 September 2021 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT](#)
- [Friday, 10 September 2021 - Intro to Weather Briefings 12:00 PM PDT/3:00 PM EDT](#)
- [Monday, 13 September 2021 - Aviation Weather Hazards: Identify and Avoid 3:30 PM PDT/6:30 PM EDT](#)
- [Tuesday, 14 September 2021 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT](#)
- [Wednesday, 15 September 2021 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT](#)

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

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**Did You Know? . . . T-Craft Procedure & Policy Review – 2.0 Membership Classifications**  
(Compiled by Editor)

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**2.0 MEMBERSHIP CLASSIFICATIONS AND UPGRADES**

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**2.1 CLASS I**

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Class I members are eligible to fly the club Cessna 152 and Cessna 172's with the proper endorsements. Club policy requires that all members be checked out and signed off for the aircraft model they will be flying by a club approved instructor.

Class I membership requires a onetime \$800.00 fee. Payment of this fee along with acceptance of your application by the board and general membership makes you a fractional owner in the club aircraft.

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**2.2 CLASS II**

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Class II members are eligible to fly any club aircraft. Club policy requires that all members be checked out and signed off for any aircraft they will be flying by a club approved instructor.

Requirements for Class II membership are as follows;

- 2.2.1 \$1,200.00 membership fee. Payment of this fee along with acceptance of your application by the board and general membership makes you a fractional owner in the club aircraft. (for Class I members upgrading to Class II the fee is \$400.00)
- 2.2.2 Minimum of 100 hours total flight time to fly PIC in Cessna 182's (Training can start before reaching 100 hours)
- 2.2.3 Five hours minimum dual instruction in a C182 with a club approved instructor. (may be less time with prior C182 experience)
- 2.2.4 Photocopy of High-Performance logbook endorsement and check-out sign-off.

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**2.3 RATINGS UPGRADE INCENTIVE**

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Upon a rating upgrade for Commercial, IFR, CFI, or CFII the member shall produce photocopies of all dual log entries and photocopy of the new pilot certificate. A \$5.00 reimbursement will be given for each hour of dual instruction taken in a T-Craft aircraft pertaining to that rating.

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**2.4 INACTIVE STATUS**

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**Flying Status:** All club members will by default have Active Flying Status unless moved to Non-Flying Status as noted below.

**Non-Flying Status:** Non-Flying Status is for members who are suspended or inactive.

**Inactive:** As per the Constitution and Bylaws, Inactive status is for members who are unable to fly. Usually this is for members who have a medical issue, financial situation, temporary re-location, military deployment or other reason that prevents them from active flying. Inactive status must be requested in writing to the membership director who will petition the board for approval. If the request to go inactive is made prior to a board meeting, it will become effective for the current billing period. If the request to go inactive is made after a board meeting, it will start the next billing period. While on inactive status, scheduling and flying privileges are suspended. Membership dues are required to be paid monthly, but the minimum use-it-or-lose-it flight charge is waived.

**Suspended:** Members are suspended automatically by Schedule Master for delinquent flight reviews, and medicals. Other reasons for suspension are 90-day attendance delinquency, failure to submit the insurance questionnaire, or late payments on their account. A member that is suspended will remain suspended until the situation is corrected. Members suspended for delinquent flight reviews, or medicals may request scheduling privileges in order to complete their flight review with an instructor.

**Return to active Flying status:** Any member on Non-Flying status (Inactive or Suspended) who desires to be reinstated to active Flying status must communicate their intent in writing to the membership director or billing director. All reasons for being suspended, except delinquent flight review, must be corrected before requesting a reinstatement.

## CALENDAR

### Month Ahead – Sep

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

8 Sep 2021: Board Meeting, 7pm, Zoom

10 Sep 2021: Accounts due

20 Sep 2021: Accounts past due

25 Sep 2021: Last flight day in billing period

28 Sep 2021: Membership meeting, 7pm, venue TBD

## CLUB STATS

### Member Stats

120 Members  
32 on wait list-(18 active, 14 holding) 12 month wait  
40 Class I Members (33%)  
80 Class II Members (67%)  
17 Inactive (voluntary suspension)  
27 Suspended (23%—BFR/Med/attend/billing includes the 17 inactive)

### New Members

Mark Werthman – Class II  
Max Percy – Class II

### Accomplishments

Anna Grachanin – Added to T-Craft approved CFI list  
John Szanto –Private Pilot Checkride (Pete Glick CFI)

### Member Ratings

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



John Szanto, T-Craft's newest Private Pilot

**HOURLY RATES**  
(Rates Effective 26 Apr 2021)



C-152 (110HP) N67375 \$71.00/hr



C-172M (160HP) N13686 \$82.00/hr



C-172 (160HP) N4464R \$82.00/hr



C-172N (180HP) N1293F \$90.00/hr



C-182P (230HP) N9989E \$131.50/hr



C-182Q (230HP) N7593S \$131.50/hr



C-182Q (230HP) N121M \$131.50/hr

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## 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 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)

