

# T-Craft Aero Club

## Monthly Newsletter

Mar 2024

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

### 2024 Poker Run 12-20 April-Volunteers Needed

(Compiled by Editor)

T-Craft Pilot, Joe Rowley, will run the upcoming Poker Run. Fly from 12 – 20 April, then enjoy a BBQ and awards 12:00-2:00pm, 20 April. Details coming soon. In the meantime, Joe needs a half dozen volunteers to help. Text him at 208-412-9558

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### Idaho Aviation Safety Stand Down – 9 March

(Submitted by Sonna Lynn Fernandez, CGMP, Idaho Transportation Department and  
Jim Hudson, T-Craft Membership Director)



We are looking forward to seeing you at the 2024 Aviation Safety Stand Down on March 9, 2024. The agenda is attached to remind you of the day's activities.

Please note that the attendance for this event is limited to 145 people. We will provide refreshments and a boxed lunch for only those that are registered. If you bring additional guests who are not registered, they will not be permitted to eat unless there are extra meals available, so please plan accordingly. We apologize for this in advance, but due to budget constraints of providing this annual free event, we must stick to the registration list.

If you are unable to attend, please let us know as soon as possible so that others may attend in your place. Thank you!

#### Schedule for Aviation Safety Stand Down

09 March 2024

Nampa Civic Center

- 0700-0800 Registration, coffee and snacks.
- 0800-0830 Division of Aeronautics (DOA) - Opening remarks.
- 0830-0950 Backcountry Flight Operations Refresher.  
Dick Williams, Backcountry Instructor and widely published author
- 1000-1050 Traffic Pattern Procedures Refresher (including one-way patterns).  
Mike Weiss, Primary Flight and Backcountry Instructor Pilot
- 1100-1150 Aeronautics Safety Initiatives and Resources.  
Tim Steffen, Flight Operations Director
- 1200-1250 Lunch on site.
- 1300-1350 Float and Amphibian Flight Operations Refresher  
Kurt Becker, Float, Amphibian and Backcountry Instructor
- 1400-1450 Stall/Spin Awareness Refresher  
Rich Stowell, Aerobatics, Stall/Spin, Emergency Procedures Training Instructor and widely published author
- 1500-1550 Backcountry Emergent Care and Survival Refresher  
Dr. Jon Miller, Emergency Medicine Physician; FAA AME; Founder and Lead Instructor for Adventure Medicine Experts
- 1600-1630 Division of Aeronautics (DOA) - Project Updates, closing remarks.  
Tom Mahoney, Administrator and Backcountry Instructor
- 1630-1730 Tear down and clean-up.



Register at:

<https://www.eventleaf.com/e/AeroStandDown24>

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## Pro Tips for CFIs DPE Round Table (Webinar)

(Submitted by FAASTeam)

**Topic:** Check Rides Do Matter

**Time:** Wednesday, 17:00 MST

**Description** (Select number GL13127168): **The responsibilities of a CFI can be overwhelming at times** such as getting your student ready for a Practical test, **we can help**. Our Round Table DPE Discussion will certainly help you and your student get ready for their check ride, so come and join us! We will discuss:

1. Exam Preparation is a must- Paperwork, endorsements, aircraft documentation
2. Organization on the day of the check-ride
3. Oral Portion -Aircraft System Knowledge, Inoperative Equipment, weather deciphering the go no go decision making, Setting up your student for success
4. Flight Portion- Maneuvers that are a problem for the applicants, lack of decision making, who is the PIC
5. Safety
- 6.

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

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## Protecting Your Pilot Certificate (Course)

(Submitted by FAASTeam)

**Notice Number:** NOTC3456

The FAA and Aircraft Owners and Pilots Association (AOPA) discuss protecting your pilot certificate in the new **WINGS**-credit course ALC-1093, *Cost Sharing, Time Building, and Posting on Social Media*.

- The first chapter of the course covers important information that pilots and aircraft owners need to know and understand regarding flying passengers and property safely and legally.
- The second chapter is about time building, which is not as intuitive as cost sharing and pertains to flying to build time and experience. It explores topics like whether you can fly your airplane and be reimbursed by your company.
- The third chapter covers important information that pilots and aircraft owners need to know and understand when it comes to posting on social media, holding out for compensation or hire, and what may be used as evidence should safety regulations be compromised.

Take the course at <https://bit.ly/alc-1093> and get **WINGS** pilot proficiency credit!

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## Jumpers Away! Seeing and Avoiding Skydivers (Webinar)

(Submitted by FAASTeam)

**Topic:** Learn more about how to spot skydiving operations.

**Time:** Wednesday, 18:00 MDT

**Description** (Select number GL13127036 ): Skydivers may not be ADS-B equipped, but they share the same airspace as we pilots do. In order to see and avoid those who don't mind jumping out of a perfectly sound airplane, we need to know how, where, and when skydivers operate. This FAA Safety Team WINGS award webinar will help you to anticipate their actions, altitudes, and location when you hear the magic words "Jumpers Away!" on the common traffic advisory frequency.

