

T-Craft Aero Club

Monthly Newsletter

Apr 2023



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

Winter Aircraft Pre-Heat Procedures – (Repeat)

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

- When you put the planes back in the hanger, make sure that the red light on the back of the pull-down outlet is on. If it is not on, reset the GFI on the pull-down plug. If it is still not on, check the GFI on the outlet on the post. I also recommend turning the heater on and off with the button on the side of the smart plug.
- When you are going to fly, use the smart plug app, "KASA" to turn on both the heater and the oil sump heater approximately 2-3 hours before you fly. Make sure you select the correct plane.
- When you do your preflight, unplug the heater and the oil heater, and use the string to GENTLY retract the outlet up into the reel. Make sure the oil sump pig-tale cord will not catch on the vertical stabilizer.
- For those that have not used the system before, you have to download the KASA app from the app store, and install it on your tablet or phone.
 - The user ID is Heaters@T-Craft.org
 - The PW is T-craft.Heaters
- Allow yourself enough time to ensure the engine is warm before you start it. A great percentage of engine wear on air cooled aircraft engines occurs in the first few minutes after a cold start.
- Make sure the oil temperature is well into the green arc prior to taking off. Just bumping the bottom of the green arc is not sufficient.
- If you overnight at another airport, you are still responsible to ensure that the engine properly preheated.

Thank you to all of our Pilot-Members that are using the KASA app to adequately preheat the planes. I randomly check on cold mornings, and the vast majority of our members are preheating for the maximum of 3 hours when it is very cold. Len Erickson, 30 Jan 2023

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Aircraft Annual Inspections Scheduled (Repeat)

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

We have scheduled annual inspections following weeks:

- N121M January 2nd – 6th
- N4464R January 9th – 13th
- N1293F January 23rd – 27th
- N7593S March 13th – 17th.
- N67375 April 3rd – 7th,
- N13686 February 27th – March 3rd.
- N9989E May 30th – June 3rd, (for a June sign-off)

We advised RTS (*Return To Service*, or *RTS*, is the new name of *Aero Services*) that we do not want two aircraft in for maintenance at the same time.

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Basic Med Presentation – 27 April

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

The Basic Med presentation and discussion by Dr. Jon Miller has been rescheduled for April 27, immediately following the regularly scheduled membership meeting. Please bring your questions.

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Upcoming Medical & Survival Courses

(Submitted by Dr John Miller, T-Craft Pilot)

T Craft Members - This summer/fall I'm planning on hosting a few courses trying to increase the knowledge of our local aviation community in regards to how to survive an off airport landing. Part of this is improving our own preparation and first aid skills as pilots. We insure our airplanes. Why not insure ourselves?

On June 23rd, I'll be teaching Stop the Bleed at our hangar. The \$20/person cost helps me obtain materials. I'd like to keep it under 10 participants each course to keep the teaching and hands-on activity high quality. You'll get Stop the Bleed certificate and Wings credit. If there is a lot of interest, then I can offer an additional course that evening 1900-2030 or we can also plan a date in July.

If you want to really dive in, we're hosting a three day wilderness first aid and survival training seminar geared specifically for backcountry aviators at Warm Springs Airstrip September 29-October 1. Cost is \$400. It is taught by myself and some friends from the AFSOC community, including a 20 year veteran SERE instructor. Participants limited to 15 for this one to keep a 5:1 student:teacher ratio. Check out adventuremedicineexperts.com for more information.

Email me if you'd like to sign up for Stop the Bleed or if you have any other questions. If you're interested in Stop the Bleed but cannot make the 23rd work, then also let me know and I'll plan another night. jonmiller0@gmail.com

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Revised Pre-Takeoff Electrical Checks for Club Aircraft (Repeat)

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

Some of us may be aware that we recently had alternator problems with 686. Further investigation found that the alternator was of the original design Hartzel, (made by Ford-Autolite division). The alternator was "Weak" per the mechanics at RTS, and had loose internal hardware. We chose to replace the alternator with a Plane Power alternator of the same rating and weight. We also elected to replace the original electro-mechanical voltage regulator with a solid state voltage regulator.

