

T-Craft Aero Club

Monthly Newsletter

Sep 2022



Putting Wings
on
Your Dreams

Editor – Jim Manley
Send articles & pictures
to
Secretary@t-craft.org

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IMPORTANT NOTICES

Upcoming KMAN Rotating Closures

(Submitted by David Thomas, T-Craft Director of Safety, Editor)

Certain areas of the Nampa Municipal Airport will be closed for pavement maintenance according to the following plan. Please note that *some dates may vary*. [Read more details here . . .](#)



See the calendar below for revised club activity dates. We will also send out temporary operational procedures in a separate email.

- **7-9 September:** East apron and taxiway area closed to all operations and hangar access
- **12-15 September:** Runway and taxiway closed to all operations
- **16-20 September:** West apron and taxiway area (**our area**) closed to all operations and hangar access
- **21-24 September:** Central apron and taxiway area closed to all operations and hangar access

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T-Craft Schedule Changes

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

Plane Wash:

The airport construction around our hangar has messed up our plans for the plane wash. We now have it planned for September 22nd instead of the 20th.

Airport Construction:

With the runway closures September 12th - 16th and unable to access our hangar from the 16th-20th we are looking into alternatives to accessing our aircraft during that time. Most likely, we'll relocate some of the birds to Caldwell during the constructions. Stay tuned for details.

Meeting Date Changes:

To accommodate some of our board members, most of our meetings are scheduled for Thursdays instead of Tuesdays starting in September through the rest of the year. Please see the calendar on the club website for the date changes. (you may have to refresh your browser to see the changes)

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How to Use Weather Information (video 00:17:46)

(Submitted by FAA Safety Team)

Pilots of today enjoy a wealth of weather information sources, but having weather information available is only part of the weather decision-making equation. Knowing how to acquire, interpret, and make operational decisions based on weather information is essential to safe flying. This video acquaints general aviation pilots with available weather information sources and offers guidance on making well-informed weather decisions. [Click here to see video . . .](#)

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Former T-Craft Member, Bert Osborn, Passes Away
(Submitted by Jim Hudson, T-Craft Director of Membership)

Former Member Bert Osborn passed away August 14th. His funeral was held on Friday August 19th at 10 AM, details are in his Obituary [Read it here . . .](#)

Bert joined T-Craft March 18, 2009 and started working on his private pilot certificate the next day with CFI Jim Hudson. Bert Soloed June 13th, 2009 and earned his private pilot certificate October 22, 2009. He was one of the most diligent students I've ever taught. Bert went on to earn his instrument rating in November 2015 with Gordon Hall CFII. Bert was an active club member, participating in many club events and serving on the board as secretary and newsletter editor from 2015 until his resignation in 2019 due to medical issues. Bert was fun to fly with and a pleasure to work with on the board. He was very wise, generous, and just a great guy.

We miss you, Bert. [Link to more photos . . .](#)



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Garmin G-5 and GFC-500 Information

(Submitted by Len Erickson, T-Craft Director of Maintenance)



G5 PFD Flight Instruments

Please review the document at the following link. It contains important information regarding the Garmin G5's in all the aircraft, and the GFC 500 / G5 autopilot in 89E. We have closed the autopilot squawk for 89E. [Read more . . .](#)

As a note, please review the old squawk's when you fly. When we close a squawk, we put the corrective action in the comments. This may include pilot instructions.

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Top 5 Mistakes GOOD Instructors Make on Flight Reviews and IPCs (Submitted by FAA Safety Team)

Topic: Helping Instructors Give Better Flight Reviews and Instrument Proficiency Checks.

Time: Wednesday, September 7, 2022 at 18:00 MDT

Description: (Select Number: SW19114105) **Free** for any instructor, or future instructor, that wants to give better flight reviews and (IPCs). Learn the most common mistakes and how you can help your learners become much safer pilots. This webinar will share the pro tips from two decades of teaching. The speaker is Gary "*GPS*" *Guy in the Pink Shirt*, Reeves a lead rep for the FAA Safety Team, and the **2019 FAA National CFI of the Year**. A special focus of this program is how instructors and pilots can benefit from using the FAA Safety WINGS program for all flight reviews and (IPCs). To view further details and registration information for this webinar, [click here](#).

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Word from the Director of Maintenance

(Submitted by Len Erickson, T-Craft Director of Maintenance)

First, thank you all for taking care of our birds. It is a team effort to keep them in good shape. When you write up a maintenance issue, we do read them, and based on the seriousness and available resources we schedule the repairs / maintenance.

We all know what is required of us both before our flights and after.

Please read the squawks (including the old closed ones). When a squawk is closed, I write the disposition, repaired, could not duplicate etc. I also add notes to the open squawk's advising when we will address it such as during a 100 hour or annual etc.

