

T-Craft Aero Club

Monthly Newsletter

Nov 2023



Putting Wings
on
Your Dreams

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

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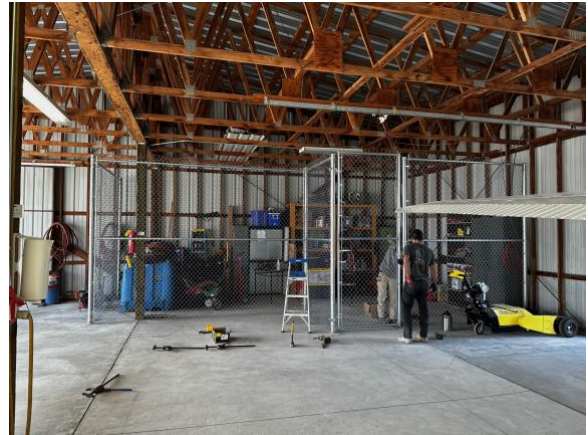
IMPORTANT NOTICES

Hangar Improvements Advance

(Compiled by Editor, Photo credit: Pete Glick)

Slowly but surely, the hangar upgrades advance:

- The old lower door tracks have been removed.
- The southeast corner by the entrance door has been repaired and strengthened.
- The rubber seals along the lower edge of the aircraft bay doors are being replaced with brush seals.
- The new tool-cage perimeter fence has been installed. However, we've postponed the planned cabinet and shelf installation. During the major clean-up, we discovered that the lawn irrigation water damaged the exterior wall bottom (sole) plate. That will be repaired before the tool-cage interior proceeds.
- Other projects are afoot. Stand by for more news.



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T-Craft Mail Box Location

(Submitted by Reggie Sellers, T-Craft Billing Director)



135 Municipal Drive
Nampa, ID 83687



Our box is on the right

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CALENDAR & CLUB STATS

Month Ahead

Nov 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 Nov 2023: Accounts due

16 Nov 2023: Board mtg, 7pm, T-Craft Hangar

20 Nov 2023: Accounts past due

25 Nov 2023: Last flight day in billing period

30 Nov 2023: Member mtg, 7pm, T-Craft Hangar

[Click here for Full Club Calendar](#)

No membership meeting in December

New Members

None this month

Resigning Members

Jake Simon

Roland Stedham

Inactive Requests

Jim Halcomb

Rex Lewis

Tom Christenson

Achievements

None this month

Member Stats

118 Members (after new members & resignations)

21 on waitlist-(16-22 month wait)

35 Class I Members (29%)

83 Class II Members (71%)

15 Inactive (voluntary suspension)

26 Suspended (22%—BFR/Med/attend/billing/ Inc 15 inactive)

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

Member Ratings

10 Student Pilots

67 Private Pilots

29 Commercial Pilots

12 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

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

BILLING

Members! Read this section to answer your questions. Help reduce the monthly call rate!

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.

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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.

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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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WINTER PRE-HEAT PROCEDURES - UPDATED

- 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.

One of the fun features with the KASA App is the ability to create a "Smart Action" allowing you to create an event so that you can turn on the Smart Plugs automatically. Although this is a really neat feature, it has a drawback. If you create an event WITHOUT deleting it after you use it, the action will repeat when it isn't needed or wanted. For example, on one of our planes, the smart plugs were being turned on every morning at 5:00 am.

You can configure an action as a one time event but that clutters up the app with lots of unnecessary smart actions.

Please delete YOUR Smart Action event after you use it. Also, Please enter your name in the comment field as there are 120 users and it would be nice to be able to contact you with

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

How To Pre-Flight an Airplane

(Reprinted from AOPA)

Did you preflight? This is a question flight instructors ask students countless times every day. A better question might be, "Do you understand how to preflight?"

A student once told me during a preflight that the "dark oil" on the brake cylinder was not brake fluid, because "5606 brake fluid is bright red." What the pilot didn't realize is that the oil is not going to be bright red after a few hours of use, especially when it's dripping over a brake covered with brake-pad soot. That student had more to learn about preflighting. [Read more...](#)



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Essential Calculation

(Reprinted from AOPA)



Knowing what the aircraft weighs—and exactly where that weight is distributed—is important because both weight and balance significantly affect aircraft performance and handling. According to the *Pilot's Handbook of Aeronautical Knowledge*, the center of gravity (CG) is "the point at which all the weight of the aircraft is concentrated. If the aircraft were supported at its exact CG, it would balance in any attitude." [Read more...](#)

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How to Tie Down an Airplane (video 00:02:26)

(Reprinted from AOPA)

AOPA Senior Photographer and pilot David Tulis gives a quick tutorial on how to tie down an airplane. [See the video...](#)



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Big Sky Country or, 82 Years Later...

