



PUTTING WINGS ON YOUR DREAMS

Oct 2021

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IMPORTANT NOTICES

T-Craft Billing "From" Address Changed

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

September billing is now complete and I changed the "send from" email that is used to send invoices and statements to regluvs2fly@gmail.com . If you did not get your billing documents please look in your SPAM or JUNK MAIL folders and then add this email to your contacts list.

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Aviation Weather Hazards - Vital Information for Pilots Oct 16-31 Webinars

(Submitted FAA Safety Team)

Topic: You'll learn methods to assess the potential hazards and how to avoid them.

Schedule: On Monday, October 18, 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:WP01108088): In this 60 minute webinar you'll learn methods how to do assess the potential hazards and how to avoid them.

- The top resource for assessing potential turbulence or mountain wave.
- Tools that most pilots rely on—that are not reliable (and what to use instead)
- How to determine if thunderstorms will be a factor
- Recognizing turbulence or LLWS even when it's not forecast.
- Identifying mountain weather hazards in areas with few reporting points.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the "unsubscribe" link at the bottom of each email. Register by going to: <http://www.fly-rite.com/free-webinars>. You can also register for the below webinars:

- [Monday, 18 October 2021 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PDT/6:00 PM EDT](#)
- [Tuesday, 19 October 2021- Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT](#)
- [Wednesday, 20 October 2021 - Best Tips Tricks and Sites for Self Briefing 4:00 PM PDT/7:00 PM EDT](#)
- [Thursday, 21 October 2021 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Sunday, 24 October 2021 - Aviation Weather Hazards: Identify and Avoid 7:00 AM PDT/10:00 AM EDT](#)
- [Monday, 25 October 2021 - Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT](#)
- [Tuesday, 26 October 2021 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT](#)
- [Wednesday, 27 October 2021 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PDT/6:00 PM EDT](#)
- [Saturday, 31 October 2021 - Best Tips Tricks and Sites for Self Briefing 9:00 AM PDT/12:00 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

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

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Seasonal Preheating--Changes

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

So, temperatures are forecast to be down into the 30's by Saturday. This coincides well with our annual rollout of the preheat equipment at the fall plane wash. From now until the spring plane wash members are expected to be diligent to preheat their aircraft.

With the installation of the cord reels a number of things have changed. Note:

1. No electrical extension cords are strung about.
2. Both the oil sump heater and the heat (forced air heaters) can both be powered from the same duplex outlet on the end of the cord reel.
3. There is a 3' extension cord plugged into the end of the cord reel to power the oil sump heater. When you unplug the oil sump heater, please wrap the short extension cord back around the outlet box so it doesn't hang down and get caught on flaps or ailerons when returning the aircraft to the hanger.
4. Do not let the cord reel retract freely. Please control the retraction so the outlet doesn't get slammed into the reel.
5. Please do not tie any knots in the string that is tied to the outlet. The string is there to help you reach the outlet. Any knots in the string will increase its chance of getting caught on a part of the plane.
6. Please do not adjust the stops on the cord to lower the resting place of the duplex outlet. They are intentionally positioned as high as they can go so they will not hit aircraft that are being moved in or out of the hangar
7. We were short one forced air heater when we unpacked everything tonight. There are enough parts to make another one but I need a few more things. I intend to get this completed on Saturday. If the airplane you are going to fly doesn't have a heater in front of it, find one to use. There is no excuse for flying without preheating the motor.
8. Lastly, if you have problems with circuits popping please check 1.) the GFCI on the end of the cord reel, 2) the GFCI on the outlet the cord reel is plugged into, 3) the breaker in the office - breaker number is written on the outlet, 4) you may need to double check that there are not two planes trying to heat from the same circuit. Circuits are only big enough for one plane to heat at a time. You may need to do a bit of juggling.

Any questions, please contact me or another board member and ask.

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Great Plane Wash!!!!

(Submitted by Ivan Sudac, T-Craft President)

Thank you to everyone who came out yesterday for a truly AWESOME plane wash!

A special thanks to our Billing Director Reggie Sellers for orchestrating the people power. To our Hangar Director Dave Thomas for organizing the supplies. And to our Secretary Jim Manley for buying, and helping cook the yummy food. Also, Jim Manley took lots of pictures. Check the next newsletter for some great memories

Most importantly, I want to thank all of you members for coming out and supporting your club. We had 58 members and 13 guests. 71 TOTAL!! If you missed it, bummer. You missed a great time (rubbing it in :-)

Your airplanes look fabulous! They are shining like a new penny!

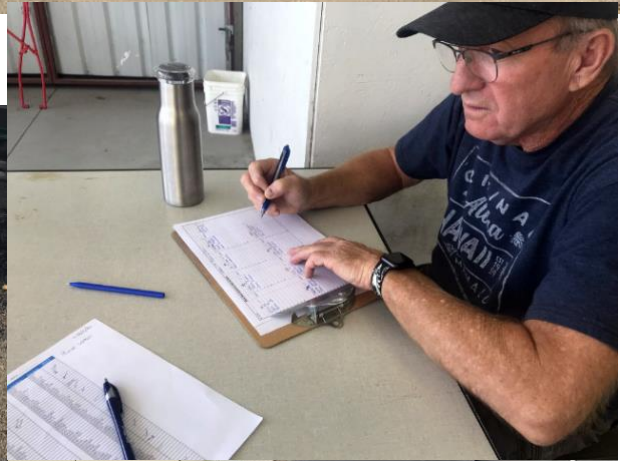
After all the COVID challenges we have lived through, it was really amazing to have such a nice event. To see all of our pilots working and laughing together. It was super productive and just plane fun. (pun intended :-) This is exactly why we have such a World Class Flying Club.

