

T-Craft Aero Club

Monthly Newsletter

Apr 2024

Putting Wings on Your Dreams



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Send articles & pictures
to
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IMPORTANT NOTICES

2024 Poker Run 12-20 April-Volunteers Needed

(Submitted by Ben Rhoades, T-Craft President)



T-Craft Flying Club Poker Run 2024

When: April 12 - 20

BBQ April 20, Noon - 2 p.m.

Where: Any T-Craft Airplane

BBQ at the hangar

Why: Really? You need a reason to go flying?

How:

- Poker cards will be distributed at 8 Treasure Valley airports.
- Locations will be communicated on April 11
- Fly a T-Craft plane to each airport during the week of April 12-20.
- Safely shut down and find a box like the one in the picture at the designated spot on the airfield
- Pick one random card from the box
- Bring your cards to the hangar for the BBQ
- \$10 buy-in
- Best 5-card poker hand wins!
 - 1st: 70% of the pot
 - 2nd 20% of the pot
 - 3rd 10% of the pot
- Passengers can play too!



*Volunteers needed to
help at the BBQ!
Please text Joe Rowley
208-412-9558*

What if I want extra cards?

Bonus Cards Offered For:

- Most Airports Visited
- Farthest Airport Visited
- Make Your First Landing At A New Airport

Please RSVP for the BBQ

<https://forms.gle/LSgAX1rvw3sRgvZXA>

Click here to RSVP: <https://forms.gle/LSgAX1rvw3sRgvZXA>

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Backcountry Seminar Date Changed

(Submitted by Editor)

The famous T-Craft Backcountry Seminar presented by Jim Hudson, T-Craft Membership Director, will be conducted Thursday, 11 April at 7:00 pm in the T-Craft hangar. It will also be available via Zoom.

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Protecting Your Pilot Certificate

(Submitted by FAASTeam)

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 bit.ly/alc-1093 and get **WINGS** pilot proficiency credit! *Make sure to leave us feedback after taking the exam.* [Click here to go to ALC-1093](https://bit.ly/alc-1093)

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Energy Management – Local Seminar

(Submitted by FAASTeam)

Topic: Exploring Aircraft Energy Management in Regards to Flight

Time: Tuesday, April 16, 2024, at 18:30 MDT

Location: Hubble Terminal Building, Caldwell Executive Airport, 4814 E Linden St., Caldwell, ID 83605

Select Number: NM11127936

Description: We will be having a Power Point Presentation put together by the National FAASTeam covering the topic of the month, Energy Management. We will discuss the four forces of flight and how to effectively manage or bank those forces.

To view further details and registration information for this seminar, [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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CALENDAR & CLUB STATS

The Month Ahead

Apr 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				

Coming Events

10 Apr 2024: Accounts due

11 April 2024: Backcountry Seminar, 7pm, T-Craft Hangar, Zoom

12-20 April 2024: Poker Run, BBQ 20 April 12-2pm, T-Craft Hangar

18 Apr 2024: Board mtg, 7pm, T-Craft Hangar

20 Apr 2024: Accounts past due

25 Apr 2024: Last flight day in billing period

25 Apr 2024: Membership mtg, 7pm, T-Craft Hangar, Zoom

21 May 2024: Plane Wash, 4:30 until finished, T-Craft Hangar

[Click here for Full Club Calendar](#)

New Members

Kevin Spratt, Class II (Voted in by board, needs membership confirmation)

Resigning Members

Mark Doramus
Jared Martens
Connor Spratt

Inactive Requests

None this month

Achievements

Jeff Aebischer – Commercial Pilot

Member Stats

117 Members (after new members & resignations)
 18 on waitlist-(14-18 month wait)
 31 Class I Members (29%)
 86 Class II Members (71%)
 12 Inactive (voluntary suspension)
 28 Suspended (25%—BFR/Med/attend/billing/ Inc 12 inactive)
 95 Active flying members (cap: 14 x 7 = 98)

Member Ratings

9 Student Pilots
 67 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 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

- 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 - 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.

