

# T-Craft Aero Club

## Monthly Newsletter

Aug 2023



Putting Wings  
on  
Your Dreams

Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

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## IMPORTANT NOTICES

### Membership Meetings Restart

(Submitted by Editor)

The general membership meetings resume this month—31 Aug, 7:00pm, T-Craft Hangar. See you there.

### New VFR Charting for Wind Turbines

(Submitted by FAASTeam)

Effective on or about August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical Charts, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide at [bit.ly/FAAChartGuide](https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_chart_guide).

The VFR charting changes will:

- Replace the current dashed line border with a zipper border (aviation blue) for easier identification of the boundaries of the wind turbine farm.
- Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.
- Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm. The letters UC are added to depict a wind turbine farm *Under Construction*.
- Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200-300 feet below the rotating blade tips. In accordance with 14 CFR section 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines. Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm. Finally, pilots are reminded of the basic VFR weather minimums contained in 14 CFR section 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).

This Notice can be printed for public posting and increased local dissemination at:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronautical/aeronautical\\_chart\\_guide](https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_chart_guide)

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### ForeFlight Workshop 4 – Flight Planning with Brian Schiff

(Submitted by FAASTeam)

**Topic:** ForeFlight Workshop - Flight Planning and Navigation! Free Prizes!

**Time:** Monday, August 7, 2023 at 06:00 MDT

**Description:** (Select Number: SW19123150) This fourth workshop series 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). We'll add in-flight use of this powerful navigation app to the content utilizing connection to X-Plane!

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](#).

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## CALENDAR & CLUB STATS

### Month Ahead

Aug 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 Aug 2023: Accounts due**

**17 Aug 2023: Board mtg, 7pm, T-Craft Hangar**

**20 Aug 2023: Accounts past due**

**25 Aug 2023: Last flight day in billing period**

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

### New Members

Bretta Robinson-Class I

### Resigning Members

None this month

### Inactive Requests

Len Erickson  
Caden Lewis  
Mark Weatherman  
Bill Howard

### Achievements

None reported this month

### Member Stats

121 Members (after new members & resignations)  
91 Active flying members (cap: 14 x 7 = 98)  
23 on waitlist-(18-22 month wait)  
37 Class I Members (30%)  
84 Class II Members (70%)  
13 Inactive (voluntary suspension)  
29 Suspended (23%—BFR/Med/attend/billing/ Inc 13 inactive)

### Member Ratings

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

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## [OPS PROCEDURES & POLICIES: CLICK HERE](#)

### BILLING

#### Dates

- The monthly billing period ends at midnight of the 25<sup>th</sup>
- Payments are due on the 10<sup>th</sup> of the following month
- Payments are past-due on the 20<sup>th</sup>

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#### Billing Procedures

- Your account documents are emailed to you shortly after the 25<sup>th</sup>
- Pay the amount due shown on your STATEMENT, not the invoice or credit memo
- Statements paid after the 20<sup>th</sup> will be assessed a \$20.00 late fee
- Accounts over 30-days past due will also be assessed a finance charge (see club policies)

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#### Fuel Reimbursement Procedures

- T-Craft will reimburse you \$5.60 per gallon for fuel purchased at a field other than KMAN
- Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted to Reggie Sellers, T-Craft Billing Director. Do not leave them in the office.
- REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the red key bag. Do not share T-Craft's bulk rate with others.

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#### Logging

- 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. Use a flashlight if necessary to see all the numbers. Four 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.
- FlightLog & Schedule Master not interconnected:
  - 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.

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## AIRCRAFT

### Aircraft Rates

(Rates Effective 26 Feb 2023)

- C-152 (110hp) N67375 \$ 77.00/hr
- C-172 (160hp) N13686 \$ 93.00/hr
- C-172 (160hp) N4464R \$ 93.00/hr
- C-172 (180hp) N1293F \$ 100.00/hr
- C-182 (230hp) N9989E \$ 144.00/hr
- C-182 (230hp) N7593S \$ 144.00/hr
- C-182 (230hp) N121M \$ 144.00/hr

### Aircraft Data

- Aircraft information and documentation can be found on the club website by [clicking here](#)

### Aircraft Scheduling

- **Guidelines**
  - Schedule aircraft online at [ScheduleMaster.com](#) (login required)
  - Schedule aircraft only for the time you intend to use it. Blocking out an aircraft so it will be available "just in case" makes it very difficult for other members.
  - 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
- **Trouble scheduling aircraft?**
  - 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.
- **90-Day Attendance Requirement**
  - Schedule Master (under the Status tab) has a field that shows 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 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 count as credit for attendance.