When you write up a squawk, please be as detailed as possible. You may include a pic if you want. E-mail, text, or call me (during reasonable hours) to discuss a maintenance item if you so desire. Sometimes I may have to get back to you with an answer. I am not all knowing! :-)

Oil usage, we track oil usage by plane and pilot. Please make sure the oil is within the limits noted in the check-list. If the oil is 1/2 quart down, Please do not add one quart, just add the 1/2 if you are going to be out a while. Most of the oil that is added above the upper limit in the checklist gets blown out the crankcase vent, and ends up on the belly.

Tires, Our tires are top of the line 6 ply tires, and they cost \$\$\$. We rarely have issues with nose wheels! Why? The nose wheels do not have brakes! Flat spots down to the chord are the single biggest reason we change tires. Most of the paved runways we land on have plenty of distance to stop with little or mild braking. That "**CHIRP or SQUEAL**" you hear when you are trying to make that first turn-off is the rubber (\$\$\$) peeling off the tire!

Again, thank you for helping keep the planes clean and safe for everyone!

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CALENDAR & CLUB STATS

Month Ahead

September 2022

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

12-16 Sep 2022: Runway & Taxiway closure
16-20 Sep 2022: West Ramp (ours) closure
NOTE: Dates may vary

- 8 Sep 2022: Board mtg, 7pm, Venue TBD**
- 10 Sep 2022: Accounts due**
- 20 Sep 2022: Accounts past due**
- 22 Sep 2022: Plane Wash & BBQ 4:30 - Done**
- 25 Sep 2022: Last flight day in billing period**
- 29 Sep 2022: Membership mtg, 7pm, Venue TBD**

New Members

Ron Grote - Class II
 Kevin Wiggins – Class II

Resigning Members

Lakota Dory
 Dan Cook

Achievements

Member Stats

119 Members (after new members & resignations)
 98 Active flying members (cap: 14 x 7 = 98)
 32 on wait list-(12-18 month wait)
 38 Class I Members (35%)
 81 Class II Members (65%)
 8 Inactive (voluntary suspension)
 21 Suspended (18%—BFR/Med/attend/billing/ 8 inactive)

Member Ratings

13 Student Pilots
 67 Private Pilots
 27 Commercial Pilots
 12 Air Transport Pilots
 51 Instrument Rated Pilots (not all are current)

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OUR FLEET

(Rates Effective 26 Jul 2022. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$77.00/hr

Online



C-172M (160HP) [N13686](#) 94.00/hr

Online



C-172 (160HP) [N4464R](#) \$94.00/hr

Online



C-172N (180HP) [N1293F](#) \$107.00/hr

Online



C-182P (230HP) [N9989E](#) \$151.00/hr

Online



C-182Q (230HP) [N7593S](#) \$151.00/hr

Online



C-182Q (230HP) [N121M](#) \$151.00/hr

Online

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FUEL REIMBURSEMENTS

\$6.50 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 hangar 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 hangar), fuel card or keys missing from the key bag, key bag not zipped or put away, hangar door pins not fully secured, hangar doors left open, hangar lights left on, the hangar 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 hangar are locked and secure; hangar door pins in, doors locked, hangar locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hangar 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)

ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

90 Day Attendance and Day/Night Currency (Revised): A field was set up in the “Status” tab in Schedule Master to show the date that your 90 day attendance will expire. You’ll get a notification via email 30-days prior to that date from Schedule Master. You will also get a message after that notification when you log on to Schedule. Your flying and scheduling privileges will be suspended as per club policy If you do not attend a club function prior to, or on that date in the 90 day attendance box. Membership meetings, board meetings, and other club functions are credit for attendance.

There also are two fields that can be used by members to set your flying 90 day expiration dates. You will get notification from Schedule Master 30 days prior to the expiration dates you set.

Scheduling Guidelines (Revised): A reminder of our scheduling guidelines per our policy.

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.
- 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.
- Schedule ahead of time, you can schedule 90 days in advance.
- For long trips you can schedule up to 14 days consecutively, longer with board approval.
- Call the member who has the aircraft and time slot you want/need and see if they can swap or may already be looking at canceling the flight but haven’t canceled yet.
- Use common sense and respect other members.

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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. Each 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

Summer Patterns

(Reprinted from IFR Magazine)

Summertime almost certainly means vacations, cookouts, and maybe some time on the beach. There are airshows, fly-ins, \$100 hamburgers, and of course AirVenture at the end of July. Whatever the destination, there's a good chance you'll be putting in some flight hours in the coming months.