(Submitted by Ken Kaae, T-Craft Treasurer)

What started out as an idea last year turned into a reality this late August. My brother-in-law, Mark, has always wanted to see the big farm equipment my cousin uses on his farm (4000 acres) in Montana. My cousin, Brian said if you want to see the farm, better hurry because he was retiring next year (2024). The choice was the 16 to 20-hour drive from Boise OR FLY! After doing some initial planning, I thought I'd realize a personal goal of flying over Yellowstone National Park. I ran my ideas by some of our club instructors, and they seemed to be in favor of my route. I chose routes that would keep me near roads, away from lava beds, and out of the dense forests along the route. It was an IFR route, I Follow Roads route. As you can see from the Foreflight plan, every route segment involved being able to make a valley with a road if the Big Fan quit blowing air. Good trick since I had to fly over the Continental Divide.



City of West Yellowstone, airport on the far right.

The trip to West Yellowstone airport was uneventful. Once in the pattern at WYS, I discovered an Air Force KC-135 tanker doing touch and goes.... That traffic in the pattern will get your attention. After landing, we had the opportunity to take a video of the multiple T&G's. After gassing up, it was off to the park. Now, here is where it got a bit spicier. Keep away from the tanker while gaining altitude to fly over the park, while not flying over the Park boundary. That required a racetrack pattern of only a couple of miles wide while climbing to 11,500 ft. Once over the park, the view was absolutely amazing. Mark was tasked with photo work since he had an image-stabilized telephoto lens. My job was to fly the plane.



Yellowstone Lake



Grand Prismatic Spring, with people on the boardwalk.

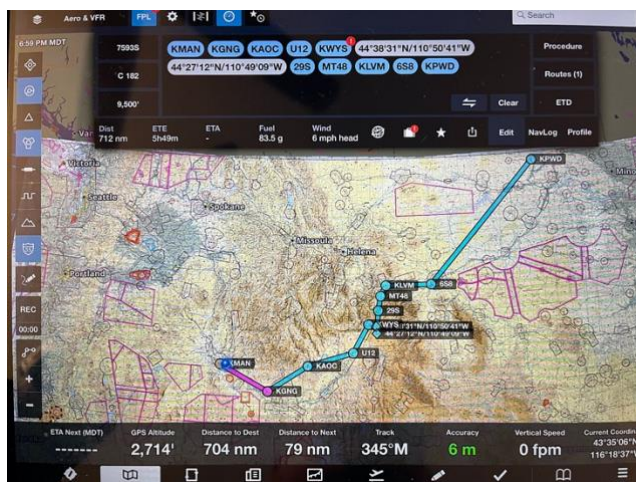


Montana-sized tractor

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We arrived for our overnight stop in Billings, then the next day on to Plentywood, MT. Landing at that airport had its own challenges, as the airport is only 12 NM or 5 minutes in 182 time from the international border with Canada. As many of you know, there is no bright orange line showing where the border is! You may not know, but Mr. ADS-B knows!

So how does this 82 years later stuff play into this tome, you ask? My Dad learned to fly at the Plentywood airport 82 years earlier and received his Private on October 29, 1941. He learned to fly under the Civilian Pilot Training program just prior to WWII. The US realized the world situation was going very badly, and they would need pilots for the Army Air Corps. My Dad was not selected for pilot training (missed one letter in the eyechart) but received his commission and became a radar countermeasures officer on a B-17. It was the precursor of the radar jamming of today.



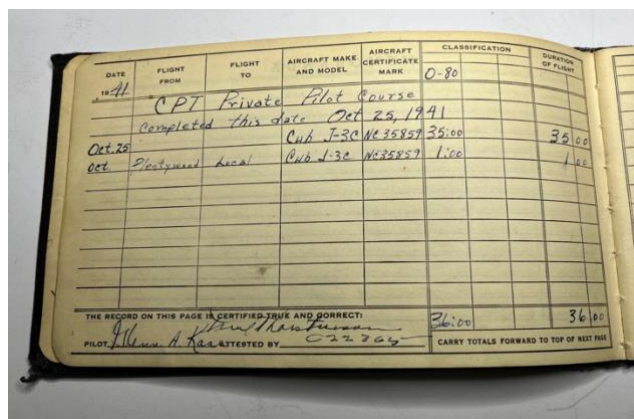
Our route, KMAN to KPWD



Mammoth Hot Springs



Not bad, 134kts at 11,000'!

