

T-Craft Aero Club

Monthly Newsletter

Oct 2023



Putting Wings
on
Your Dreams

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Send articles & pictures
to
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IN THIS ISSUE

IMPORTANT NOTICES	3
Maintenance Matters	3
Kick the Tires	4
Fall 2023 PlaneWash Attracts 49 Enthusiastic Aviators	5
CALENDAR & CLUB STATS	9
Month Ahead	9
Coming Events.....	9
New Members.....	9
Resigning Members	9
Inactive Requests.....	9
Achievements.....	9
Member Stats.....	9
Member Ratings	9
OPS PROCEDURES & POLICIES: CLICK HERE	10
BILLING	10
Dates	10
Billing Procedures	10
Fuel Reimbursement Procedures.....	10
Logging.....	10
AIRCRAFT	11
Aircraft Rates	11
Aircraft Data.....	11
Aircraft Scheduling	11
Maintenance Squawks	11
Aircraft Care	12
WINTER PRE-HEAT PROCEDURES	13
HANGAR SECURITY	13
TIPS, TRICKS, AND FUN	14
Too Much Trust in the Weather Forecast	14
Pitch & Power: Energy Management is Key to Mastery of Flight	14
Beyond Proficient: IFR Series (videos)	14

IMPORTANT NOTICES

Maintenance Matters

(Submitted by Pete Glick, T-Craft Director of Maintenance)

First off, let me thank the T-Craft Board of Directors for their confidence in me by approving me to become the next Director of Maintenance (DOM). The current term of this assignment is temporary to finish out the current term of Len Erickson as a result of his move out of state. I think of this time as a prolonged job interview for the club and myself to see if this is a good fit for both the club needs and my other non-flying life. I want to thank Len for his time and dedication to our club and his continued support in this transition.

My first T-Craft checkout was in June of 2002. After looking at several options to fly, I selected T-Craft primarily based on my confidence in the maintenance of each aircraft. Jim Eyre and his approach gave me confidence that I could put any of my family members into one of the aircraft. That is the approach I intend to take. My goal is to ensure T-Craft club members have airworthy, safe, and reliable aircraft to operate so each of you may be confident enough to take their family members flying. Nearly all aircraft have some type of squawk. I plan to continue to resolve some of our long-standing deferred discrepancies.

Aircraft Scheduled Maintenance Status.

I recently selected a 30-day trial of the Maintenance Module of Schedule Master. Now, you can click on any of the aircraft and see due dates/times of the upcoming scheduled calendar or hourly maintenance. You can also select drop-down maintenance menu items from the resource tab. I encourage you to explore that module and tell me what you think. REMINDER! It is the responsibility of the Pilot In Command to ensure the aircraft they intend to fly is airworthy. Simply relying on a computer program doesn't meet that responsibility. Look in the logbooks, and you will quickly become more familiar with the aircraft you command. If you are unsure how to go about this, contact me, and I will help.

Cold Weather Operations.

You can see the heaters have been installed in the hangar in anticipation of the coming cold weather. Our long-time late Director of Maintenance Jim Eyre famously suggested that if you must wear a coat, the engine needs to preheat. Simple and easy to remember. There is a comprehensive article available on the club website, written by Jim, that still applies. [Click here to read it.](#) Please read the article before operating in the coming colder weather. Use the KASA app to turn on the heaters from home. The heaters turn off automatically after 3 hours. However, they may be scheduled to turn on at a specific time. [Click here to see detailed instructions below...](#)

93F upcoming engine overhaul.

The engine is approximately 140 hrs. beyond recommended TBO (Time Between Overhaul). Some time ago, a decision was made to overhaul this engine rather than continue to operate beyond TBO as we (T-Craft) have with past engines. We don't know this engine's history beyond what's in the engine logs. Engine rebuilders require a core engine before building an engine for us. Our A/P has graciously allowed us to send one of his core engines to Ly-Con for rebuilding with the understanding that he will receive the core engine from 93F once it is removed. This reduces our downtime by several months as we continue to run the engine beyond TBO until the new engine arrives.

