

T-Craft Aero Club

Monthly Newsletter

June 2024

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Garden Valley Fly-In & Contest Rules

(Submitted by Jim Hudson, T-Craft Membership Director)

As you know, the annual Garden Valley Fly-in Breakfast and flying events are scheduled for Saturday, June 15th, with breakfast starting around 9:00 am. After breakfast, approximately 10:00 am, we will start the flying contest events.

For those who haven't been, it's a ton of fun for the entire family and a chance to get some backcountry experience.

Some members drive or fly up on Friday or sooner and camp out prior to the event on Saturday. Members who do not fly up can drive up on Saturday morning. Parking is not allowed in the campground, but there is a parking lot next to the pavilion on the West end of the airstrip.



The flying event consists of a bean bag drop on a target, followed by a spot landing contest. We launch 6-7 planes for each round of the event. We usually have 2 groups of 6-7 go each round, depending on how many want to participate.

For the bean bag drop, there's a designated bombardier who drops the bag while the PIC concentrates on flying. Each contestant gets 3 bags, three drops, followed by a spot landing. The closest bag to the X wins this event. The closest to the landing line, without being short, wins the spot landing. The combined shortest of both events gets the Top Gun Award. Winners of each event and Top Gun get one free hour of C152 credit.

Pilots who participate must be Level I backcountry, have the Garden Valley BC Exemption, or be accompanied by one of the club's BC flight instructors. Several of our flight instructors will be on hand to offer free instruction. All the planes will be available for club members to use, even if you didn't fly up. Members will be charged for the time they participate. Currently, all the planes are reserved to fly up. I have 375 reserved, but if another member would like to take it, let me know.

We will be doing the contests like we did last year, which was safer and more organized. Pilots wishing to participate in the flying events MUST register in advance by letting me know which plane you would like to fly and if you need an instructor. We will have a Zoom safety briefing a few days prior to the event for those participating, going over the flying guidelines: speeds, altitudes, pattern, etc. We'll review this again just prior to the event on Saturday. We will have an "Air Boss" coordinating all aspects of the flying.

We'll need some volunteers to help with the contest. At least 3 people set up the target then measure/retrieve the bean bags and record the distances. We need one more to help Jim Manley with the Spot Landing event.

We also need someone with a pick-up to tow up the IAA Supply trailer early Saturday morning and possibly some of our supplies, to arrive by 8 am. If you can help with this, call me for details.

If you have any questions, let me or one of the board members know. This is one of the most fun events we have, so make sure you plan to attend. We will be sending out an RSVP for the breakfast head count.

Click here to see the Contest Rules: <http://www.t-craft.org/documents/Garden.Valley.Contest.Rules.2024.pdf>

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Scheduled Maintenance

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

2024 SCHEDULED MAINTENANCE					
Acft	100hr (til due)	Annual	Rieff Heater Install	Avionics Mod Estimated Start*	Avionics Installer
375	94	5/30/25	At engine change	TBD	Skyline
686	91	1/31/25	Complete	TBD	Skyline
64R	49	1/31/25	Complete	TBD	Skyline
93F	0	1/31/25	At engine change	#1	Skyline
93S	77	3/31/25	100 hr	Complete	
21M	33	2/28/25	100 hr	Complete	
89E	72	5/31/25	Complete	6/03/24	TAS KTWF

* Subject to receipt of equipment and shop schedule

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Important Reminders

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

1. Please don't force close the Flight Log System. If you get a pop up error due to an invalid entry please just read and follow the instructions contained on the pop up.
2. Remember that you can review your flights clear back to November of 2010. So if you think you weren't able to log your flight, you can review all of your flights that were logged.
3. For those that have not sent your payment in yet, there is still ample time to do so. This message is going to everyone so if you've sent in your payment already PLEASE ignore.
4. Members need to fly the plane they schedule and cancel unused or canceled flights in Schedule Master. The Flight Log System should be close to what is scheduled in Master Schedule.

As a reminder, if your mailed in payment hasn't cleared your bank, we only make one deposit a month which is made a day or two after the third Thursday of each month.

Thanks for being great members

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Waitlist Status

(Submitted by Jim Hudson, T-Craft Membership Director)

I would like all members to understand the status of our waitlist. Due to issues when we had up to 35 on the waitlist, I like to keep the waitlist at 12, or about a year wait. I'm keeping a notification list from which I'll draw from to add to the waitlist when it gets below 12. Currently there are 15 on the waitlist, and 37 on the notification list. Our attrition rate has averaged between 12-14 over the past couple of years. The combined wait and notification list of 52 equals a wait time of 4 years.