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### Maintenance Squawks

- **How to check squawks**
  - Login to [ScheduleMaster.com](#)
  - Click on the colored triangle immediately to the left of the aircraft's registration number
  - Read the open squawks
    - Green = low urgency
    - Yellow = medium urgency
    - Red = aircraft grounded
  - Click on an individual squawk for details

- to amend or comment on the squawk. entry unless
- **How to register a squawk**
  - Click on the colored triangle immediately to the left of the aircraft's registration number
  - Click on the + sign to the right of the word "Squawks"
    - If it's a new squawk
      - Give the squawk a title
      - Enter a description
      - Click your estimation of the urgency
      - Click OK
        - Notify Len Erickson, T-Craft Director of Maintenance, by text or telephone if urgent, email if routine
    - Amend an existing squawk (Do not duplicate existing squawks)
      - Click on the squawk name
      - Click on the + sign to the right of the squawk name
      - Enter your comments in the New Comment space
      - Click OK

### Aircraft Care

- Pre Flight
  - Use the aircraft checklist
  - Do not fill oil to POH level, use T-Craft checklist level
- Post Flight:
  - Install control lock
  - Install pitot tube cover
  - Place elevator trim in takeoff position
  - Place rudder trim in center position (C-182 only)
  - Place fuel selector on both
  - Open cowl flaps (C-182 only)
  - Confirm Master Switch off
  - Clean up aircraft interior
  - Fasten seat belts
  - Shut windows
  - Clean windshield
    - Clean the windshield only with Pledge in the yellow cans.
    - Use only vertical strokes. Do not use circular strokes.
  - Debug leading edges of wings, struts, engine cowling, and spinner
  - Lock all three aircraft doors
  - Place key and aircraft credit card in red bag
  - Place fuel receipts (from KMAN) in red bag
  - Return red bag to key box in hangar office
- Check Lists:
  - Aircraft checklists are available on the club website - [click here](#)
  - You are encouraged to print out your own checklist.

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## HANGAR SECURITY

- **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.
  - Heaters set up correctly (in season)
- **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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## TIPS, TRICKS, AND FUN

### Hood River Fly-Out

(Submitted by Pete Glick, T-Craft Instructor Pilot  
Photo credits: David Glick)



If you have never experienced the Western Antique Aeroplane and Automobile Museum (WAAAM) at Hood River, Oregon, you are missing a real treat. <https://www.waaamuseum.org/>. The museum is located on the Jernstedt Airport (identifier 4S2). Drive or fly early and plan to spend a day. It would be difficult to really experience it all in less time.

On July 8 and 9, my son David and I joined the Idaho Aviation Association (IAA) Treasure Valley Chapter for an overnight camp under the wing, fly-out to visit the museum. Although I had been there once before, David had not. The weekend's events exceeded both our expectations. More than 20 people from Treasure Valley arrived in seven airplanes, one gyrocopter, cars, and RVs. Saturday's flight over was beautiful and even included a tailwind! Son David flew from lift-off at KMAN until entering the pattern at 4S2. I offered the autopilot, but he declined. We all approached from the south as there was a TFR for fire immediately north of the field that extended north of the Columbia River. At Hood River, runway 25 was in use, with winds reported to be 290 at 13 with gusts to 25. That sounded doable with an expected quartering crosswind on final. Several of us converged on 4S2 near the same time, but the deconfliction was smooth. What was NOT smooth, however, was the wind in the pattern. The base to final turn to runway 25 gave just a hint of the reported gusty winds. The descent on short final crossed the Hood River canyon that introduced a very large sinker that required a vigorous

power input at about the same time as a shift in surface wind direction. My last glance at the windsock saw it was stuck straight sideways and starched. Some recent side slip practice paid big dividends right then. Landing was firm and safe. Whew! Once all our aircraft were safely tied down, the gyrocopter pilot wondered what all the crosswind landing fuss was about. He just shrugged. The museum suspended their biplane rides at about the same time. David was disappointed since a biplane ride was to be his birthday present.

John Davis, from IAA, gathered all his chicks and led us to the museum to pay reasonable entry fees. The museum also was sponsoring an auto show and shine. About 50 cars and trucks of various vintages were on display. The place was buzzing with activity. A pancake breakfast was next to ensure we had appropriate energy to tour the aircraft restoration shop. The shop was near spotless with several projects in work. They do amazing restorations on-site. Later, most of the Idaho delegation listened to Crista Worthy give a presentation about the history of early pioneer pilots in Idaho's backcountry, the beginnings of aerial firefighting, and beaver parachute drops. Very interesting! Christa and her husband are both pilots. Christa gets it. She is the editor of IAA's newsletter and is the managing editor for Pilot Getaways magazine, as well as the author of the book *Idaho Aviation*. We filled the rest of our time with looking at the myriad of aircraft and vehicles that WAAAM has on-site. WAAAM's knowledgeable docents can share many other secrets that should be seen and experienced. WAAAM's major





fly-in event happens every year on the each second weekend of September. It draws some amazing aircraft. Allow plenty of time for a visit.