Thanks again and we will see you at the Membership meeting on Thurs. Oct 28!

Plane Wash Pictures

(Submitted by Gail Kaae and Jim Manley, T-Craft Secretary)

Here's a sampling of Plane Wash photos. **More pics will be available soon. I'll send you the link when it's ready.**



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Did You Know? . . . T-Craft Procedure & Policy Review – 3.0 Requirements
(Compiled by Editor)

3.0 REQUIREMENTS

3.1 PILOT IN COMMAND REQUIREMENTS

To act as PIC in T-Craft Aero Club aircraft a member shall meet the following requirements in addition to the applicable FARs for acting as PIC:

- 3.1.1 Have appropriate and current documentation on file with the club as described in Member/Applicant Documentation section of the T-Craft Aero Club Policy. Copies of updates to these documents must be provided to the club in a timely manner. Club members are responsible to update their contact information in schedule master and also notify the Billing Director.
- 3.1.2 Shall use only Club Approved instructors listed in the club web page. Board approval is required to use any CFI not listed on the club approved list.
- 3.1.3 Shall have attended a club meeting or function within the last 90 days.
- 3.1.4 Shall have a current year's insurance questionnaire on file with the club (as required by our insurance company).

3.2 INSTRUCTOR REQUIREMENTS

All instructors for members utilizing T-Craft aircraft shall:

- 3.2.1 Complete and Submit the T-Craft Instructor Application and Agreement. Request the application from the Membership Director.
- 3.2.2 Be approved by the T-Craft Board of Directors.
- 3.2.3 Complete the T-Craft Instructor Screening and Orientation.

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Dennis Wheeler Memorial Installed

(Photo submitted by David Thomas, T-Craft Hangar & Safety Director)



David Thomas recently completed the procurement and installation of the Dennis Wheeler memorial plaque onto the club hangar. This custom tribute to our former treasurer will remind us of his legacy of diligence and care for our club.

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CALENDAR

Month Ahead – Oct

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

- 7 Oct 2021: Plane wash, 4:30pm
- 10 Oct 2021: Accounts due
- 14 Oct 2021: Board Meeting, 7pm, Zoom
- 20 Oct 2021: Accounts past due
- 25 Oct 2021: Last flight day in billing period
- 28 Oct 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%)
 15 Inactive (voluntary suspension)
 40 Suspended (33%—BFR/Med/attend/billing includes the 15 inactive)

Member Ratings

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

New Members

Michael Lloyd – Class II

Accomplishments

Anna Grachanin - CFII, added to approved Instructor list
 Riley Gilder - CFII, added to approved Instructor list
 April Dittrich – Private Pilot, Preston Rufe CFI
 Ted Chester – Solo, Pete Glick CFI



April Dittrich – Private Pilot

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HOURLY RATES - REVISED
(Rates Effective 26 Sep 2021)



C-152 (110HP) N67375 \$72.00/hr



C-172M (160HP) N13686 \$84.00/hr



C-172 (160HP) N4464R \$84.00/hr



C-172N (180HP) N1293F \$92.00/hr



C-182P (230HP) N9989E \$134.00/hr



C-182Q (230HP) N7593S \$134.00/hr



C-182Q (230HP) N121M \$134.00/hr

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FUEL REIMBURSEMENTS - REVISED

\$4.91 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

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

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

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.

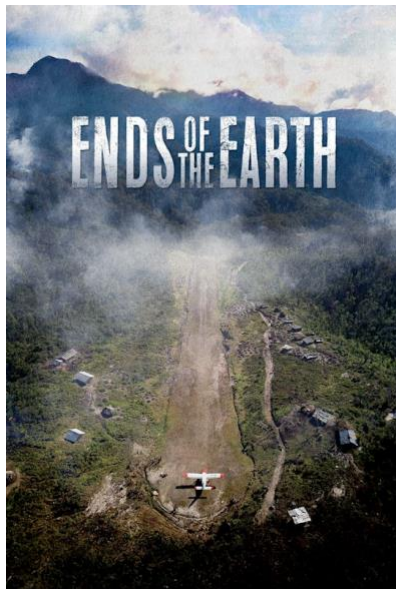
Report any issues to Reggie Sellers at 208.861.6274 / email regluvs2fly@gmail.com

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TIPS, TRICKS AND FUN

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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Backcountry Mailman—Ray Arnold Interview (video 01:50:10)

(Submitted by Jonathan Miller, T-Craft Pilot)

Ray Arnold has flown in mail, passengers, groceries, animals and more cargo to the Idaho backcountry for over 50 years. In this interview he reflects on his favorite aircraft, interesting passengers, and some very close calls.

[Watch the free video.](#)



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The Plane Faith Project Interviews Jim Manley, T-Craft Secretary (podcast 01:54:01)
(Reprinted from Plane Faith)



Our flight plan for today's show includes a conversation with former MAF pilot, Jim Manley. Come on board and join us as Jim talks about his time in Ecuador and the unique journey he took to the mission field. [Hear the podcast here . . .](#)

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Know Your ForeFlight Airspace Features (Quiz)
(Reprinted from Sporty's iPad Pilot News)

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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Crosswind Operations—No Drama, Please
(Reprinted from Air Facts Journal)

Contrary to the title, you frequently hear two different viewpoints being vociferously debated between the proponents of crabbing into wind or wing down and slipping for crosswind landings. Let's dissect the arguments. [Read more . . .](#)



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