

T-Craft Aero Club

Monthly Newsletter

Feb 2024

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Jan 2023 Membership Meeting Highlights

(Compiled by Jim Manley, T-Craft Secretary)

Our packed-agenda membership meeting yielded the following:

- **New dues:**
 - The monthly dues have been reduced to \$60.00
- **New a/c rates**
 - [Click here to see the reduced aircraft rates](#)
- **Elections**

The membership elected the following members to the offices indicated:

- President, 1-year term, Ben Rhodes, elected unanimously
- Secretary, 2-year term, Jim Manley, elected unanimously
- Director of Billing, 3-year term, Reggie Sellers, elected unanimously
- Director of Maintenance, 3-year term, Pete Glick, elected unanimously (This election confirmed him to serve the last 2 years of Len Erickson's original 3-year term)

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Pro Tips for CFIs and Students

(Submitted by FAASTeam)

Topic: Check Ride Failures That Result In Accidents

Time: Wednesday, 7 Feb 2024, 17:00 MST

Description (Select number GL13126263): **If you teach primary students or give flight reviews, then this webinar is for you!** In this round table webinar, we will have a DPE, NTSB, and FedEx Safety Program Manager discuss unstabilized approaches leading to check ride failures and, worse, Accidents. We will discuss the intricacies of clearly understanding the objective in order to have positive learning take place for your student. We will discuss:

1. Check ride failure on a bad landing
2. Bad go-around procedure
3. Stabilized Approach perimeter

To view further details and registration information for this webinar, [click here](#).

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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Mental Health and Aviation Safety

(Submitted by FAASTeam)

Topic: Mental Health Issues and Their Impact on Medical Certification

Time: Tuesday, 13 Feb 2024, 17:00 MST

Description (Select number EA17126345): Dr. Robb Mapou will discuss various mental health topics and how they relate to or impact your current or requested medical certificate. This discussion will cover how not all mental health diagnosis are an end to piloting activities and a few examples of the process.

To view further details and registration information for this webinar, [click here](#).

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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Neighborhood Meeting to Discuss Sunroc Concrete Plant – 13 Feb 6:00pm

(Reprinted from Warhawk Air Museum)

(Submitted by Woody Woodbury, T-Craft Pilot)

We strongly urge T-Craft members to attend this meeting!

The Warhawk Air Museum is hosting a neighborhood meeting concerning an important matter going before the City of Nampa Planning and Zoning Committee.

Sunroc has proposed three cement silos and a fly ash silo on the land at 39 N. Picard. We are very concerned about environmental hazards such as unhealthy particles and dust that will undoubtedly impact the neighborhood, Museum, and airplane owners.

The purpose of this meeting is to host a respectful, moderated discussion to gather key facts and concerns, share information, and help spread the word. Please come ready to discuss! We have invited local media, Nampa City Council members, airport hangar owners, and other potentially interested parties.

Agenda:

6:00 p.m. - Short introduction and welcome

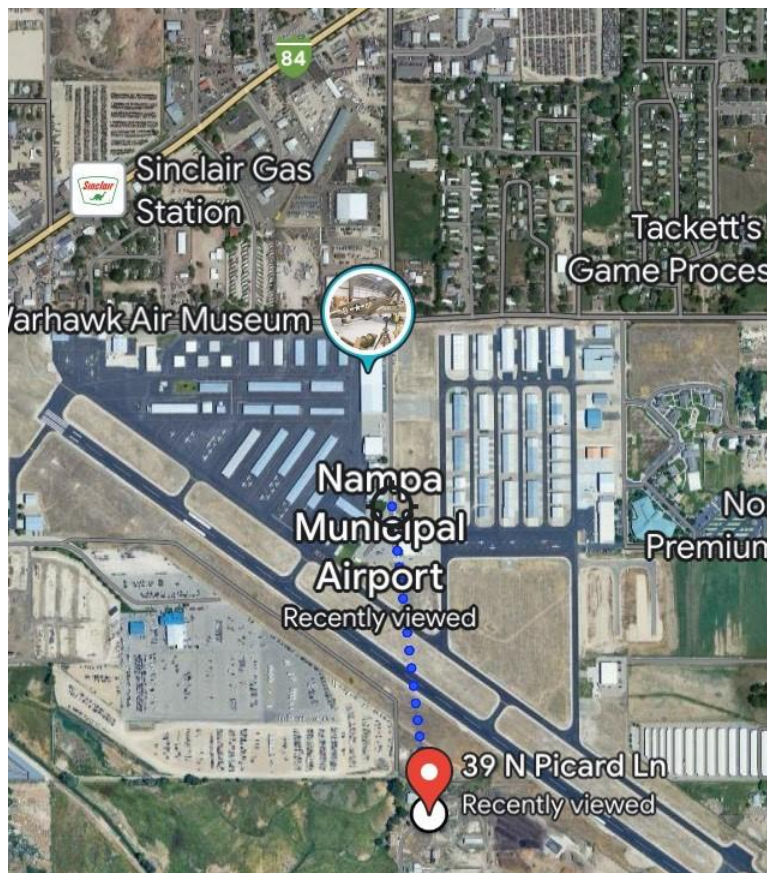
6:05 p.m. - View Channel 7 news story

6:10 - 6:45 p.m. - Moderated discussion

6:55 p.m. - Closing remarks

This will be going before the City of Nampa Planning and Zoning Committee on February 27th at Nampa City Hall.

Warhawk Air Museum
201 Municipal Drive
Nampa, ID 83687



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How the GFC Autopilot can Modernize Your SEL Flying (webinar)

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

Register for this free Garmin webinar to take place 09:00-10:00 MST, 22 Feb 2024. [Register...](#)



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Don't Let the Tire get Down to the Wire

(Reprinted from AOPA)

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



Every airplane preflight checklist includes an inspection of the tires. But many low-time pilots, and even some low-time flight instructors, have yet to learn what to look for. [Read more...](#)

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Flying with a Constant-Speed Propeller (video 00:05:05)

(Reprinted from Sporty's Flight Training Central)

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

Airplanes with a high-performance engine typically contain a constant-speed propeller for greater efficiency. Learn all about their operation with our latest tip, including how to properly use the throttle, prop control, manifold pressure gauge and tachometer in each phase of flight. [Watch the video...](#)



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CALENDAR & CLUB STATS

The Month Ahead

Feb 2024

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		

Coming Events

10 Feb 2024: Accounts due

13 Feb 2024: Cement plant mtg, 6pm, Warhawk museum

15 Feb 2024: Board mtg, 7pm, T-Craft Hangar

20 Feb 2024: Accounts past due

25 Dec 2024: Last flight day in billing period

29 Feb 2024: Membership mtg, 7pm, T-Craft Hangar

9 Mar 2024: Idaho Aviation Stand Down: Nampa Civic Center, 9am – 4pm

4 April 2024: Backcountry Seminar

12-20 April 2024: Poker Run, BBQ 20 April

[Click here for Full Club Calendar](#)

New Members

David McDaniel (returning member)
Hunter Hodges
Bretta Robinson

Resigning Members

None this month

Inactive Requests

None this month

Achievements

None reported this month

Member Stats

120 Members (after new members & resignations)
15 on waitlist-(10-14 month wait)
34 Class I Members (29%)
86 Class II Members (71%)
11 Inactive (voluntary suspension)
28 Suspended (25%—BFR/Med/attend/billing/ Inc 11 inactive)
92 Active flying members (cap: 14 x 7 = 98)

Member Ratings

10 Student Pilots
69 Private Pilots
28 Commercial Pilots
13 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 Jan 2024)

- C-152 (110hp) N67375 \$ 76.00/hr
- C-172 (160hp) N13686 \$ 82.00/hr
- C-172 (160hp) N4464R \$ 82.00/hr
- C-172 (180hp) N1293F \$ 96.00/hr
- C-182 (230hp) N9989E \$ 133.00/hr
- C-182 (230hp) N7593S \$ 133.00/hr
- C-182 (230hp) N121M \$ 133.00/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 Pete Glick, 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 cowlings, 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

- 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.