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

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**N121M Panel Photo – Work in Progress**  
(Submitted by Pete Glick, T-Craft Maintenance Director)



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**What Killed John Kounis, and Why it Matters (video 00:13:14)**  
(Submitted by Dr Paul Collins, AME at KEUL, and Pete Glick, T-Craft Maintenance Director)

This informative video shows how we can lower and prevent similar critical medical risks.

[Click here to see the video...](#)



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## CALENDAR & CLUB STATS

### The Month Ahead

Mar 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	30
31						

### Coming Events

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

**10 Mar 2024:** Accounts due

**20 Mar 2024:** Accounts past due

**21 Mar 2024:** Board mtg, 7pm, T-Craft Hangar

**25 Dec 2024:** Last flight day in billing period

**28 Mar 2024:** Membership mtg, 7pm, T-Craft Hangar

**4 April 2024:** Backcountry Seminar

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

[Click here for Full Club Calendar](#)

### New Members

Don Roberts, Class II (Former Member)

### Resigning Members

Aaron Burkey

Riley Gilder

### Inactive Requests

None this month

### Achievements

None reported this month

### Member Stats

119 Members (after new members & resignations)

15 on waitlist-(10-14 month wait)

33 Class I Members (29%)

86 Class II Members (71%)

13 Inactive (voluntary suspension)

28 Suspended (25%—BFR/Med/attend/billing/ Inc 13 inactive)

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

### Member Ratings

10 Student Pilots

69 Private Pilots

27 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 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>

#### 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)
- For on-time credit, mail checks to T-Craft's street address
  - T Craft Aero Club 135 Municipal Dr. Nampa, ID 83687

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#### 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.

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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.

## 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.

### 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](mailto: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 - Repeat

(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

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## Engine Heater Changes #3 (02 Feb 2024) - Repeat

(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.

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

HEATING TIME (F)		
Actual temps (not rise above ambient). Test method and conditions as stated below.		
	<b>XP System</b> 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

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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

### Our Top 16 Tips for Flying With the iPad

(Reprinted from Sporty'sPilotShop)

Most pilots have a favorite tip or two when it comes to flying with the iPad, and we always learn something when we fly with another pilot. So we asked four Sporty's pilots who regularly fly with the iPad to share their top tips, covering everything from ADS-B weather to hidden iOS utilities. [Read more...](#)



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### What Matters for IFR Proficiency is Quite Simple

(Reprinted from Air Facts Journal)

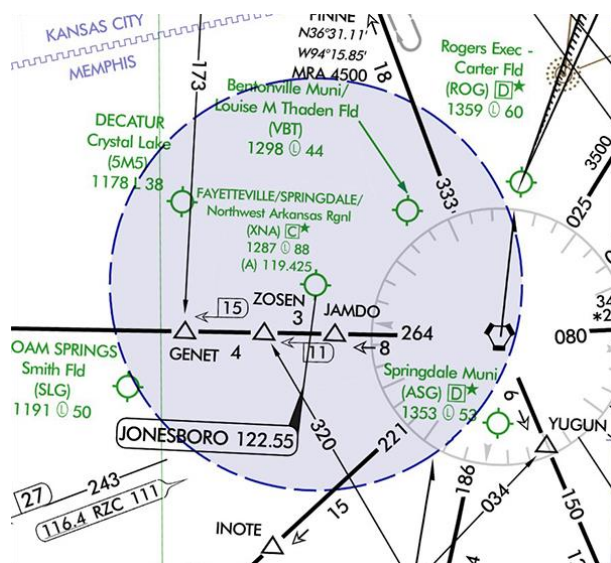


Assuming you are busy and have to make hard choices about what to focus on, I think there's a strong case to be made for spending your precious flying time on basic attitude instrument skills. Flying approaches to minimums or practicing emergencies may be more fun, but those procedures are not where pilots make the most fatal mistakes. [Read more...](#)

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## Test Your IFR Chart Knowledge (Quiz)

(Reprinted from AOPA ePilot)



Brought to you by the AOPA Air Safety Institute, this [safety quiz](#) covers minimum altitudes, obstacle clearance, and navaid reception. [Take the Quiz...](#)

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## Understanding Air Masses and Fronts (5 courses)

(Reprinted from AOPA ePilot)

Are you planning a quick local flight or a weeklong cross-country adventure? Understanding the large-scale forces that create weather makes it easier to come to the right decisions about flying in weather. For example, hazardous weather associated with fronts can include thunderstorms, icing, low ceilings and visibilities, and wind and turbulence. It's also good to remember that forecasts are not guarantees of what the weather will be, so compare them to actual conditions and pay attention to trends.



This safety spotlight lifts the curtain on air masses, fronts, regional weather, and high- and low-pressure systems. [Take the courses...](#)

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