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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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

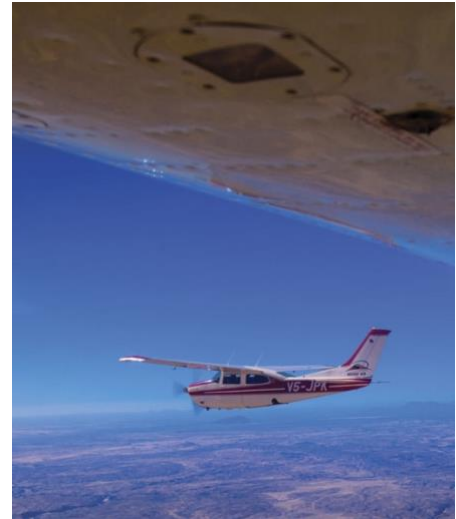
Don't Look Where You're Going...Look Where I'm Going

(Reprinted from Cessna Flyer)

As my wife says when we have a collision in the kitchen (usually, I'm mixing the cocktails and she's making snacks), "Why don't you watch where I'm going?"

"Sorry, but you didn't announce your position and intentions."

Similarly, I recently received a vivid lesson about watching out for conflicting traffic, specifically where my eyes should be looking while in the landing pattern. [Read more...](#)



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ATC Procedures (Quiz)

(Reprinted from AOPA ePilot)

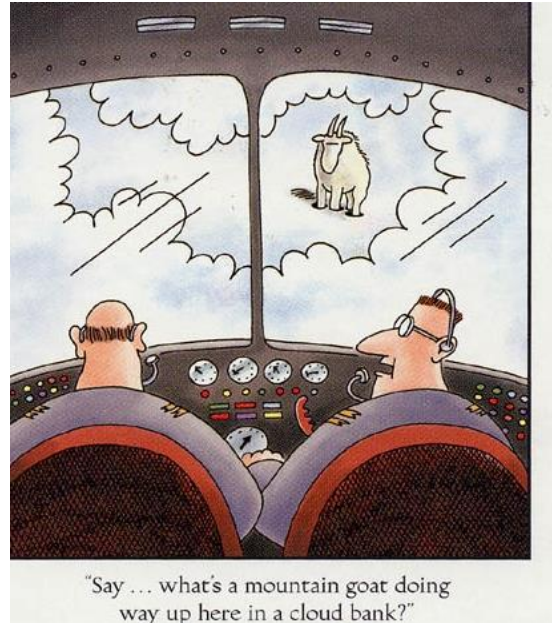
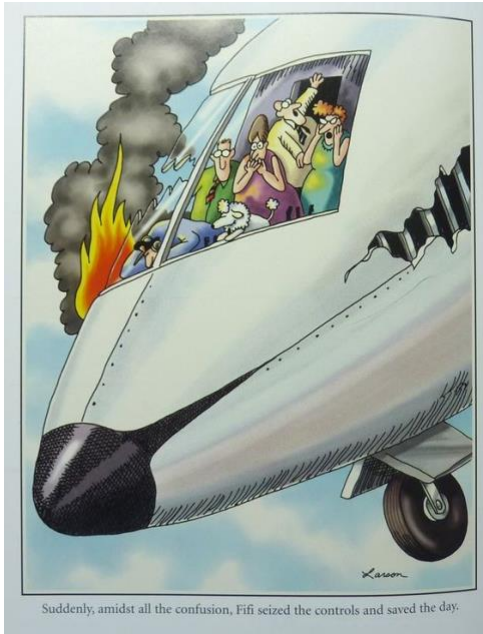


Communicating effectively with ATC means expressing your needs to them and anticipating what they need from us. However, not all the recommended procedures for working with ATC are spelled out in the regulations. See how well you and ATC would work together with this safety quiz. [Take the quiz...](#)

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Perspective Setters

(Submitted by Shaun Christensen, T-Craft Pilot)



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Beyond Proficient: Unpredictable Upset (video 00:10:26)

(Reprinted from AOPA ePilot)



Step into the cockpit of an Extra 300 for a demonstration of how to recover from an unpredictable upset such as, for example, caused by flying into wake turbulence. ASI's Senior Vice President Richard McSpadden and Video Producer Tyler Pangborn take the Extra for a flight that allows Tyler to experience how he reacts to the upset caused by wake

turbulence, even though he knew to expect it. You'll learn what to do and what not to do to recover from such an upset in-flight that can quickly catch a pilot by surprise. [Watch the video...](#)

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Take a Step Back

(Reprinted from Air Facts Journal)