Member Involvement in Maintenance

An idea that's been floating around for a while has been to have members who are interested in the maintenance of aircraft do more. If there is enough support, here's the plan:

One member will be assigned one aircraft to look after its care and feeding. That doesn't mean you'll be fixing it unless authorized by FAR in preventative maintenance and club policy, but just keeping an eye on upcoming maintenance, aircraft washes, changes in operation, scratches, dents, 50-hour oil changes, if desired, etc. I'm still defining the "job description." Of these seven crew chiefs/plane captains, one will be assigned as Assistant Director of Maintenance. These members will work under the umbrella of DOM. It will take some time and dedication.

Some have already expressed interest, but not all names have been captured. If you are interested, contact me by email no later than the end of October. Once names are gathered, we will plan a meeting to discuss the feasibility of this program. If you have questions about this, call or text.

Preventative Maintenance

Federal Aviation Regulations (FAR) Part 43 Appendix A allows for owners (or co-owners) to do some preventative maintenance. The list is very specific on what is allowed. If it is not listed, it is not allowed under this

Part. Pilots should be familiar with this list. <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-C/part-43>

Once such preventative maintenance is performed, Part 91-417 requires that an entry describing such maintenance be entered into the aircraft logbooks. A description of the logbook entry requirement is also found there. Do not perform any preventive maintenance unless a logbook entry is completed prior to flight. <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-91/subpart-E/section-91.417>

Additionally, make a reasonable effort to contact the Director or Maintenance, or failing that, any board member prior to conducting any preventative maintenance. The T-Craft Constitution and By-Laws require the DOM to coordinate maintenance activities. Without a logbook entry, there is no history of the work performed and a violation of the FARs results. Additionally, no record of who did the work may erode the confidence we have in our aircraft maintenance. I don't want to fly an aircraft if I don't know what's been done to it, and I doubt you do either. Another unknown is whether or not these owner-performed maintenance actions are covered by our liability insurance. We'll look into that.

Flap Switches on 686 and 64R.

Some members have asked about having new flap detent style handles installed in 686 and 64R rather than the current switches that don't have detents. As was explained to me, this is not as simple as replacing a switch, but much more involved. The A&P would have to agree to this modification as it could be seen as a major alteration to controls. I do not currently plan to pursue this.

Our A&P, Brian Reid, will be out of town from 8-18 October. This may impact or delay some of our maintenance actions..

Thanks again and I look forward to the challenge and opportunity. Don't hesitate to contact me with questions. Pete

[Back to the Top](#)

Kick the Tires

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

THE INVENTION OF THE wheel was certainly revolutionary. But our designs for what to wrap around that piece of stone confounded us for years. Constant tradeoffs between wear versus handling, cost versus efficiency, etc., over decades refined the invention to where you can now buy specific solutions for your mission. Backcountry? There's a tire for that. Jet aircraft? There's a tire for that. Small aircraft? There's a tire for that.

[Read more...](#)



[Back to the Top](#)

Fall 2023 PlaneWash Attracts 49 Enthusiastic Aviators

(Photo Credits: Editor)



[Back to the Top](#)



[Back to the Top](#)



[Back to the Top](#)



[Back to the Top](#)

[Click here to see more PlaneWash pictures](#)

CALENDAR & CLUB STATS

Month Ahead

Oct 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 Oct 2023: Accounts due
19 Oct 2023: Board mtg, 7pm, T-Craft Hangar
20 Oct 2023: Accounts past due
25 Oct 2023: Last flight day in billing period
26 Oct 2023: Member mtg, 7pm, T-Craft Hangar

[Click here for Full Club Calendar](#)

New Members

Todd Goode (former member) – Class II
 Connor Spratt – Class I – Student

Resigning Members

Carl Fetterman
 Al Fisher

Inactive Requests

None this month

Achievements

Dan Harris – Upgrade to Class II
 Ted Chester – Upgrade to Class II

Member Stats

120 Members (after new members & resignations)
 92 Active flying members (cap: 14 x 7 = 98)
 21 on waitlist-(16-22 month wait)
 36 Class I Members (29%)
 84 Class II Members (71%)
 15 Inactive (voluntary suspension)
 30 Suspended (25%—BFR/Med/attend/billing/ Inc 15 inactive)

Member Ratings

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

[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 \$5.72 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.

