

T-Craft Aero Club

Monthly Newsletter

Sep 2023



Putting Wings
on
Your Dreams

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Send articles & pictures
to
Secretary@t-craft.org

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IMPORTANT NOTICES

DOM Change: Goodbye, Len Erickson, Hello, Pete Glick

(Submitted by Ivan Sudac, T-Craft President)

It is with a sad heart that the club says goodbye this month to our Director of Maintenance and Board Member, Len Erickson. Len had to move out of the area for family commitments.

Len has been an amazing and dedicated Maintenance Director. He has worked selflessly to keep our club aircraft in superior condition. We all owe him a huge thanks and a debt of gratitude for a job well done.

All our best wishes go with our good friend Len Erickson. May God Bless you and your wonderful family Len.

Our new Director of Maintenance is Pete Glick. Pete brings a wealth of maintenance experience in both Military and General Aviation. He has large shoes to fill, but Pete is up to the task.

Again, following winds to you, Len. We hope to see you soon.

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All Hands on Deck: Fall Plane Wash & BBQ

(Submitted by Editor)

Our Fall Plane Wash and BBQ happens Thursday, 21 Sep from 4:30 until done. Come for good food, fine airplanes, and great friends. Watch for details via Email soon.

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ForeFlight Workshop 5 – Flight Planning with EFB (webinar)

(Reprinted from FAASTeam)

Topic: ForeFlight Workshop - Flight Planning and Weather! Free Prizes!

Schedule: Monday, 11 September, 18:00 MDT

Description (Select Number SW19123799): The fifth in this 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). The workshop's pace will be reasonable. Attendees can ask questions and contribute 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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Pro Tips for Pilots – Go Arouns (webinar)

(Reprinted from FAASTeam)

Topic: Flight Dynamics and Performance of SE and ME Airplanes during Go-Around Maneuvers

Schedule: Wednesday, 13 September, 18:00 MDT

Description (Select Number GL15123869): Professor Doctor Nihad Daidzic will “dive” deeper into the Go-Around maneuver in SE and ME airplanes. Theory and practice of Go-arounds and associated problems will be discussed. Airplane stability, control, dynamic response, performance, and associated hazards will be highlighted. Application of full power is typically destabilizing in all airplanes but especially so in single-engine light planes. Some common mistakes pilots make during Go-Around maneuvers will be highlighted and dissected. To view further details and registration information for this webinar, [click here](#).

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GPS Interference Testing – Mountain Home, ID, 13-30 Sep
(Reprinted from FAA Flight Advisory)

FLIGHT ADVISORY
GPS INTERFERENCE TESTING
MOUNTAIN HOME RANGE COMPLEX (MHRC) 23-07
13 – 30 September Mountain Home Range Complex, ID

GPS testing is scheduled as follows and may result in unreliable or unavailable GPS signal.

1. Centered at 423953N1153241W or the BOI VOR 135 degree radial at 60 NM.
2. Dates and times (**Dates and times are based on GMT (Z):**)

13 SEP 23
14 - 15 SEP 23 16 SEP 23
18 SEP 23
19 – 22 SEP 23 23 SEP 23
25 SEP 23
26 – 29 SEP 23 30 SEP 23

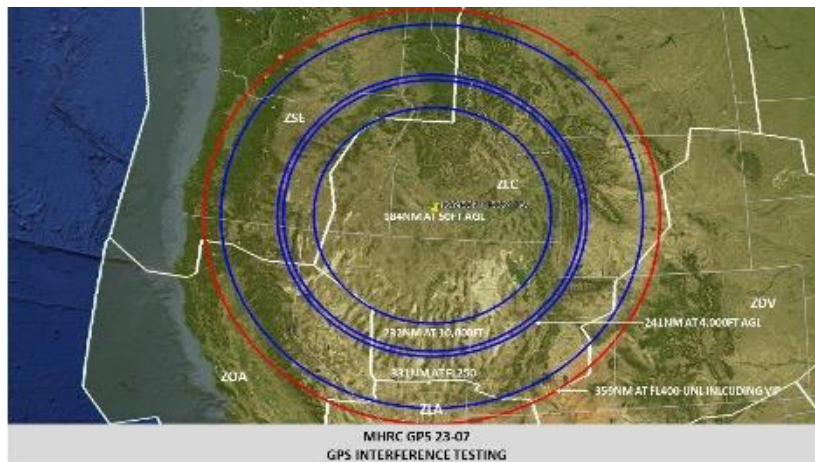
2000Z – 2300Z DLY 0100Z – 0500Z 0100Z – 0500Z 2000Z – 2300Z DLY 0100Z – 0500Z 0100Z – 0500Z
2000Z – 2300Z DLY 0100Z – 0500Z 0100Z – 0500Z

2000Z – 2300Z 2000Z – 2300Z 2000Z – 2300Z

C. Duration: Each event may last the entire requested period.

4. NOTAM INFO: NAV GPS (MHRC GPS 23-07) (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVBL WI A 359NM RADIUS CENTERED AT 423953N1153241W (BOI135060) FL400-UNL, 331NM RADIUS AT FL250, 232NM RADIUS AT 10000FT, 241NM RADIUS AT 4000FT AGL, 184NM RADIUS AT 50FT AGL.
5. Pilots are encouraged to report anomalies in accordance with the Aeronautical Information Manual (AIM) paragraphs 1-1-13 and 5-3-3.

