

Putting Wings on Your Dreams

T-CRAFT AERO CLUB

www.t-craft.org

Nampa Municipal Airport



Information Packet

- Club Policy
- Operational Procedures
- New Member Orientation
- Backcountry Flying Policy
- Membership Application

WELCOME!

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WELCOME!

Congratulations on your decision to join T-Craft Aero Club.

T-Craft Aero Club was started in 1975 by 20 pilots with two aircraft and an immeasurable enthusiasm for flying. Today, the club has seven aircraft, more than five times as many members and the enthusiasm for flying has not waned.

Members use the fleet for local flying within the valley, flying across the state, across the country and even international trips. It is the goal of the club to maintain a fleet of safe aircraft for the private and student pilot, and to operate those aircraft at the lowest cost possible.

T-Craft Aero Club is owned by its members and is operated on a non-profit basis. Members do all administration and aircraft maintenance allowed by the Federal Aviation Regulations. An enclosed, locked hangar at the Nampa Municipal Airport protects the aircraft from vandals and the weather. We also have a heated office area for planning with computer and wifi.

The following pages contain details regarding T-Craft Aero Club's policies and operation procedures as well as a Membership Application. All prospective members will need to attend a T-Craft Board meeting and a General Membership meeting to be accepted for membership. A list of upcoming meeting dates is available at www.t-craft.org.

Please bring the following items to your T-Craft Board meeting interview:

- Completed Membership Application (at the end of this document)
- Check payable to t-Craft Aero Club for the appropriate membership fee (\$500.00 for Class I, \$800.000 for Class II)
- A copy of your Drivers license
- Your DMV record which can be purchased online from the Idaho Transportation Department (<http://www.itd.idaho.gov/dmv>)
- If you are a current pilot you will need to bring copies of your Medical Certificate, Pilot Certificate and most recent Flight Review endorsement. New student pilots can provide these documents as they are earned after joining the club.
- New Member Questionnaire (<http://www.t-craft.org/Reference/Questionnaire.pdf>)

Please contact one of the Board Members listed below if you have any questions.

Jim Hudson
Membership/Safety Director
(208) 863-4835
flyinjim@yahoo.com

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President
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T-CRAFT AERO CLUB POLICY

1.0 MEMBER/APPLICANT DOCUMENTATION REQUIREMENTS

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 1st – September 30th, 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:

1.1.2.9.1 Individual (Sponsor) membership - \$ 60.00/month

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 at or before their orientation tour and before the lock combination is issued;

- 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 before their orientation tour and before the membership card or lock combinations is issued:

- 1.3.1 *Photocopy of their Medical Certificate,
- 1.3.2 *Photo Copy of their Pilot Certificate,
- 1.3.3 *Photo Copy of their most recent Flight Review endorsement
- 1.3.4 *Photo copy of 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.

2.0 MEMBERSHIP CLASSIFICATIONS AND UPGRADES

2.1 CLASS I

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 signed off for the aircraft 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!

2.2 CLASS II

Class II members are eligible to fly any club aircraft. Club policy requires that all members be 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 (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 (can start training before reaching 100 hours)
- 2.2.3 Five hours minimum dual instruction in a C182 with a club approved instructor
- 2.2.4 Photocopy of High Performance logbook endorsement sign-off on file with the club

2.3 RATINGS UPGRADE INCENTIVE

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 then be given for each hour of dual instruction taken in T-Craft aircraft pertaining to that rating.

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
- 3.2.2 Complete the T-Craft Instructor Screening and Orientation
- 3.2.3 Be approved by the T-Craft Board of Directors

4.0 MEMBER DUTIES/REQUIREMENTS AND EXPECTATIONS

It is the responsibility of each member to abide by all club policies. Failure to do so will be cause for disciplinary action. Reference Article III, Paragraph 5, Constitution and By Laws.