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PRE-HEAT Update#2 – Must read

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

We've communicated quite a bit over this past year and a half regarding the KASA Application and our remote access SmartPlugs, two of which are used for the pre-heating of each aircraft.

The KASA SmartPlugs are a great idea, but if not used the way they are intended they are useless and will delay a member's flight by at least a couple hours.

1. Download the KASA App. The User name and password are on the monthly billing documentation.
2. Configure the aircraft properly after your flight
 - a. Heater and sump plugged into the smart plugs
 - b. The red light on the pull down outlet turned on.
3. There are three ways to turn the SmartPlugs on if you schedule an early morning flight:
 - a. Create a "SmartAction" within the KASA app to turn the SmartPlugs on when you want. Then, after your flight, you need to delete YOUR SmartAction so that it doesn't repeat. Please don't delete someone else's SmartAction.
 - b. Click on the individual SmartPlug and schedule the plug to turn on then off. If you use this function, you need to click on "one time only" so it doesn't repeat OR delete it AFTER using it.
 - c. -The best way to turn the SmartPlugs on ahead of time is to click on the individual SmartPlug and set the timer. The timer works for a 24-hour period ahead of your flight and the action won't repeat.

All of these scheduling functions can be used but please think through the ramifications if not used properly.

Please become familiar with the various functions of the app. The internet has a ton of information on how to use them or you can call and talk to me (Reggie Sellers) or Mike Bingham.

This week alone we had several scheduled actions that needed to be turned off or deleted.

- Planes were being pre-heated without any scheduled flights.
- Planes were not plugged in and the next member was unable to remotely pre-heat.

I KNOW WE CAN DO THIS.

Until we have more consistent and "CORRECT" use of this remote function, plan accordingly so that the aircraft is pre-heated properly.

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Engine Heater Changes #3 (02 Feb 2024) – Must read

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

T-Craft has been transitioning to a new engine heater system manufactured by Reiff Preheat Systems. This new system has an oil pan heater as well as heating bands fastened to the base of each cylinder. Attached below is a picture of a typical installation. This system will replace the need for forced air heaters on a day-to-day basis. The heat bands and oil pan heater are wired such that only **ONE** plug is needed. The plug was placed in the same position inside the oil door as the old pan heater.

Current heater status (02 Feb 2024):

- **64R** – installed
- **89E** – installed
- **21M** – install in progress
- **93F** – bands work, but the pan heater is inoperative. New heater install at engine change
- **375** – will not get a heater until engine change
- **686** – install at next 100 hr.
- **93S** – install at next 100 hr./annual

If the aircraft you fly has a forced air heater, it does not have a new heater installed.



The forced air heaters have been removed from those aircraft with the new heaters installed. The heaters can still be activated remotely through the KASA app and only have **ONE** switch per aircraft. *It is important that you DO NOT activate the KASA app on a recurring schedule!* Please double check when you schedule an upcoming heater ON event.

Blankets are still required, so please continue to use them. New Cowl Plugs have been put in place to retain heat as well. Put the plugs in the aircraft when you fly it and be sure to replace the blanket, cowl plugs, and connect the heater plug when you return. If desired, you can still use a forced air heater to heat the cabin during your preflight, but you will have to plug those in the old-fashioned way.

Q. How long should you heat the engine prior to flight? Just like any aviation answer...It depends.

A. Below is a chart of time of operation and actual temperatures observed on an engine like those we operate. *In T-Craft's case, 3 hours should give adequate heating at temps above 20 degrees F ambient hangar temperatures.* With 3 hours of heat, you should see oil temperatures near the bottom of the green arc shortly after engine start. When in doubt...Heat for 3 hours.

HEATING TIME (F)		
Actual temps (not rise above ambient). Test method and conditions as stated below.		
	XP System 100w per cyl 200w on oil	
ELAPSED HOURS	CYLINDERS	OIL
0	20	20
1	41	66
2	60	84
3	77	100
5	105	123
12	147	156

See the Reiff website for additional information. T-Craft has purchased the XP option: <https://www.reiffpreheat.com/>
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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.