The NOTAMs discussed in this advisory may change with little or no notice. Pilots are advised to check NOTAMs frequently for possible changes prior to operations in the area. NOTAMs will be published at least 24 hours in advance of any GPS tests.



MHRC GPS 23-07 GPS INTERFERENCE TESTING

CALENDAR & CLUB STATS

Month Ahead

Sep 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 Sep 2023: Accounts due
- 14 Sep 2023: Board mtg, 7pm, T-Craft Hangar
- 20 Sep 2023: Accounts past due
- 21 Sep 2023: Plan wash, 4:30pm, T-Craft Hangar
- 25 Sep 2023: Last flight day in billing period
- 28 Sep 2023: Member mtg, 7pm, T-Craft Hangar

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

Steve Chaffin

Inactive Requests

None this month

Achievements

Michael Lloyd – Commercial Pilot Check Ride
 Nick Lund – Instrument Check Ride
 Dan Harris - Instrument Check Ride
 Jeff Aebischer - Instrument Check Ride
 Jon Miller – Commercial Pilot Check Ride, AMEL
 Tom Christensen – Class II upgrade
 Michael Cichoski – Solo
 Bretta Robinson - Solo

Member Stats

120 Members (after new members & resignations)
 92 Active flying members (cap: 14 x 7 = 98)
 22 on waitlist-(16-22 month wait)
 35 Class I Members (30%)
 85 Class II Members (70%)
 15 Inactive (voluntary suspension)
 28 Suspended (23%—BFR/Med/attend/billing/ Inc 15 inactive)

Member Ratings

9 Student Pilots
 69 Private Pilots
 30 Commercial Pilots
 12 Air Transport Pilots
 50 Instrument Rated Pilots (not all are current)



Bretta Robinson – 1st Solo

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

BILLING

Dates

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

Billing Procedures

- Your account documents are emailed to you shortly after the 25th
- Pay the amount due shown on your STATEMENT, not the invoice or credit memo
- Statements paid after the 20th will be assessed a \$20.00 late fee
- Accounts over 30-days past due will also be assessed a finance charge (see club policies)
- For on-time credit, mail checks to T-Craft's street address
 - **T Craft Aero Club 135 Municipal Dr. Nampa, ID 83687**

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.

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 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.
- **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

Ship Island Lake (picture)

(Submitted by John Baglien)



Took this picture on the way home from a family reunion at Boulder, Montana. This picture is one of many lakes added to my "bucket list" as I have flown over and around our beautiful central Idaho Mountains. Ship Island Lake in the Bighorn Crags just south and east of the confluence of the Middle Fork Salmon River with the main Salmon. I'll never get to them all.

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Northwest Scenic Adventure Flight

(Submitted by Vivian Brandt, T-Craft Member)



Columbia River

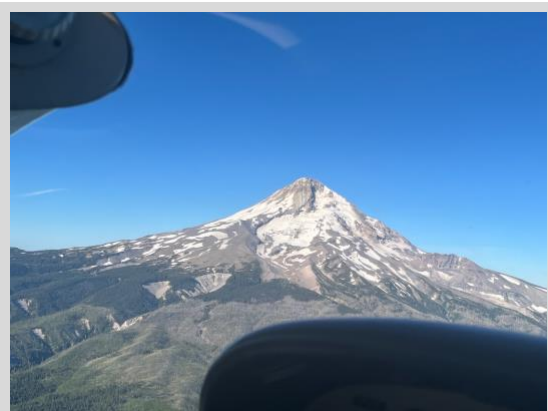
Ben and I recently took 93S to Pacific City, Oregon (KPFC) for the weekend for a family wedding. In 2 ½ hours, we left triple digits behind and were enjoying a cool ocean breeze on the beach. It was our first time flying in here, and would definitely recommend it to someone looking for a quick getaway.

We stopped at Troutdale on the way to drop off a dog and took the opportunity to top off our fuel. It's located between I84 and the Columbia River and offers stunning views of the river and Mt. Hood. The FBO was quick to send a fuel truck

out to the plane. The staff was very friendly, and they had a nice, clean facility.

We were soon back in the air, skirting around Portland air space. It was a beautiful day, so the radio was busy with small aircraft out for a morning flight. Thirty quick minutes later we were approaching Pacific City.