- 4.1 There shall be No Commercial use of T-Craft Aircraft
- 4.2 All pilots regardless of flying time, desiring to use backcountry landing strips shall adhere to the T-Craft Aero Club Backcountry flying Policy.
- 4.3 All T-Craft aircraft shall be scheduled through Schedule Master
- 4.4 Schedules may be made up to 90 days in advance
- 4.5 No member shall schedule more the 480 hours (20 days, 28,800 minutes) total time within a 90 day period without prior approval by the board.
- 4.6 All reservations shall be cancelled if the member is unable to keep the reservation (fly the aircraft). One hour per day at the scheduled aircraft rate may be assessed at the discretion of the board for failure to do so.
- 4.7 Reserved time shall be lost unless the member picks up the aircraft within 30 minutes of the scheduled reservation start time.
- 4.8 A member shall contact a board member if unable to return the aircraft as scheduled
- 4.9 The Hobbs Meter shall be used to determine flying time. If any part of the next number is visible, this is the number you will use to calculate your flight time.

- 4.10 Following a flight, members shall;
 - 4.10.1 Clean and Spray wax all leading edges
 - 4.10.2 Clean all windscreens
 - 4.10.3 Remove all trash from the cabin of the aircraft
 - 4.10.4 Vacuum the cabin of the aircraft as necessary
 - 4.10.5 Failure to do complete items in 4.10 may result in a charge to the member's account of one half the scheduled hourly rates.
- 4.11 Out of town tie down fees are to be paid by the member flying the aircraft.
- 4.12 If any hazardous malfunction occurs, the pilot shall placard the aircraft and immediately notify the board member in charge of aircraft maintenance. If he cannot be reached the member shall notify one of the other board members.
- 4.13 No parking is allowed inside the hanger or next to the hanger on the north or south sides. Any city fines and towing fees will be the responsibility of the person cited.
- 4.14 The scheduling member is responsible for Hull Insurance deductibles. The Liability and Hull Insurance policy is available upon request to a board member, or a hard copy may be made available upon request.
- 4.15 Any member that damages an aircraft due to their own negligence shall pay all cost for parts and labor up to \$500.00.
- 4.16 A member who continues to fulfill their obligations as directed by the club Constitution and By-Laws, Policies and Procedures and pays their flying account each month as agreed to by signature on the membership application, shall be considered a member in good standing.

5.0 BILLING

- 5.1 The billing period shall be from the 26th of each month to midnight the 25th of the following month.
- 5.2 Payment is due by the 10th of the month following the statement period.
- 5.3 A \$10.00 late fee is assessed to your account if your invoice is not paid by the 20th of the month following the billing date.
- 5.4 For active members in the monthly invoice shall consist of;
 - 5.4.1 Monthly Dues
 - 5.4.2 Accrued flying charges
 - 5.4.3 "Use it or lose it" hour: In addition to monthly dues, members will be charged one of hour of 152 time at the scheduled rate if they don't fly the equivalent to that time during the month in any of the club planes. The "use it or lose it" hour is intended to encourage members to fly at least monthly to maintain some proficiency.
 - 5.4.4 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.
- 5.5 For inactive members the monthly invoice shall consist of;
 - 5.5.1 Monthly Dues
 - 5.5.2 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.
- 5.6 Winter flying hours: During the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and

February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of "use it or lose it" time in the February billing period.

- 5.7 Resigning members are responsible for payment through the last billing cycle but will be billed through the 25th of the current billing cycle if he/she chooses to fly prior to Board approval.
- 5.8 T-Craft Aero club Inc. shall reimburse pilots for offsite fuel purchases at the current monthly rate which T-Craft pays for fuel at Nampa. The difference will be the responsibility of the individual pilot. (Send your fuel receipt for offsite fuel purchase to the billing director, do not put the receipt in the airplane key envelope)
- 5.9 The Board of Directors is to select a responsible individual (any member in good standing) to conduct a quarterly audit of the Corporations.