I'll continue to add people to the notification list. So far this year, 20 have been added. I don't want to discourage members from giving references to our club but understand that it could be a long wait. I'm sure some that are on the lists will drop off by the time their number is up, but interest in our club continues to grow. I've encouraged anyone on the lists to consider starting up another club, and sent along some excellent resources from AOPA on starting a club, but so far, no takers. We have the best flying club in the country, and it's not a secret anymore.

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The Final Walk Around – Could be Final

(Submitted by Jim Hudson, T-Craft Membership Director)

The last thing on our checklists before starting is the Final Walk/Look around. I've heard of things that have NOT been caught in the final walk around, such as gas caps not secure, tow bars attached, baggage door open, grounding wire attached, flat tires, gust locks not removed and I'm sure other things. I've missed a few things myself, one of which is on the attached document that probably is a first (and hopefully the last)

As a sideline the origin of the checklist was the result of a tragic accident as told in this article. <https://www.acc.af.mil/News/Article/200135/where-did-checklists-come-from/>

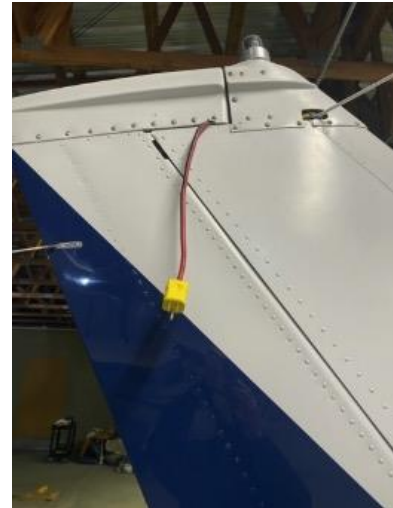
On this flight, I was giving instruction to a member on his 2nd flight in 89E to finish getting checked out in the C182's. He did the pre-flight and pulled it out to get fuel. I helped him push it down for fuel, then I went back and closed the hanger doors. The VOR antenna's on 89E face forward (the only ones that do). We snagged the sump heater cord that was attached to the electrical reel and it wrapped itself around the rudder as shown.

Neither of us noticed it at the time we were pulling the plane out, nor did we notice during or after fueling. Nor did we notice after putting the plane away after flying. The member who flew the next day saw something odd in his preflight. He called Pete and Pete deemed it airworthy with minor damage to the skin. Pete took the photo's and called me with the embarrassing news.

Our flight was just in the pattern. We did 14 touch and go's. On a couple of occasions, we both noticed a little stiffness in the rudder pedals, but it was a little gusty crosswind and attributed it to that. We also did some taxi work to get calibrated on where the centerline was and didn't notice anything unusual.

In hindsight, the cord could have caused the rudder to get stuck, which could have been a big problem.

The point is, be vigilant, be observant, take your time. Do a thorough pre-flight AND Post flight look around. Don't get distracted or in a hurry. If you do something stupid, fess up and share your experience so that hopefully someone will not make the same or similar mistake again.



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Plane Wash Big Success (photos)

(Submitted by Ben Rhoades, T-Craft President)

(Photos by Tom Christensen, T-Craft Pilot)

I want to thank you so much for coming out and making the Plane Wash a great success! We had 65 total people with 20 of them being non-members. And a special thanks to the Plane Captains and General for coming an hour early and also insuring each plane was correctly cleaned!

The airplanes look amazing, and now we need to all do our best to keep them clean.

Couple quick notes!

1. Please make sure you do a thorough walk around! Please insure you take the time and make sure the airplane is airworthy and nothing got knocked loose while being washed.
2. Remove any tape from the aircraft if there happens to be a piece that was missed.
3. Make sure and check the fuel tanks for water!!!! This could really make a great day turn bad in a hurry! It might even be worth checking them after getting fuel as well just to make sure.



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PIREP – 93S Hangar Rash

(Submitted by Gerard Cattin, T-Craft Pilot and Pete Glick, T-Craft Maintenance Director)

Gerrard:

That morning, following a full pre-flight of 93S, I pulled the plane out of the hangar, and started to turn left before the left wing had cleared the hangar door and broke the red light, scratched the paint and touched the hangar door itself as the pictures show.

Pete and I removed the broken bulb, but we did not have a replacement just yet so Pete will look for one.