[Back to the Top](#)

AIRCRAFT

Aircraft Rates

(Rates Effective 26 Sep 2023)

- C-152 (110hp) N67375 \$ 77.00/hr
- C-172 (160hp) N13686 \$ 94.00/hr
- C-172 (160hp) N4464R \$ 94.00/hr
- C-172 (180hp) N1293F \$ 101.00/hr
- C-182 (230hp) N9989E \$ 145.00/hr
- C-182 (230hp) N7593S \$ 145.00/hr
- C-182 (230hp) N121M \$ 145.00/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.

[Back to the Top](#)

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.

[Back to the Top](#)

WINTER PRE-HEAT PROCEDURES

- 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. The heaters turn off automatically after 3 hours. However, they may be scheduled to turn on at a specific time.
- 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 who 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 for ensuring that the engine is properly preheated.

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.

[Back to the Top](#)

TIPS, TRICKS, AND FUN

Too Much Trust in the Weather Forecast

(Reprinted from Air Facts Journal)



In February 1983 I bought an aerobatic 1975 Decathlon in perfect condition. It was in Las Vegas, Nevada and I flew the airplane back to my home in Atlanta, Georgia. The first two days of ferrying the airplane home was fun but not noteworthy. On the third day, the plan was to fly from St. Landry Parish, Louisiana to Jackson, Mississippi for a fuel stop, then on to Marietta, Georgia for the night. However, it was not to be as the weather soon became THE issue of the day. [Read more...](#)

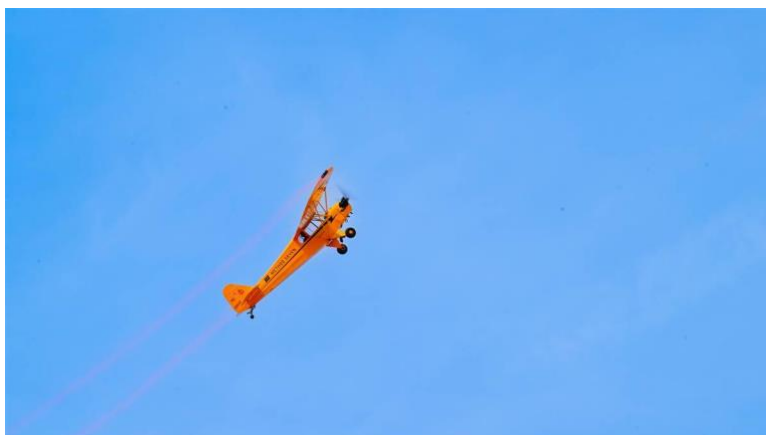
[Back to the Top](#)

Pitch & Power: Energy Management is Key to Mastery of Flight

(Reprinted from AOPA ePilot)

The late great Bob Hoover demonstrated mastery of flight as he gracefully flew stock aircraft, often with engines shut down and no power to assist. While the rest of us may never learn to fly like Hoover, we can aspire to understand energy management as he did.

As a designated examiner, many of the issues I see on practical exams emanate from poor energy management and a fundamental lack of understanding of proper corrective measures. It's a topic that receives little to no attention in many ground school courses. [Read more...](#)



[Back to the Top](#)

Beyond Proficient: IFR Series (videos)

(Reprinted from AOPA)



Become a better, safer pilot with the AOPA Air Safety Institute's *Beyond Proficient: IFR* video series. The videos provide a unique perspective on how to fly safely in the departure, en route, and approach profiles under instrument flight rules.

Whether you're instrument-rated or recently enrolled in instrument training, the videos offer tips and tricks to master complex instrument flying aspects. [See the video series here...](#)