6.0 PINCH HITTER COURSE

To promote flying and safety T-Craft Aero Club provides the opportunity for the immediate family of members to receive actual pilot training. To be eligible for this opportunity the individual shall;

- 6.1 Be the immediate family member of a T-Craft Aero Club member in good standing
- 6.2 Be approved in advance of the training by the board
- 6.3 Use a T-Craft approved Flight Instructor
- 6.4 Receive up to but not to exceed 10 hours of flight instruction in a T-Craft aircraft

7.0 SCHEDULING AND LOGGING OUT AIRCRAFT

- 7.1 A member wishing to fly shall schedule the aircraft through Schedule Master and is responsible to cancel through Schedule master if the flight cannot be made. Schedule Master should be checked just prior to your flight for any squawks, or the aircraft being grounded.
- 7.2 Aircraft shall be logged out using the electronic flight log application on the computer in the hangar or the computer in the office area. If computers are down due to power outage or other event log aircraft out using paper log sheet.
- 7.3 The aircraft shall be logged out before the aircraft leaves the hangar, noting the destination of the flight.
- 7.4 Keys for the aircraft shall be picked up from the lockbox on the counter in the hangar after the aircraft has been scheduled and logged out. The keys are in the bag along with the fuel card.
- 7.5 No parking is allowed on the north or south side of the hangar.
- 7.6 No parking is allowed in the hangar.
- 7.7 Entrance to the hangar shall be from the east door. After entry to the hangar members are required to roll the combination to zeros for security purposes.
- 7.8 The Combination of the lock is changed each month on or about the 1st of the month. The lock combination number will be in the email sent for the member's monthly billing statement if the member is in good standing.

SCHEDULING GUIDELINES

Sharing aircraft between as many as 15 individuals 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.

8.0 REMOVING AIRCRAFT FROM THE HANGAR FOR FLIGHT

8.1 Prior to start up, the aircraft shall be pulled out of the hangar to the taxi way and turned 90 degrees from the doors to eliminate prop wash in to the hangars.

8.2 Bay doors shall be closed and locked (including chains), lights turned off and the entrance door shut and locked.

8.3 The pilot is responsible for ensuring adequate fuel for each flight.

9.0 RETURNING AIRCRAFT TO THE HANGAR FOLLOWING FLIGHT

9.1 Aircraft shall be returned to the hangar, chalked, gust locks, and pitot tube cover installed.

9.2 Pilot shall clean windows and interior of the plane.

9.3 Pilot shall clean and apply spray wax to all leading edges (wings, struts, nose and tail).

9.4 Pilot shall note time indicated on Hobbs meter and lock both aircraft doors.

9.5 Pilot shall enter Hobbs meter time in electronic flight log application (or log sheet in the event of a technology failure).

9.6 Pilot shall note oil quantity if oil was added.

9.7 Pilot shall return keys, fuel card, fuel receipt(s) and aircraft bag to the key box.

9.8 Before exiting the hangar the pilot is responsible for noting all hazards/concerns on the squawk page in schedule master.

9.9 Hangar lights shall be turned off, doors shut and locked and the combination for the lock box and the door rolled to 0000.

9.10 The director of maintenance shall be notified of any maintenance concerns as soon as possible.

T-CRAFT AERO CLUB BACKCOUNTRY FLYING POLICY

PURPOSE: Flying in the Idaho and Northwest Backcountry provides a unique opportunity to access some of the world's most spectacular mountains, rivers, and canyons. This type of flying also has some of the most challenging and hazardous flying for the untrained or overconfident.

Backcountry flying requires a more advanced skill level than the private pilot practical test standards. The T-Craft Aero Club policy establishes entry levels of experience, training, and currency required to use our aircraft in the backcountry. These types of standards are widely accepted by backcountry flight schools and backcountry flight instructors.

Although our policy establishes entry level standards, the backcountry flight instructor has the final decision on matters of safety and pilot proficiency during the backcountry checkout process. It is also the responsibility of the individual T-Craft pilot to meet and maintain proficient standards.