This was not my way of starting a great flying day, but that's what I created. After 20 years of flying, this is my first aircraft scratch, and hope to be the last.

Besides trying to fix the issue, the more basic lesson for me is to make sure that the wings clear the hangar door before starting to turn left or right when pulling the aircraft out of its hangar.

I suspect the converse could be said when putting the aircraft back into the hangar: Don't turn into the hangar, but align the aircraft with the hangar before you are ready to pull the plane into the hangar so you can enter straight.

As expected, I will pay what cost there is, or the deductible if any.



Pete:

With preflight completed, Gerard and I prepared to push 93S out. My normal is to be sure both wings are clear and doors are pegged open. All was in order. I moved to the right side of the aircraft to help push on the wing strut. Gerard and I had a brief exchange about which direction to turn once outside. I deferred to his decision. As we pushed out, about the time the main gear cleared the door threshold, I felt the aircraft start to turn and looked to the left wing tip. I yelled "*Watch That Wingtip!*" but it was too late and the wing contacted the end door. We stopped and inspected the damage, prior to pushing the aircraft back inside the hangar. The damage included a paint scraped wingtip, broken nav lite lens, bulb, bent bulb retainer cover, and small clear rod indicating the nav lite from the cockpit. The end hanger door was also dented. Any thought of flight was terminated.

Gerard was very concerned. He entered a discrepancy in Schedule Master. He was involved in attempted replacement of the bulb and lens, but we did not have the correct bulb. A bulb was procured later and installed.

Lessons Learned:

1) Gerard and I have flown together a great deal over the past couple of years. A smart flight instructor told me years ago that the person that a flight instructor will most likely have an incident with is one that he/she has flown with and grown comfortable with. The lesson with that is growing instructor complacency. We were doing a routine operation we had done together many times without incident. This event surprised me. Complacency on my part? Yes.

2) Be very clear about how far to pull the aircraft straight out and do not begin a turn until approaching the taxiway centerline with the intent to put the aircraft on the centerline. I have seen some members pull an aircraft out and turn short of the centerline, sometimes at an angle. That's a setup to repeat an incident such as this. I will no longer just accept this. In an effort to correct this behavior, I will write a newsletter article about pulling the aircraft to the centerline. After all, that's why it's there...to insure clearance from obstructions.

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Avionics Checkouts (Repeat)

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

N121M is back and in the hangar with an All-New Garmin Glass Cockpit. Members will need to complete an avionics checkout prior to flying N121M. Schedule the time for the avionics checkout to insure the plane is available.

The Avionics checkout requirements are included in a PDF "T-Craft G3X Checkout Checklist". This form is available on the T-Craft website under the N121M fleet page. Please print the form, initial the acknowledgment that you have watched the required video prior to scheduling the checkout.

Per the T-Craft G3X Checkout Checklist, members are required to watch a 38-minute video prior to scheduling a checkout. The video has been well produced and provides a good basic functional understanding of the new avionics package. Please note: in this video, the G3X package is using the GTN-650 so our GPS navigator / Com 1 (GTN-750xi) is slightly different. A link to this video is provided below for easy access:

<https://youtu.be/Z1b2-jDvUZO?si=SlitwnMShHGKmhJa>



Members are encouraged to research materials and/or videos on the use of the GFC-500 with the G3X Touch and the GTN-750xi and understand the basic functions per the checkout checklist. The Garmin GFC-500 Auto Pilot user's manual will be included on the N121M fleet page. The more time you spend on this research, the quicker you will become familiar and proficient with the modern systems.

Also included at the bottom of the Checkout Checklist form are some Advanced (Optional) items that pilots should research on their own. With the new G3X Touch and GTN-750xi there are literally hundreds of advanced options, The avionics committee strongly encourages that pilots self-train using the User Manuals (available on the N121M fleet page) and YouTube videos to learn the capabilities of our new Garmin Glass Cockpit. Garmin also has a GTN-750xi trainer app available for Apple iPads. If you have an Apple iPad, we strongly suggest downloading the trainer to become familiar with it's functions prior to scheduling a checkout.

The below checkout evaluators are volunteering time and will not charge for the checkout. Please do not expect training on the new system. Be comfortable with basic functions per the checkout checklist and materials being made available or any other source you find helpful. If a member seeking an avionics checkout does not demonstrate the required basic functionality of the G3X / GTN-750xi system as outlined in the checkout checklist, the evaluator may recommend additional study and an inflight checkout requirement.