With this change, some of our procedures will be changing as follows:

- When starting the aircraft, turn the battery on, start the engine. This will keep the voltage regulator from chasing the voltage swings that occur as the starter turns the engine over through the compression cycles. It will also free up a few more "amps" for the starter.
- After the engine starts, look at the alternator warning light (red light by the amp meter) to see that it is on, when you see that the alternator warning light is on, **Turn on the alternator switch and confirm that the warning light goes out.**
- During run-up, turn on the pitot heat and / or cycle the flaps and watch for a momentary needle width dip and recovery on the amp meter. Note that with the solid stage voltage regulator the needle movement will be very small and very fast.
 - **Do not turn the alternator off and then back on to check alternator operation.**
- Plane Power recommends against turning the alternator off and then back on to check the alternator light. This procedure stresses the voltage regulator and electrical system.

I have read through the C-172M POH, and could find nothing in the POH or the Cessna procedures that this violates or countermands.

Revised check lists will be posted for all the aircraft. The checklists will standardize the procedures.

We will, over time, be going to the solid state regulators on all of the planes. They provide more consistent voltage regulation than the old mechanical-electrical relay style we currently have. This will be a benefit to our newer electronic instruments.

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Turn In Your Pilot History Forms!

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

105 members have turned in their pilot history forms, 15 have not. **Members who have not will remain suspended until their forms are turned in.**

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Emails Sent Via Schedule Master

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

A few members said they are not getting emails from Schedule Master, and a few others admitted they ignore them. It's very important you read the emails sent out via Schedule Master. If you are not getting any, add Schedule Master (NoReply@timesync.com) to your contact list.

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Note From Billing

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

We only had 4 late this month which is closer than we've been for many months. Thanks so much to those that pay on time each month without being hounded by yours truly.

Please try to pay when you get your statement. If you don't get an invoice, it typically means that you have a balance that has been lingering on your account because you've paid from the invoice.

There have been a few errors lately when entering the Hobbs time. If you see an error, please work it out with the person that flew last in that plane and then email me the result so I can fix it in the log system.

Thanks for being great members.

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Pro Tips for Pilots – The Impossible Turn (Webinar)

(Submitted by FASSTeam)

When: Wednesday, 12 April, 18:00 MDT

Topic: Discuss factors to consider if attempting to make a return to the airport with an engine failure on takeoff.

Description (Select number GL15121309) George Bolon, CFI/DPE will discuss and show factors that need to be reviewed in the preflight phase to help determine if a turn back to the airport will be possible or impossible if an engine failure is experienced on takeoff.

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

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CALENDAR & CLUB STATS

Month Ahead

April 2023

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

- 10 Apr 2023: Accounts due**
- 13 Apr 2023: T-Craft Backcountry Presentation
- 16-22 Apr 2023: Poker Run**
- 20 Apr 2023: Board mtg, 7pm, T-Craft Hangar**
- 20 Apr 2023: Accounts past due**
- 25 Apr 2023: Last flight day in billing period**
- 27 Apr 2023: Membership mtg, 7pm, Venue TBD**

- 11 May 2023: Spring Plane Wash
- 20 May 2023: Safety Stand Down, 09:00-16:00, Nampa Civic Center
- 16-17 Jun 2023: Garden Valley Fly-In
- 21 Sep 2023: Fall Plane Wash

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New Members

Nik Jones – Class II (former member)
 Nick Lund — Class I
 Kristopher Harig – Class I

Resigning Members

Mike Elcher- Class I Joined 1/8/08
 April Dittrich - Class I 11/8/16
 Wade Spradley - Class I 8/11/20

New CFI on Approved List

Slay Windham

Achievements

None this month

Member Stats

120 Members (after new members & resignations)
 98 Active flying members (cap: 14 x 7 = 98)
 23 on wait list-(18-24 month wait)
 37 Class I Members (31%)
 83 Class II Members (69%)
 10 Inactive (voluntary suspension)
 31 Suspended (18%—BFR/Med/attend/billing/ Inc
 10 inactive)

Member Ratings

11 Student Pilots
 69 Private Pilots
 28 Commercial Pilots
 12 Air Transport Pilots
 47 Instrument Rated Pilots (not all are current)

OUR FLEET

(Rates Effective 26 Feb 2023. Click [ScheduleMaster](#) to see latest aircraft status - login required)



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



C-172M (160HP) [N13686](#) 93.00/hr



C-172 (160HP) [N4464R](#) \$93.00/hr



C-172N (180HP) [N1293F](#) \$100.00/hr



C-182P (230HP) [N9989E](#) \$143.00/hr



C-182Q (230HP) [N7593S](#) \$143.00/hr



C-182Q (230HP) [N121M](#) \$143.00/hr

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FUEL REIMBURSEMENTS

\$5.60 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. Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted to me and not left in the ready room on the desk or in basket.**

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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.