Gayla and Mike Perini (Greenleaf airport residents), along with John Davis from the IAA organized a great trip. Several other flying events are planned throughout the summer. Events like this build and strengthen friendships. So, if you are tired of beating up the traffic pattern and south practice area, consider joining others for a flying adventure. The more, the merrier. If you are not a member of the IAA, please consider joining. The IAA helps to maintain many of Idaho's airstrips with a network of pilot volunteers. They also lobby hard to retain our world-class backcountry airports that have been threatened in the past, several of which are currently under legal challenges from those who would like to see them close forever.

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### Strong Crosswinds Offer a Lesson in Risk Management (article, podcast)

(Reprinted from Air Facts Journal)

The long-range forecast looked good for everything but wind. Normally we don't have much wind around here, but the weather folks explained that this was an unusual pattern that would eventually move out. We were scheduled for a Wednesday, and winds on Monday and Tuesday had been gusting to 35 knots or more. Wednesday was supposed to be in the 10-15 knot range with gusts to 20, but directly out of the west. Both the airport I fly out of and the destination, Crossville, TN, had a runway 26, so while it might not be as pleasant as a calm day, it did not present any alarm for someone who in a former life was accustomed to winds like that every day. [Read more...](#)



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### What Pilots Can Teach the World About AI (article, podcast)

(Reprinted from Air Facts Journal)



Three years ago, in the middle of a pandemic, I suggested pilots might have a few things to teach the wider world about risk. Managing weather is certainly not the same as managing messy public health problems, but some universal principles apply to all risky activities. I think most of those lessons [have held up](#) pretty well. [Read more...](#)

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## Be Ready for the Back Country (Resource page)

(Reprinted from AOPA ePilot)



The backcountry is a tremendous lure for the intrepid pilot. But with its rewards come risks. The AOPA Air Safety Institute's [resource page](#) promotes safe engagement in this burgeoning aviation space. [Read more...](#)

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## Busting Aircraft Tire Myths

(Reprinted from AOPA ePilot)

There's an old *Trade-A-Plane* lying around my office from about three years ago. I keep it handy to reminisce about the "old" days, when we all *thought* aviation parts were expensive but had no idea what was coming.

[Read more...](#)



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## Something Here for Everybody – Airventure (Pictures)

(Reprinted from AOPA ePilot)

"Welcome to the show!" controllers wished pilots flying in throughout July 23, one day in advance of the official start of EAA AirVenture Oshkosh, known as the "world's greatest aviation celebration." [Read more...](#)





## Traffic Pattern Entry Procedures (video 00:02:10)

(Reprinted from Sporty's Flight Training)



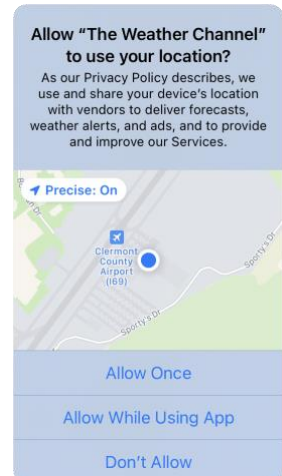
Standard traffic patterns are established at nontowered airports to provide a smooth flow of traffic from the arrival phase of flight through approach and landing. Here are the steps to follow to safely and efficiently join the pattern and get established on the final approach leg for landing. [Watch the video...](#)

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## Optimize iPad's Location Settings (article, podcast)

(Reprinted from Sporty's iPad Pilot News)

Your iPhone and iPad are constantly working behind the scenes to provide the best user experience possible based on available data. One of the main data feeds they use is your physical location, determined from a combination of cellular, Wi-Fi, GPS, and Bluetooth. This allows them to provide you with location-based data like the weather at your current location, a map with the nearest coffee shop or traffic conditions for nearby highways. [Read more...](#)



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## Garmin Pilot Adds New Color and ETD Calculator (article, podcast)

(Reprinted from Sporty's iPad Pilot News)



The latest update to Garmin Pilot is now available in the app store and adds a few new convenience features to improve your experience in the app. This includes a new light color scheme, the ability to flight plan based on pre-determined arrival time and improvements to the Database Concierge wireless update capability. Here's a quick look at where to find each. [Read more...](#)

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