Flying outside your home area means unknown weather patterns that work differently from what you are accustomed. You can increase your safety margins by understanding how the weather varies between parts of the country and the kinds of common patterns. We'll start with a top-down picture and then break things into regions. [Read more . . .](#)

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Adventure of a lifetime: Argentina to Alaska to AirVenture (video 00:01:39)

(Reprinted from AOPA ePilot)



Juan Martin Escobar and Guillermo Casamayu built a Van's RV-7 and then flew it all the way from southern Argentina to Alaska to Wisconsin for EAA AirVenture Oshkosh 2022. They headed home with more than memories. [Watch the video >](#)

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Will this be a fleetwide unleaded fuel?

(Reprinted from AOPA ePilot)

George Braly, co-founder of General Aviation Modifications Inc. (GAMI), holds out a beaker and invites a visitor to waft it toward her nose. "Can you smell the difference between that and 100LL?" he says. "People say it's got a sweeter smell." [Read more . . .](#)



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Dangers of Density Altitude (quiz)

(Reprinted from AOPA ePilot)

Density altitude is about as magical as lift but is a concept all pilots should be familiar with. Get a better grasp of how this unseen danger can affect your flight with this ASI safety quiz. [Take quiz . . .](#)



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What is this "Hangout" We Speak of? (video 00:02:38)

(Reprinted from AOPA ePilot)

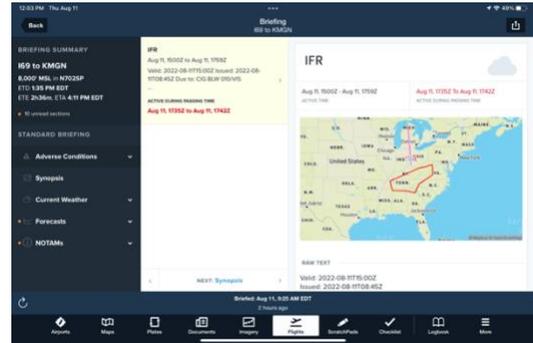


It's all about fun, with a little bit of music, food, fire pits, short takeoff and landing competition, seminars, and plenty of time to relax and chat with fellow pilots. And it's September 9 and 10 in Spokane, Washington. [Watch the video >](#)

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How to Find NOTAMs in ForeFlight and Garmin Pilot (Reprinted from iPad Pilot News)

The preflight weather briefing has transitioned over the last decade from a Flight Service assisted process to self-service using online resources and mobile apps. Here we'll show how to make sure you know where to find all pertinent NOTAMs when completing a self-briefing with both ForeFlight and Garmin Pilot. [Read more . . .](#)



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Understanding Pressure and GPS Altitude in Aviation Apps (Reprinted from iPad Pilot News)



Eight years ago, ForeFlight introduced synthetic vision and gave pilots a new way to view the world on their iPads. In addition to a 3D view of terrain and obstacles this shows glass cockpit-style tapes for speed and altitude, making it an excellent backup in case of panel failure. But if you've flown with synthetic vision for long, you've probably noticed that the speed and altitude don't match the panel. What's going on? [Read more . . .](#)

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Weight and Balance "Get-There-It is" Traps (Reprinted from Air Facts Journal)



It was a beautiful spring day for an airplane ride, which I was asked to give to a very important and even famous client (and his two friends). As an instrument pilot having flown for years, I knew the importance of getting the exact weight of my client and his two adult friends, so I got the numbers over the phone. I never realized that a hidden trap was awaiting me until I first saw all three of them at the airport. [Read more . . .](#)

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Special VFR – Sometimes It’s the Best Option

(Reprinted from Air Facts Journal)



When I went to Alaska, I had 500 hours in my logbook and a list in my head of things that I’d never do in an airplane, all things that the wise old owls had warned me about. By the time I left four years later, I’d made the transition from inexperienced greenhorn to cocky amateur and finally to competent operator. And I’d checked several of those “I’ll never” items off my list. [Read more . . .](#)

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Is Top Gun: Maverick Based on the Bob Hoover Story?

(Reprinted from Air Facts Journal)

Like many of us, the summer of 2022 was spent seeing Top Gun: Maverick. The movie has become immensely popular both inside and outside of aviation circles. The reviews have been glowing, but one critique I have seen is that the ending was a little too cheesy, unbelievable, or "Hollywood." But what if the most unbelievable part of the movie was actually based on a true story? [Read more . . .](#)



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Every Pilot a Tiger

(Reprinted from Air Facts Journal)



I quickly surmised that, as Shakespeare put it, "the game was afoot!" This fellow FAC was going to try and get on my tail and I had to do whatever was necessary to keep that from happening. I shoved my control levers into takeoff and land, putting my twin turboprop engines at max RPM while my throttles would control the pitch of the blades. I turned into him and we were quickly in what is called a "furball." [Read more . . .](#)

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