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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 cancellation so you can schedule the aircraft as soon as the cancellation 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 **\$20.00** 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 8 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.

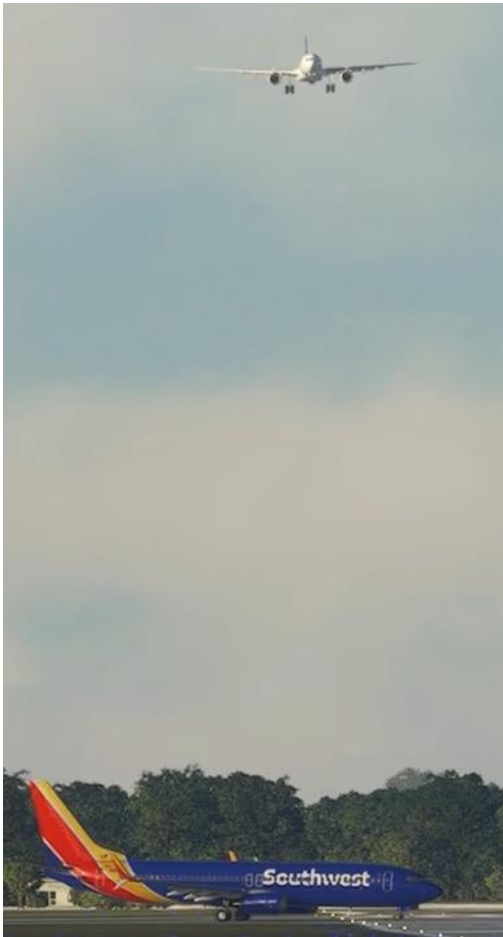
Report any issues to Reggie Sellers at 208.861.6274 / email regluvs2fly@gmail.com

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TIPS, TRICKS, AND FUN

Too Close! (Video 00:01:45)

(Submitted by Aaron Burkey, T-Craft Pilot)



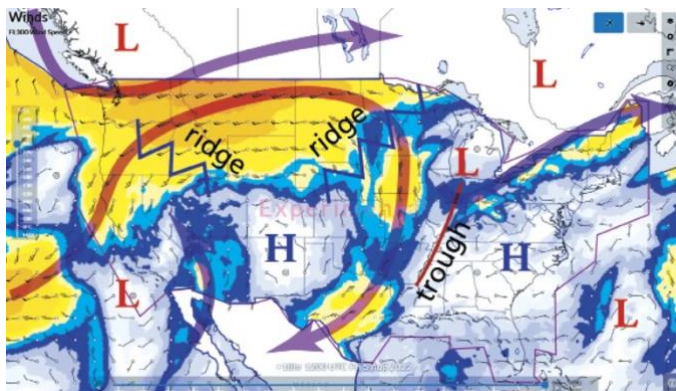
Why we **always always always** take a look at what is on approach before taking an active runway. [See the video here...](#)

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Reading the Charts

(Reprinted from IFR Magazine)

Chances are you've looked over weather charts, whether at a dispatch office or on the Internet, and wondered how that pile of spaghetti becomes a forecast. Granted, with all the flight planning tools available and 24/7 access to a flight weather briefer, this is not something pilots need to know. Indeed many pilots find themselves too busy to do a deep dive into the weather. But there are many benefits from learning how to take in the "big picture" and understand exactly what the weather is doing. That makes it much easier to put TAFs and other data into proper context, and it takes your situational awareness up a notch. [Read more...](#)



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Red Bull/XDubai Pull Off Super-Short Landing On Hotel-Top Helipad (Video 00:00:30)

(Reprinted from AVweb)



Short takeoff and landing (STOL) bush plane videos are fun to watch, and it's always entertaining to see the talent of the pilots and admire the performance of their increasingly specialized aircraft. Red Bull and extreme sports promotor XDubai upped the ante today (March 14) by landing a highly modified CubCrafters Carbon Cub on a 78-foot-diameter helipad atop the 56-story Burj Al Arab hotel in Dubai, United Arab Emirates. After the cheering and high-fives died down, Polish pilot Luke Czepiela then poured on the power and took off from the tiny space, diving to gain airspeed and punctuating the pullout with a chandelle in front of a cheering crowd. Extensive video of the full event can be seen...[Read more...](#)