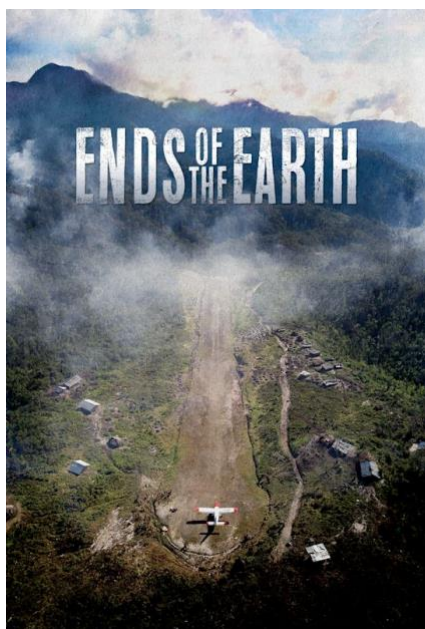
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## TIPS, TRICKS AND FUN

### MAF Movie – *Ends of The Earth* – Coming to Local Theaters (trailer video 01:30)

(Submitted by Chris Nebrigich, T-Craft Pilot)



IN THEATERS MON, OCT 18, THU, OCT 21

#### Ends of the Earth

A documentary exploring faith, passion and how hope emerges from tragedy, *Ends of the Earth* weaves together true stories of MAF pilots — past and present — who strive with missionaries and local believers to take the gospel to the most remote places on earth.

[See trailer video . . .](#)

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### Michigan ANG Uses Highway for Runway (video)

(Submitted by Ken Kaae, T-Craft Treasurer)

The [Michigan](#) Air National Guard took off and landed multiple [planes](#) on a four-lane stretch of State Highway M-32 Thursday, which is the first time that modern combat aircraft have intentionally landed on a U.S. civilian road, the Selfridge base said.

[See Fox News videos . . .](#);

[See YouTube videos . . .](#)



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**ATC Phraseology (Quiz)**  
(Reprinted from AOPA ePilot)

Are you and air traffic control on the same page when it comes to phraseology? Take [this AOPA Air Safety Institute quiz](#).

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**Accident Probe: Scud Running At Night**  
(Reprinted from AVweb flash)



From time to time, pilots are confronted with a set of circumstances posing a significant challenge to their ability to complete a mission. It might be a mechanical problem, but it most often involves uncooperative weather. The time-honored act of launching into poor weather to “take a look” sometimes works out, but the chances of it succeeding at night often can be expressed with single digits. Still, pilots try it. We don’t know how many succeed, but we do have a pretty good handle on how many don’t. [Read more . . .](#)

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**When You’re Done Flying The Goodyear Blimp . . . (video 07:10)**  
(Reprinted from AVweb flash )

Goodyear has three iconic airships in the U.S. and a fourth based in Europe. For AirVenture 2021, they had Wingfoot Three stationed at Oshkosh for the entire week, where AVweb’s Paul Bertorelli spent a glorious half day fooling around the[.] [Read more . . .](#)



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**Glass cockpits – don't make it harder than it really is**  
(Reprinted from Air Facts Journal)



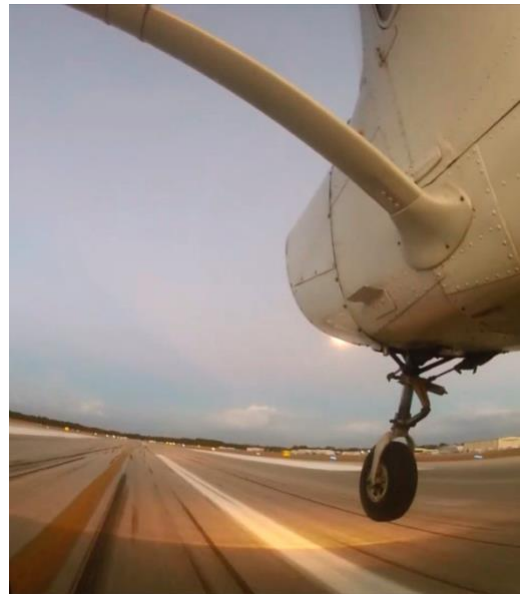
Too many pilots exaggerate the difference between analog instruments and glass cockpits, as if it requires a completely new pilot certificate to make the transition. That's simply not the case - the basics of flying are the same no matter what avionics you use. Focus on basic attitude flying, which, if anything, is easier on glass cockpits with their full-screen attitude display. [Read more . . .](#)

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**Smooth operator: sometimes you can go too far**  
(Reprinted from Air Facts Journal)

How smooth is too smooth? And how to achieve that? Before we start the never-ending discussion about super butter/greased touchdowns, an essential disclaimer right from Boeing's Flight Crew Training Manual: "A smooth touchdown is not the criterion for a safe landing."

[Read more . . .](#)



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### It Wasn't a Fly-By (Reprinted from Air Facts Journal)

The day came for the Change of Command. The reviewing stands were close to the flight line, distinguished guests were greeted and escorted to their reserved positions at the review area. Suddenly there was noise in the flight line area. Quiet hours were in force for 30 minutes before the ceremony until 30 minutes past. What the heck?  
[Read more . . .](#)



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### ForeFlight vs Garmin Pilot (Reprinted from Sporty's iPad Pilot News)



You bought an iPad to use in the airplane and now it's time to make a decision on which app is best for your aviation chart and data needs. This thorough guide compares aviation's top 2 apps, ForeFlight and Garmin Pilot, highlighting the strengths of each and how they interface with datalink weather receivers. [Read more . . .](#)