The Pacific City airstrip is located right in town. When we landed, there were several planes tied down along the strip,



Mt Hood



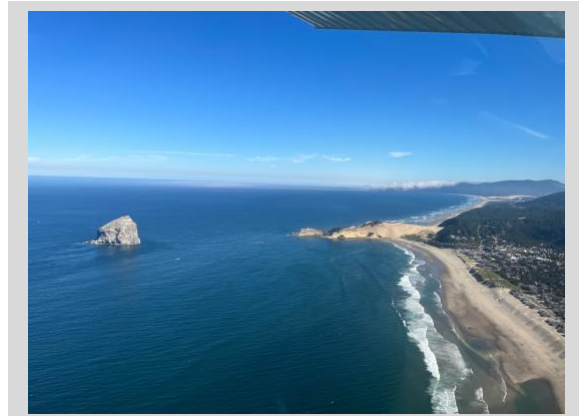
En Route

on the pavement, and in the grass. We soon realized it was a large group of friends that had flown in from nearby towns for breakfast. It appeared only two of the planes call Pacific City home. While tying down the plane, we were greeted by a restaurant owner on an electric bike that welcomed us to town and invited us to stop in for dinner and karaoke that night...we dropped in for a bowl of chowder but left the singing to the 'pros'. He also let us know there were bikes at the airport that we could use if we were so inclined.

We stayed at Pacific City Inn, which was located directly across the airstrip from the tie-down area. It was exceptionally clean, and the office staff was helpful and friendly. There is no car rental option here, but the beach was only a 10-minute walk away.

The fog rolled in by noon along with the wind, so we were glad we had planned to stay overnight and had reserved a hotel well in advance. As luck would have it, we chose the busiest weekend of the year...the Pacific City Dory Days Celebration! It's an annual celebration of the local dory fishing culture unique to Pacific City (<https://pacificcitydorydays.com>). Even with all the additional festivities going on it was a very relaxing weekend.

The windssock was hanging in the morning, and there was a typical dense ocean fog over the town. We walked down the street to grab a coffee and a bite to eat and then headed to the beach. By 10:00, the sun was burning off the fog, and a nice wind had picked up to help us off the 1875' runway.



Haystack Rock



Pacific City Airport



Pacific City (airport bottom right)

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Mt Jefferson



Lake Billy Chinook near Madras

We traveled home direct, which took us by Mt. Jefferson. The views were stunning, and the first hour of flight home was smooth and quite enjoyable. The next hour and 15 minutes, not so much. As we headed back toward the desert and high temperatures, the air got rough. Descending into the Treasure Valley was exceptionally unpleasant as it was 105 that afternoon. If we had it to do over, we would have detoured to Hood River or The Dalles and kicked around until evening when things typically smooth out. Regardless, we had another fabulous weekend getaway in a T-Craft plane under our belts.

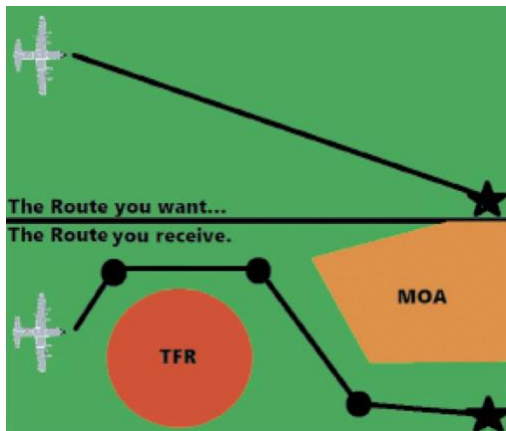


Ben & Vivian Brandt in 93S

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Flight Plan Route

(Reprinted from IFR Magazine)



“Who changes—or how does the system change—the IFR flight plans I file?” When filing IFR, you have the option to file the exact route you want. However, in doing so, you might or might not get it. A route in the ATC system depends on a lot of things: type of aircraft, altitudes, equipment, and what you file. All these variables are fed into a grand equation that ends up producing your final route, which might not be what you want at all. [Read more...](#)

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Flying IFR with ForeFlight (Quiz)

(Reprinted from Sporty's iPad News)

The iPad and ForeFlight take a lot of the guesswork out of flying IFR, thanks to smart flight planning tools and digital instrument chart organization features. Our latest quiz will test your knowledge of where to find key preflight and inflight data in ForeFlight needed for IFR flying. [Take quiz...](#)



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Close Calls in Training Prepared Me for Gulf War Combat

(Reprinted from Air Facts Journal)

One moment I was climbing at a 45-degree angle, and the second moment, I was pointed straight down (very close to 90 degrees) with a fully stalled aircraft. As I looked out the front window, I had no idea if I had enough altitude to pull out of the dive or survive ejecting from the aircraft. [Read more...](#)



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This was Their Only Lifeline

(Reprinted from AOPA ePilot)



Firefighters still worked to douse the vestiges of the firestorm that devastated the Hawaiian port town of Lahaina, leaving dozens of people dead or missing from the close-knit community on the west side of Maui, as general aviation pilots organized an airlift that provided some of the first relief to survivors in desperate need of food, water, and medicine.

[Read more...](#)

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Rich Stowell Explains Angle of Attack (video 00:05:08)

(Reprinted from Community Aviation)

We recently visited with Rich Stowell at his home base at KEUL in the heart of Idaho's Treasure Valley. Watch as Rich uses Mimi's Citabria to explain how all of the primary flight controls affect angle of attack. It's more than the elevator at work. [Watch the video...](#)



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