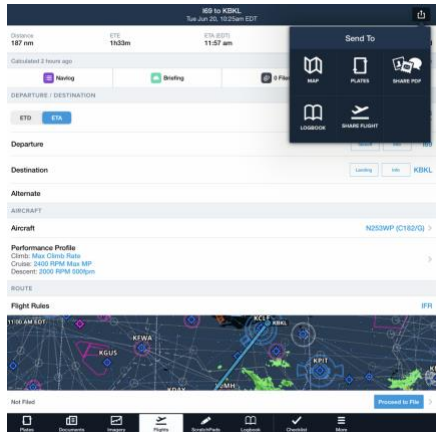


Entry of PPL test passed in my dad's log book

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Using the Flights Tab in ForeFlight (article & podcast 00:04:01)

(Reprinted from Sporty's iPad Pilot News)



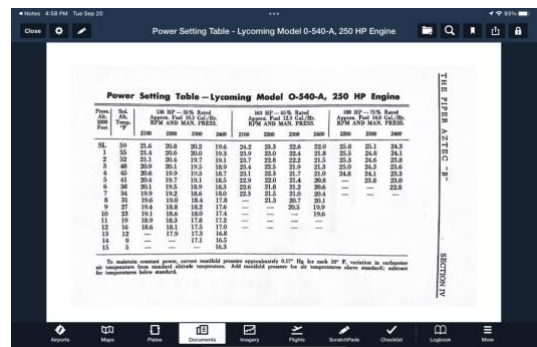
ForeFlight's Maps page can be a pilot's best friend, since it's packed with visual planning tools and helpful information. But for experienced pilots, especially those who file IFR or fly high performance airplanes, the Flights tab offers a wealth of powerful features. Here are six that are often overlooked. [Read more...](#)

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How to Scan Documents Into Your Favorite App (article & podcast 00:03:03)

(Reprinted from Sporty's iPad Pilot News)

More and more pilots are going completely paperless in the cockpit, which requires some paper documents to be scanned first. Fortunately, Apple includes some hidden capabilities in the Notes app, including the addition of a powerful scanner utility. This can be used to scan any physical document or receipt and save or share it using the traditional iOS methods. The scanned images can even be sent to apps that support document viewing, like ForeFlight or FltPlan Go. Here's how to do it: [Read more...](#)



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ADS-B Traffic Quiz: How Does it Work? (quiz)

(Reprinted from Sporty's iPad Pilot News)



The FAA has managed to make the traffic component of ADS-B both easy and hard. Take this quiz to learn more about the ADS-B traffic system so you'll be confident in knowing when you're receiving a complete traffic picture on your iPad, and when you're not. [Take the quiz...](#)

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Bird Strikes (article & podcast 00:10:23)

(Reprinted from Air Facts Journal)



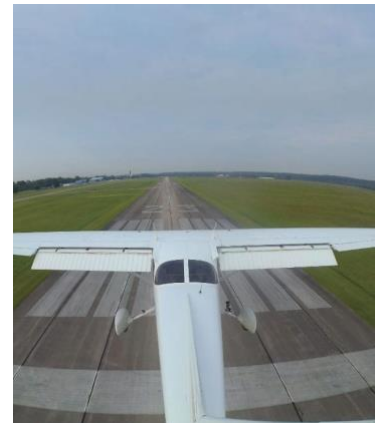
While training as a T-38 Talon instructor pilot (IP) at Randolph AFB (RND), I was in the back seat on a night sortie instructing my IP who was role-playing a student in the front seat. While I was demonstrating an instrument approach, my IP's cursing kept interrupting my train of thought and instruction. His outbursts were caused by numerous bats zinging past the canopy which was disconcerting to say the least. Apparently, our landing light (and perhaps his cursing) got the bats' attention – we didn't experience any bat strikes. [Read more...](#)

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Safe Landings Are No Accident(article & podcast 00:09:14)

(Reprinted from Air Facts Journal)

"No two landings are alike!" They keep saying that, and after thousands of landings I am reluctantly beginning to agree. Many factors are editorialized in that saying. There is the power, configuration, attitude, and then there is the biggest bugaboo: weather, as in wind and its fickle direction. Ah, I exclaim, how about in calm winds, what then? [Read more...](#)



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The Silent Treatment: Techniques in Learning (article & podcast 00:10:11)

(Reprinted from Air Facts Journal)



I clearly couldn't hear what she was trying to say to me, so she had the wisdom to leave her ego at the door that day and line up another instructor who she thought could take the same concept and say it in a way that would somehow get through to me. In essence, she brought in another stone mason. [Read more...](#)