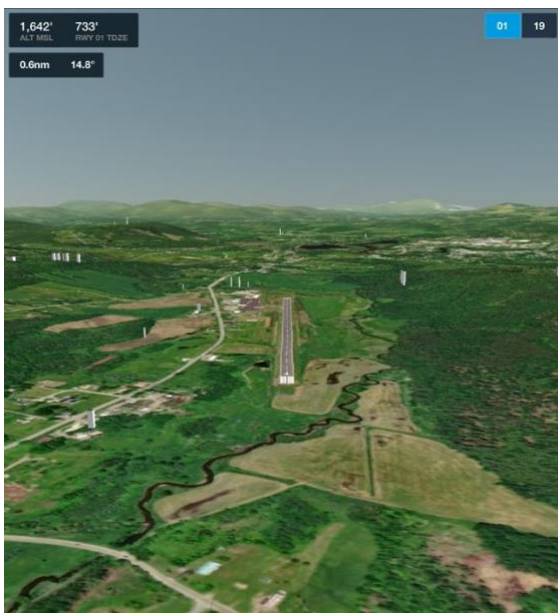
A view from 20,000 feet is different. It is encompassing. The mountains below look like little hillocks and the rivers like rivulets of water meandering along a path and cascading down to its eventual resting place, a lake or perhaps an ocean. The river below, on the surface, is filled with eddies and currents of water rushing past the banks coursing precariously around rocks in a frenzy, exploiting the staggering fragility of the land. The view from near is clear but limited. The eyes focus on what they have been trained to focus on. A checklist for a pilot is the lens that focuses our vision to the needed components that must be in good working order. If we are diligent, we touch parts or things as we go along reciting the checklist, one by one. [Read more...](#)



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Aviate. Navigate. Simulate.

(Reprinted from Air Facts Journal)



Before you think this is some kind of long diatribe on the benefits of flight sim, it's not. I'm confident that you already accept the fact that "simming" is an extremely valuable training tool for staying proficient. But did you know it can also revolutionize the way you preflight your real flights too? I'm serious. Let me explain. [Read more...](#)

FAA Updates Advisory Circular for the use of Electronic Flight Bags

(Reprinted from Sporty's iPad Pilot News)

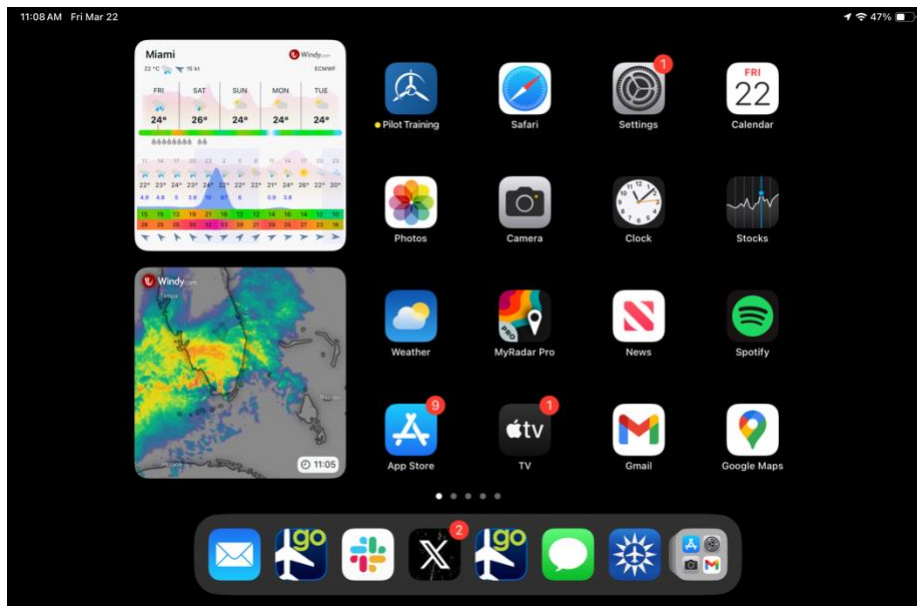
The FAA recently published [Advisory Circular \(AC\) 91-78A, Use of Electronic Flight Bags \(EFB\)](#), which replaces the original AC on the topic that was published in 2007. The AC provides operational guidance to aircraft owners, operators, and pilots operating aircraft under Part 91 who want to replace required paper information. By definition, the information contained in an AC is not mandatory, but does describe an acceptable means of regulatory compliance. [Read more...](#)



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Weather Widgets for Your iPad

(Reprinted from Sporty's iPad Pilot News)



Over the years, we've covered dozens of ways to stay up to date with the latest METARs, TAFs and weather radar. The options range from favorite airports in your aviation EFB app to dedicated weather apps and even right on your wrist with aviation weather apps for Apple Watch.

One of our favorite ways to do this is with iOS home screen widgets, which allow you to display key data from compatible apps on your iPad or iPhone's home screen. Here are three aviation apps that offer this capability. [Read more...](#)

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