The following members have been approved to complete member avionics checkouts:

- Gordon Hall (208) 250-9365
- Kent Murri (208) 860-4365
- Pete Glick (208) 724-5040
- David Nejely (208) 398-3292
- David Thomas (208) 573-6913

There has been a minor change to the Flight Log System with the new G3X Touch in N121M. In lieu of recording Tach Time and Hobbs Time, the G3X records Engine Time (Tach) & Total Time (Hobbs). This should be relatively straight forward; you will enter Engine Time & Total Time into the Flight Log System.

Screen Cleaning! T-Craft will be providing the aircraft(s) with specific lens wipes to care for our new (VERY EXPENSIVE) Glass Cockpit Avionics. PLEASE only use these wipes for screen cleaning so we do not damage the anti-reflective coating on the avionics.

Finally, all Class II members should understand that N121M requires a separate flight checkout. While any member can complete the G3X Checkout (in anticipation of N7593S avionics completion), only members that have previously completed the flight checkout for N121M will be able to schedule and fly N121M.

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CALENDAR & CLUB STATS

The Month Ahead

June 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		26	27	28	29
30						

Coming Events

10 Jun 2024: Accounts due

20 Jun 2024: Board mtg, 7pm, T-Craft Hangar

20 Jun 2024: Accounts past due

14-15 Jun 2024: Garden Valley Fly – In (U88)

25 Jun 2024: Last flight day in billing period

No Membership meeting in June or July 2024

29 Aug 2024: Member mtg, 7:00 pm, T-Craft Hangar

[Click here for Full Club Calendar](#)

New Members

David Bettis - Class II

Isabel Blood – Class I (Family member)

Resigning Members

David Wells – Class I

Inactive Requests

None this month

Achievements

Dan Harris – Commercial Pilot (Pete Glick)

Don Roberts – Instrument Rating (Gordon Hall)

Member Stats

121 Members (after new members & resignations)

15 on waitlist-(14-18 month wait)

32 Class I Members (28%)

89 Class II Members (72%)

11 Inactive (voluntary suspension)

18 Suspended (25%, Includes 11 inactive)

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

Member Ratings

9 Student Pilots

70 Private Pilots

28 Commercial Pilots

13 Air Transport Pilots

49 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 \$5.81 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 Mar 2024)

- C-152 (110hp) N67375 \$ 76.00/hr
- C-172 (160hp) N13686 \$ 83.00/hr
- C-172 (160hp) N4464R \$ 83.00/hr
- C-172 (180hp) N1293F \$ 97.00/hr
- C-182 (230hp) N9989E \$ 134.00/hr
- C-182 (230hp) N7593S \$ 134.00/hr
- C-182 (230hp) N121M \$ 134.00/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 consecutive days, 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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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

Back Country Resource Center (articles, videos)

(Reprinted from AOPA ePilot)

It's no secret: Backcountry and mountain flying have gained tremendous popularity in recent years. Pilots who participate in this sector of aviation have myriad reasons for doing so—a new challenge, a great way to sharpen their flying skills, breathtaking views, and a chance to get off the grid for the ultimate feel of freedom. Whatever the reason, the allure of backcountry flying is undeniable.



But flying in the backcountry comes with a unique set of challenges and, therefore, risks. The past few years have seen some troubling mishaps, so our focus is set on improving safety while making flying in the backcountry more accessible and enjoyable. [Read more...](#)

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Voice Control for ForeFlight

(Reprinted from AOPA ePilot)



As "artificial intelligence" has gained currency in the public conversation (if not a clear, consensus definition of what AI actually is), a German engineer, pilot, and digital entrepreneur created an iOS app that began as a checklist assistant and now interacts with ForeFlight, enabling pilots to use voice prompts to pull up charts, checklists, and other useful documents without need for finger taps or swipes.

Goose, the digital co-pilot created by [AeroSys](#), a company that Mirko Hahn founded for the purpose, has been around for a few years, but is newly connected to ForeFlight. [Read more...](#)

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Promoting Flight Simulation

(Reprinted from AOPA ePilot)



The Flight Simulation Association, a group of simulation program and equipment producers and enthusiasts, is ramping up its presence at aviation trade shows as it seeks to promote simulator use among pilots.

"We encourage people to start small, start easy," said Reiter. "Any simulation can be useful to pilots who are not flying as much as they would like to." [Read more...](#)

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