

T-Craft Aero Club

Monthly Newsletter

Jun 2023



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

Medical & Survival Courses (Repeat)

(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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KMAN Closed 5-7 June

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

From the Nampa Airport website:

Now that the weather has gotten warmer and the seal coat has had time to cure, crews will be returning to apply the final permanent pavement markings. This process will impact the entire airfield; the runway, all taxilanes/taxiways and hangar access.

The entire airfield will be closed to all air and ground traffic during the 3-day closure window. You will be unable to access your hangar. No exceptions!

The project will begin at 8:00am Monday, June 5, 2023, and end at 5:00pm Wednesday, June 7, 2023. The closure dates are dependent on the weather, in the event of a change we will do our best to notify you. Project updates can be found on our website, <https://www.cityofnampa.us/1467/20222023-Airfield-Construction>.

We appreciate your ongoing patience during this process and know that the end result will be worth a bit of inconvenience. If you have any questions, please contact our office.

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Emails Sent Via Schedule Master (repeat)

(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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Flight Planning with EFB – A ForeFlight Workshop (webinar)

(Submitted by FAASTeam)

Time: Monday, June 5, 2023 at 18:00 MDT

Description (Select Number SW19122183):

Join us on the first Monday of each month for a virtual interactive workshop on the widely used **ForeFlight electronic flight bag (EFB)** and flight planning application. The workshop, led by Captains Brian Schiff and Mike Jesch, on June 5, 2023.

The workshop will offer comprehensive training on the use of ForeFlight, with a focus on essential regulations and techniques for flight planning, Federal Aviation Regulations (FARs), Aeronautical Information Manual (AIM) content, and aeronautical decision-making (ADM).

The workshop's pace will be reasonable, ensuring attendees thoroughly understand ForeFlight's functionality without feeling overwhelmed. Attendees can tailor the content to their needs by posing questions and contributing their own tips and tricks. Attending will undoubtedly enrich your understanding of ForeFlight while learning from other pilots' collective knowledge.

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

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 2 - 1 Credit [Click here to view the WINGS help page](#)

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[It's Oshkosh Time! \(webinar\)](#)

(Submitted by FAASTeam)

Time: Saturday, June 10, 2023 at 08:00 MDT

Topic: **It's Time to Fly the Fisk Arrival and Land on a Dot!**

Description (Select Number GL15121937):

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR. Join Bryan, Steve and Matthew as they discuss AirVenture from the perspectives of both pilots and controllers. Bring your questions on procedures, where to eat, where to watch an airshow, and where to find the most fun!

We will be discussing the NOTAM, so bring a copy with you to follow along.

<https://www.eaa.org/airventure/eea-fly-in-flying-to-oshkosh/eea-airventure-oshkosh-notam>

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

The sponsor for this seminar is: **MN FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 2 - 1 Credit [Click here to view the WINGS help page](#)

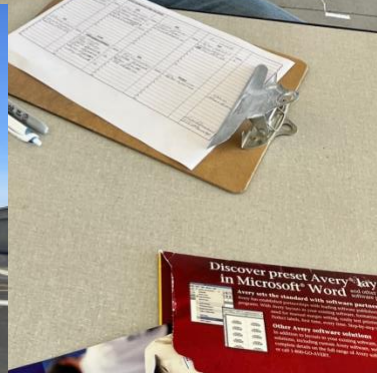
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Plane Wash a HUGE Success (Pictures)
(Submitted by Ivan Sudac, T-Craft President)
(Photos by Editor)

The board thanks everyone who helped at the Plane Wash last week. It was a HUGE success. Thank you! We had about 70 Members and guests that came out. The planes look great and we had a nice hangout at the BBQ after.

We have a really awesome club. Thanks for participating.

Plane Wash Commander, Leon Baker, supervised crew assignments



N67375 Captain, Joe Rowley, and crew

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N4464R Captain, Mike Bingham, and crew



N9989E Captain, Tom Christensen and crew



N1293F Captain, Ron Grote, and crew



N7593S Captain, Michael Lloyd, and crew



N121M Captain, David Meissner, and crew



N13686 Captain, Steve Turney, and crew

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[Click here to see more Plane Wash pictures](#)

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CALENDAR & CLUB STATS

Month Ahead

June 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 Jun 2023: Accounts due

15 Jun 2023: Board mtg, 7pm, T-Craft Hangar

16-17 Jun 2023: Garden Valley Fly-In

20 Jun 2023: Accounts past due

**23 Jun 2023: Stop the Bleed course, 5:00-6:30,
Dr John Miller, Reservation only**

25 Jun 2023: Last flight day in billing period

21 Sep 2023: Fall Plane Wash

New Members

Steve Fickes-Class II (Former member)

Resigning Members

Lee Gientke – Class I

Inactive Requests

Josh Brandt

David Nejely

Achievements

Shaun Christensen – 1st Solo

Member Stats

120 Members (after new members & resignations)

96 Active flying members (cap: 14 x 7 = 98)

23 on wait list-(18-24 month wait)

36 Class I Members (31%)

84 Class II Members (69%)

12 Inactive (voluntary suspension)

28 Suspended (20%—BFR/Med/attend/billing/ Inc

10 inactive)

Member Ratings

9 Student Pilots

71 Private Pilots

28 Commercial Pilots

12 Air Transport Pilots

47 Instrument Rated Pilots (not all are current)

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Shaun Christensen – 1st Solo

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](#) \$144.00/hr



C-182Q (230HP) [N7593S](#) \$144.00/hr



C-182Q (230HP) [N121M](#) \$144.00/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

What it Means to Fly Like a Pro: 12 Habits

(Reprinted from Air Facts Journal)

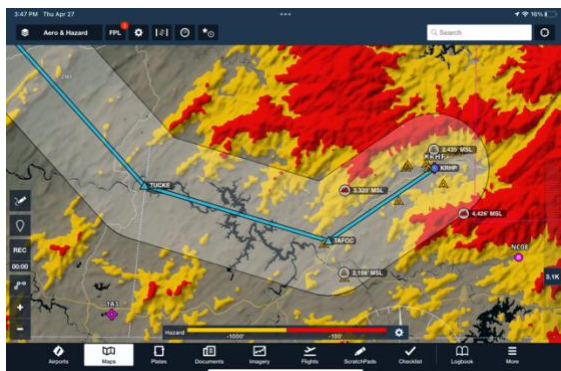
A non-pilot friend once told me, "you change at the airport—it's like you go into pilot mode and get really serious." It was meant as good natured ribbing, but I took it as a compliment. While I have a lot of fun with airplanes and am not against some in-flight jokes, I do take flying quite seriously. In fact, I try to approach every flight like I'm a professional pilot. [Read more...](#)



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ForeFlight Adds Runway Length Filter and Profile Corridor

(Reprinted from Sporty's iPad Pilot News)



ForeFlight's latest update is again a minor one but adds some important safety features that all pilots will appreciate. First, there is a new aeronautical map filter to only show airports with runways above a certain length. Then you'll find a new Profile Corridor feature, which highlights the tallest obstacle or natural terrain along each leg of your route. [Read more...](#)

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Stupid Pilot Tricks

(Reprinted from IFR Magazine)



Lest we pilots get swelled heads and take ourselves too seriously, we offer for your amusement, our annual exposé of many ways we find to prove ourselves so flawed. Enjoy.

Yes, we'd done as we were told. The hushed voice on the phone had promised a copy the 2019 Golden File from the Official Office of Plane Safety (OOPS)—the nearly magical file that contained that august organization's conclusions as to which nonfatal aircraft accidents were the result of the most boneheaded moves by people who professed to be pilots. [Read more...](#)

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Weather Or Not – Thunderstorm Challenge

(Reprinted from IFR Magazine)

Get ready to fire up up your Cessna 172 for a VFR cross-country flight from New Jersey's Cape May County Airport to Erie, Pennsylvania. But be prepared to deal with pop-up thunderstorms, deteriorating weather, on-board and ATC radar realities, and fuel concerns. You'll make critical go/no-go decisions on this 300-nm route. If you're interested in experiencing where your decisions lead, then this course if for you. You'll even have the option to try different flight paths to see various decision outcomes. [Take the course...](#)



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Deer, Coyotes, and Birds on and Invof Arpt (article, pod cast 00:10:10)

(Reprinted from Air Facts Journal)



The Chart Supplement can spell out the huge words “waterfowl” or “jack rabbits,” but can’t spell out the word “airport,” but instead uses “arpt?” Or “invo?” versus “in the vicinity of?” Why not abbreviate bears, to “brs?” Or “buffalos” to “bfflo?” Reason?—because all the bfflo were sht by bfflo-hntrs in like 1885, is why. But there *are* still bears. No, not like the bears at South Bend, Indiana International Airport, where they have a “Bears In The Air” program. They give teddy bears to kids in hospitals. Of course they are playing off the lyrics to the 1975 song “Convoy,” by C.W. McCall: [Read more...](#)

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