The following policy has been developed to help members safely fly the backcountry.

BACKCOUNTRY FLYING PRIVILEGES:

- Minimum hours (with instructor checkout and T-Craft Board approval) to fly in the backcountry:
 - 150 total hours
 - 50 hours PIC in make and model
 - 5 hours PIC in the past 60 days in make and model required for the initial instructor backcountry checkout for each level. This flying should have emphasis on mountain flying techniques including slow flight, short field takeoffs and landings, go-around, weight and balance, and airplane performance charts. The 5 hours PIC may be included as part of the instructor directed checkout.
 - After completing instructor checkout/approval for any of the three backcountry levels, pilots are expected to maintain currency (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days before returning to the backcountry.
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
- Experienced backcountry pilots may be grandfathered in by receiving a one-time backcountry check flight from a club approved CFI or with the approval of the T-Craft Board of Directors.
- The Board of Directors may revoke a member's use of club aircraft for backcountry flying, if deemed necessary.

BACKCOUNTRY PILOT QUALIFICATIONS:

Three levels of pilot qualifications for three levels of progressively more difficult backcountry airstrips.

- ❑ **Level I:** 150 total hours, 50 hours PIC in make and model.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as part of the instructor directed checkout.
 - Satisfactory completion of Level I backcountry check flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level I airstrips.
 - Fly to any Level I airport that the pilot has been approved to fly by a club appointed CFI.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
 - All members participating in mountain flying are required to complete an annual (calendar year) mountain flying ground school, taught by a certified flight instructor.
 - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 9 except with a club approved CFI.

- ❑ **Level II:** 250 total hours, 75 hours PIC in make and model, 20 takeoffs and landings at a minimum of 7 different Level I backcountry airports.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.
 - Satisfactory completion of a Level II backcountry check-flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level 2 airstrips.
 - Fly to any Level I or II airport that the pilot has been approved to fly by a club approved CFI. It is strongly recommended that a check-out flight be taken in any higher number Level II strips that the member has not flown into.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
 - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 19 except with a club approved CFI.

- ❑ **Level III:** 325 total hours, 125 hours PIC in make and model, 50 takeoffs and landings at a minimum of 8 different Level II backcountry airports.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.
 - Satisfactory completion of Level III backcountry check-flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level III airstrips.
 - Fly to any airport that is reasonably within the capabilities of the pilot and the airplane. It is strongly recommended that a check-out flight be taken into any Level III strips that the member has not flown into.
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).

BACKCOUNTRY AIRPORT CLASSIFICATION:

- ❑ Backcountry airport definition: an airport that poses higher than normal danger due to its runway surface, runway length, location in mountains, canyons, and/or high altitude.
- ❑ One commonly used reference for airport classification is the **Fly Idaho!** book which is available from www.flyidaho.com or by calling 800-574-9702 (Hanselman, Galen. **Fly Idaho!** Hailey, Idaho: Q.E.I. Publishing, 1998).
 - This book assigns a Relative Hazard Index (RHI) number to each airport, and also provides a worksheet (see page I-23) to calculate the RHI for any airport.
 - The airport classifications used in this policy are based on the RHI numbers published in **Fly Idaho!**
 - This information is reproduced here with the permission of the author.
- ❑ Note that we have not published a “non-approved” airport list since it is not possible to list every airport that is considered unsafe. **T-Craft members are prohibited from operating at airports that exceed the capabilities of the pilot or the aircraft.**
- ❑ The RHI number is just a guideline. The actual difficulty of an airport could increase based on changing runway conditions, weather, aircraft loading, pilot performance, etc.
- ❑ Off-airport landings are prohibited except in the case of emergencies.