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Repair Parts Running Out for GNS 430/530

(Reprinted from AVweb)

Garmin says those who still rely on its early generation navigation products should start planning a panel upgrade. The company says "multiple component availability limitations" mean the parts needed to fix the devices that heralded a revolution in aviation navigation and in-flight information are fading away. "First introduced in 1998, Garmin has offered repair service for the GNS 430/530 series for 25 years," the company said in a brief [service advisory](#) issued March 14. "Garmin plans to continue offering repair service when the components required for a specific repair remain available. Database updates and technical support will also remain available." [Read more...](#)



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Life Support: What the ISS Teaches Us About Earth

(Reprinted from Air & Space)



When humans explore space, we have to reproduce all the same systems that Earth provides to sustain life—water, air, surface, and biota — in order to survive in the unforgiving environment of space. In several decades of continuous presence on the International Space Station, we have learned surprising things about the engineering of systems that support human life. At the same time, we have collected extraordinary data about the Earth system passing below us. Spaceflight gives us the opportunity to understand climate change and mitigate its effects to improve the resilience of communities on our home planet. Join Julie Robinson, NASA's deputy director for earth science, as we explore what living in space teaches us about life on Earth. **This program will be presented in-person in the Planetarium at the National Air and Space**

Museum in DC and will be streamed live on YouTube. [Read more...](#)

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Idaho Backcountry Adventure – Expectation and the Reality

(Reprinted from Air Facts Journal)



Expectations were high as Rick and I headed out for a bucket list trip to Idaho that had been delayed two years by travel restrictions. After studying guidebooks, watching videos, and reading forums, we knew (or thought we knew) what we were about to experience. We were right, but also very wrong. [Read more...](#)

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Autopilots Are Underrated

(Reprinted from Sporty's Pilot Shop)

From almost the moment they were invented, autopilots have carried a reputation for being untrustworthy or even dangerous. New pilots learned to fear these mysterious boxes and most flight instructors simply ignored them. A *New York Times* article about a "robot-piloted plane" making a test flight across the Atlantic in 1947 is emblematic of the suspicious, pilot vs. computer mindset that was instilled in pilots for over five decades. [Read more...](#)



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My First Solo Out of the Pattern Turns Eventful

(Reprinted from Air Facts Journal)



It was a great day for that first “true” solo. A few days earlier, my instructor had hopped out of the airplane and turned me loose for the traditional few trips around the pattern. That first solo brought all the expected excitement and provided that much needed confidence boost of being out on my own. Now it was time for me to stray out a bit further but within my 25nm limitation and practice some maneuvers while doing a little sightseeing. It was a warm autumn day in central Indiana and I was well within the solo minimum weather restrictions established by my instructor. I performed a thorough preflight and run up, and experienced the child-like joy that happens every single time the wheels leave the runway. There was a healthy mix of nerves and excitement as I headed south for a quick flyover of my house which was just a few miles away.

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How I Became Friends with ATC

(Reprinted from Air Facts Journal)



Back in the 1970s in Air Force pilot training, everything was new. Since we are thinking here about Air Traffic Control, we'll zero in on them. I did not think much about ATC beyond necessary encounters on the radio before we taxied, took off, and went out and back to the training areas. Unlike my writing, which is like a holiday ham needing the fat boiled off, they were laconic, crisp, clear, and direct. [Read more...](#)

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Shake, Rattle, and Roll: A Caravan Topples the AOPA Extra 300 (Video 00:10:26)

(Reprinted from AOPA ePilot)

It starts with a low rumble that jostles the AOPA Extra 300L like an earthquake. The stick vibrates. Rudder pedals chatter. Then a wing drops sharply, and the nose falls. This wake turbulence encounter isn't a surprise. It's a devilish test in which AOPA Air Safety Institute (ASI) Senior Vice President Richard McSpadden has intentionally positioned the AOPA Extra 300L directly behind a far larger Cessna 208 Caravan to subject an upset recovery student to a strenuous and purposely unpredictable event. As the Extra gets buffeted and tossed in the swirling air behind the Caravan, McSpadden hands over control to the front-seat pilot, ASI Video Producer Tyler Pangborn, and asks him to recover.



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