TIPS, TRICKS, AND FUN

Avoid the Trap (online course)

(Reprinted from AOPA ePilot)

This AOPA Air Safety Institute [online course](#) covers the basic weather wisdom needed to avoid inadvertent flight into instrument meteorological conditions. It explores real-life scenarios that can shape your decision-making. [Read more...](#)



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I Felt a Spark Light in My Soul

(Reprinted from AOPA ePilot)



Until her senior year of high school, Alexis Noel was uninspired and had no idea what she wanted to do in life. It wasn't until she attended an Explorer Post/STEM club event at the Boeing campus that she finally found her calling in aviation. [Read more...](#)

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Two Flights - Logan and Lewiston

(Submitted by Shuan Christensen, T-Craft Pilot)



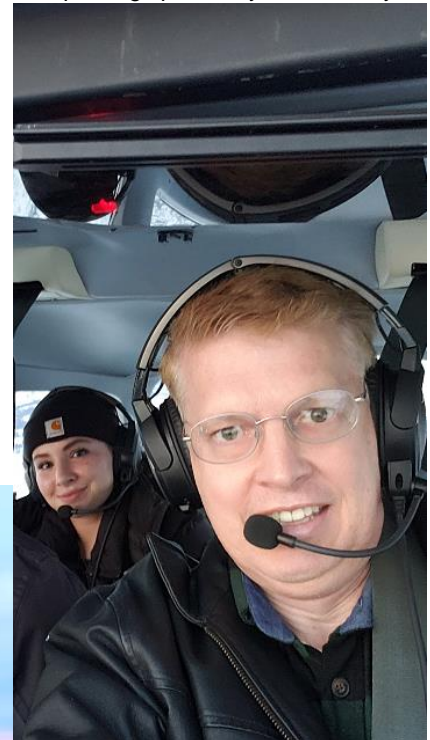
Logan: I had a great flight to Logan last October! I would highly recommend flying there. Although Logan can be plagued by fog due to its location between mountain peaks and Cutler Marsh in the middle of the valley, it is a fun place to visit on clear days.

For those traveling to Logan, I would recommend arriving late morning or early afternoon because the fog tends to dissipate after 10am or so.

The staff at the airport were very accommodating! Upon landing, I was directed to a specific parking spot. They chocked my tires and laid

out the red carpet (literally) next to the plane! They offered fuel fill-up and brought a mobile truck to my parking spot and topped off my tanks for me. I anticipate visiting Logan/Cache (KLGU) again this year. It helps that my sister lives there, and my daughter is attending Utah State.

Lewiston: My instructor, Jeff Norris, was nice enough to accompany me on a cross-country flight to Lewiston earlier this month (with my daughter Susie as a passenger). On the way back, we flew right next to the Seven Devils over Hells Canyon. This is one of the most spectacular sights I have ever seen in my lifetime! The deepest canyon in North America (7900' from He Devil Mountain peak to the river below) is practically in our backyard! Go, Idaho!



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Aviation, Post-Soviet Style

(Reprinted from AOPA ePilot)

Sandwiched between Ukraine and Romania, Moldova has precious few home-grown pilots who dream big and learn to fly at the only flight school in the country while keeping an eye out for possible gunfire. [Read more...](#)



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Christmas Far Away From Family

(Reprinted from Air Facts Journal)



We saw some fires and secondary explosions, pretty much ensuring we had found and destroyed some supplies. Those supplies were probably ammo that wouldn't get further down the trail for use against our troops on Christmas Day. Arriving at Ubon on Christmas morning, we had some plans for as much celebration as you can have while away from family and home. [Read more...](#)

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Top 10 Mistakes iPad Pilots Make

(Reprinted from iPad Pilot News)

Everyone was once a beginner with the iPad (even if some of us don't like to admit it). And like most things in life, we move from beginner to expert by trial and error. Along the way, many of us made some mistakes with the iPad and aviation apps. But don't feel bad – most pilots make the same ones at least once. [Read more...](#)



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