RELATIVE HAZARD INDEX

Level I Airports* RHI 1-9	Level II Airports* RHI 10-19	Level III Airports* RHI 20-28
3 Priest Lake (67S)	10 Slate Creek (1S7)	20 Weatherby (52U)
4 Smith's Prairie (2U0)	10 Memaloose (25U)	20 Graham (U45)
4 Murphy Hot Springs (3U0)	10 Landmark (0U0)	20 Cold Meadows (U81)
5 Cavanaugh Bay (66S)	11 Twin Bridges (U61)	20 Root Ranch **
5 Magic Reservoir (U93)	12 Chamberlain (U79)	21 Deadwood **
6 Elk River**	12 Magee (S77)	22 Bernard (U54)
6 Midway (U37)	12 Pine (1U9)	22 Krassel (24K)
6 Bear Trap (1U0)	13 Elk City (S90)	22 Upper Loon Creek (U72)
6 Fairfield (U86)	13 Flying B**	23 Rogersburg**
7 Laidlaw Corrals (U99)	13 Greene Valley Ranch**	24 Moose Creek (1U1)
7 Grasmere (U91)	14 Big Creek (U60)	24 Thomas Creek (2U8)
7 Cox's Well (U48)	14 Johnson Creek (3U2)	26 Dixie Town**
7 Big Southern Butte (U46)	15 Lord Flat**	26 Fish Lake (S92)
7 Stanley (2U7)	15 Sulphur Creek**	27 Dug Bar**
7 Garden Valley (U88)***	15 Indian Creek (S81)	27 Pittsburg**
7 Idaho City (U98)	17 Warren (3U1)	27 Wilson Bar**
7 Smiley Creek (U87)	18 Orogrande**	28 Shearer (2U5)
7 Antelope Valley (U92)	18 Cayuse Creek**	28 Big Bar**
7 New Meadows (1U4)	18 Mackay Bar**	28 Mahoney Creek (0U3)
8 Hollow Top (0U7)	19 Dixie USFS (ID05)	28 Cabin Creek (I08)
8 Copper Basin (OU2)	19 Owyhee Reservoir (28U)	32 Soldier Bar (85U)
9 Warm Springs (0U1)	19 Reed Ranch (I92)	36 Lower Loon (C53)
9 Henry's Lake (U53)	19 Atlanta (55H)	
9 Bruce Meadows (U63)		

* Listed in order of difficulty.

** No Airport Identifier

*** BC Policy Exception

*** *Garden Valley BC Policy Exception*

Garden Valley is a well maintained grass strip with a good safety record. In an effort to provide additional training and increase safety in the back country T-Craft Aero Club provides a special exception to the general back country policy. If the following requirements are met and confirmed by a Level 1 Backcountry CFI listed on the T-Craft Aero Club approved instructor list a member in good standing may land and take-off at Garden Valley (U88) using T-Craft Aero Club aircraft.

- Thorough Review of the current Standard Operating Procedure as published by the Idaho Division of Aeronautics <http://itd.idaho.gov/aero/Publications/publications.htm>
- Ground Training including Density Altitude and Performance Calculations
- A minimum of two separate flights with an instructor to U88, not to be completed on the same day and preferably under different weather conditions
- 1 flight must be entirely planned and executed by the member
- Minimum of 10 take-off and landings within the training period

Limitations

- Departing to the East on runway 10 is strongly discouraged, wait for better conditions
- Flights in and out of U88 with temperature in excess of 85 degrees Fahrenheit or 7 kts is strongly discouraged.
- This exemption is NOT available to student pilots

Member: _____

FOR T-CRAFT BOARD PROCESSING ONLY

Date of Action: _____ APPROVED REJECTED

Board of Directors Present:

Sponsor: _____ **Date of Orientation:** _____

Payment Received with Application:

- Class I (C152 & C172) \$800.00
- Class II (C152, C172 & C182) \$1,200.00

Board Interview

Checklist:

- Application
- Policy Manual
- Operational Procedures and New Member Orientation
- Backcountry Flying Policy
- Oral Explanation of Club Rules, Policies & Procedures
- Applicant's questions answered

Applicant Interview & Background Check Remarks:
