

T-Craft Aero Club

Monthly Newsletter

Jul 2023



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

T-Craft Lost & Found

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

We have an interesting collection of items in our lost and found. Tents, fishing pole, foggles, sun and reading glasses, iPad holders, keys, etc. If you see anything in the photo that is yours, please pick it up. The items are on one of the tables, but we'll move them onto the top of the file cabinets where they are normally found. If items are not claimed by the July board meeting, we will offer them up to the 1st taker. The SPOT unit has been there for a couple of years. It's an older unit, but probably still works. [Click here to see a larger picture...](#)

Get ready for the heat. [Click here to read some of the articles on Density Altitude under the "D" section on our website index page.](#)



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The DOMM Report – June 2023

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

“Director of Maintenance Musings”

I would like to thank everyone for their cooperation! Being pro-active on aircraft deficiencies allows us to stay ahead of the game. There have been a number of changes with maintenance services. Your patience is appreciated.

Maintenance services:

By now, nearly everyone in the club has heard that our maintenance services supplier “Return to Service” sent us a Letter of Disassociation on Monday May 15th, which was effective immediately. RTS did not provide any reasons other than their business model was not compatible with working with a flying club. In my 45+ years in industry I have never heard of this happening. We have moved on and are now using the services of “Wing and a Payer” Brian Reid for our annual inspections and 100 hour inspections as well as other maintenance. They did the maintenance on our Champ, and in the past have done pre-buy inspections for T-Craft. The downside is their facility is located at ID26, P&R field off of SIMCO road. The planes have to be ferried down and back, which also requires a “chase” car & driver. They recently completed the Annual on 89E and saved the club (yes the members) north of \$7K by being able to lap the valve seats and hone the guides on Cylinders 1 & 3. The compressions increased and Reggie reported the engine is running much smoother. RTS had insisted on two new (loaded cylinder kits + installation) which would have been \$5K + labor. We are aware that Brian will be moving his operation to Glens Ferry later in the summer. We hope to continue using him, but are certainly exploring other alternatives on the Nampa air field.

Squawks:

I recently had a long time member call and tell me about a squawk. I listened, and asked if they looked at the detailed squawk and the squawk history? They replied that all they could see is what showed in schedule master when you clicked on the airplane N number. When you click on the N No, it shows a pop-up that lists the squawks in order of priority first and then date. It only shows the open squawks and the summary description

When you check out a plane, it is the pilot's responsibility to determine the status and airworthiness of the aircraft. One step in this is to review the maintenance status of the aircraft. T-Craft keeps a running list of all Squawks on the aircraft, both open and closed. When we close a squawk, we annotate the squawk record as to what was done. The only time we delete a squawk is when we see that a member inadvertently created multiple squawks for the same issue. In those cases, we call the member and advise them. (Typically, I get a call first from the member telling us that they entered two squawks for the same item).

To view the complete squawk list for an aircraft. Click on the Resources tab on top of the schedule master page. A drop down menu will appear that has maintenance on it. Click on "Maintenance" and a "Squawks" tab will appear to the right.

Click on the "Squawks" tab, and select the aircraft from the drop down menu on the left side. I selected 686. This will show the open squawks on the current day (date).

In order to view past squawks, change the date in the box where it says "include closed squawks from", and hit the "refresh" button. It will show all squawks, open and closed, from that date to present, or whatever date range you select. In the example below I went back to 4/1/23.

Garden Valley Fly-In (Pictures)
(Photos by Scott Henscheid)



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Ivan Sudac, president, announces the winners



Kaden Lewis, pilot, and Isabell Lewis, bombardier won the bomb drop contest (above).



Sarah Windham holds Slay Windham's spot landing plaque. Slay holds his TopGun plaque for the highest cumulative score (left).

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CALENDAR & CLUB STATS

Month Ahead

July 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	31					

Coming Events

10 Jul 2023: Accounts due

18 Jul 2023: Board mtg, 7pm, T-Craft Hangar

20 Jul 2023: Accounts past due

25 Jul 2023: Last flight day in billing period

No Member meeting in July

31 Aug 2023: Member mtg, 7pm, T-Craft Hangar

21 Sep 2023: Fall Plane Wash

[Click here for Full Club Calendar](#)

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New Members

Michael Cichoski-Class I

Resigning Members

Lorena Correa – Class I

Inactive Requests

Jeff Fulcher

Kevin Harvey

Achievements

Bill Howard – ATP

Member Stats

120 Members (after new members & resignations)

92 Active flying members (cap: $14 \times 7 = 98$)

22 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)

OUR FLEET

(Rates Effective 26 Feb 2023. [Click here 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 repeatedly 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:

- 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

Post Flight:

- Aircraft keys returned to checkout bag.
- Fuel card returned to checkout bag.
- Fuel receipts placed in checkout bag.
- Gust lock installed.
- Pitot cover installed.
- Aircraft doors locked.
- Heaters set up correctly (when in season).

Hangar (Preflight and Post Flight)

- Always flush bolt the doors (wings and mains) when removing an aircraft from the hangar
- Always flush bolt the doors (wings and mains) when returning an aircraft to the hangar
- Always make sure that all flush bolts are engaged after closing the doors (leaving or returning)
- Note that aircraft logs are secured in the office safe and the combination is the same as the door code.

Tug:

- You must be checked out on the yellow Tug before using it. Please contact a board member for checkout if needed. Checkout form must be completed, signed and on-file.
- Always park the tug in its assigned location and plug it in for charging.
- Always take your time with the tug. It will move quick and that can cause problems if not careful.

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SCHEDULE MASTER (REVISED)

90 Day Attendance and Day/Night Currency:

- 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:

- 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.

Trouble scheduling aircraft?:

- 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:

- 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

Giant Concrete Arrows?

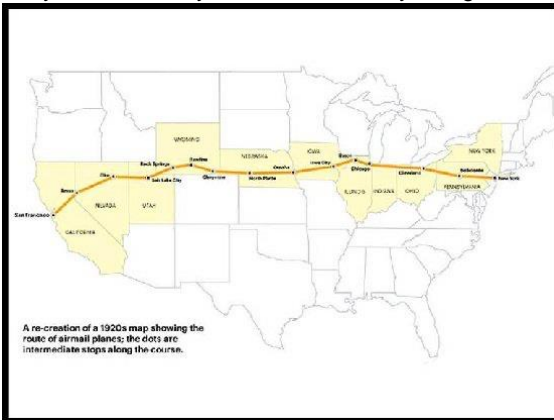
(Submitted by Leon Baker, T-Craft Pilot)

Occasionally, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of nowhere.

What are these giant arrows? Are they some kind of surveying mark? Are they landing beacons for flying saucers? (They are in the desert of the Southwest.).

No. They are actually arrows marking The Transcontinental Air Mail Route.

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using



landmarks. This meant that flying in bad weather was difficult, and night flying was nearly impossible.

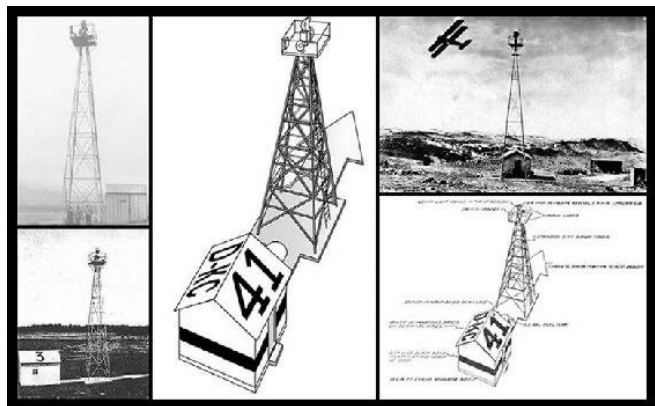
The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright, yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon (a generator shed at the arrow's tail powered the beacon.).

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so. Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows. By 1924, just

a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming, to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929, it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940's. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone; their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

And now you know the rest of the story (as Paul Harvey would end a story like this). Pretty cool, huh? (Good old American Ingenuity/Exceptionalism at work.)



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Gusty landing practice, Fire Boss Training, Helicopter Tours (video 00:15:40)

(Reprinted from AOPA ePilot)

[Click here to watch the video...](#)



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Weather Wise: VFR into IMC? Don't Get Trapped (course)

(Reprinted from AOPA ePilot)

The AOPA Air Safety Institute's *Weather or Not: VFR into IMC* online course covers foundational weather information you need to avoid VFR flight into instrument meteorological conditions. [Take the course >](#)



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Keeping You iPad Charged (quiz)

(Reprinted from Sporty's Fast Five)



Do you have range anxiety when flying with your iPad? Test your knowledge of the tips, tricks and pitfalls of keeping your iPad charged in our latest quiz. [Take the quiz...](#)

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Guide to Filing an IFR Flight Plan in ForeFlight

(Reprinted from Sporty's iPad Pilot News)



After setting up some initial data in ForeFlight for you and your aircraft, filing an IFR flight plan takes just a few minutes. Here we'll walk through the process step-by-step to show you where to enter the data and send the flight plan through to ATC. [Read more...](#)

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