

T-Craft Aero Club

Monthly Newsletter

August 2024

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Scheduled Maintenance

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

As of 18 July 2024

2024 SCHEDULED MAINTENANCE					
Acft	100hr (til due)	Annual	Rieff Heater Install	Avionics Mod Estimated Start*	Avionics Installer
375	68	5/30/25	At engine change	TBD	Skyline
686	37	1/31/25	Complete	TBD	Skyline
64R	90	1/31/25	Complete	Input 22 July	Skyline
93F	38	1/31/25	At engine change	In-Work	Skyline
93S	8	3/31/25	Complete	Complete	TAS KTWF
21M	61	2/28/25	100 hr	Complete	TAS KTWF
89E	70	5/31/25	Complete	Complete	TAS KTWF
* Subject to receipt of equipment and shop schedule					

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Time to Service Report

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

We have a new report that is now available to all members that shows how many hours our planes have before the next 50- or 100-hour service and if a plane is logged out using the Flight Log System. This report is a resource for you to use in your flight planning.

This information was previously unavailable to you unless you went to the hangar and either looked at the time to service sticker in the plane or checked the Flight Log System. It is not a guarantee of available hours because the aircraft you want to schedule may be in maintenance, have possible squawks pending and there may be flights ahead of yours

The report is updated each time an aircraft is checked out and then back in with our Flight Log System. If you have an iPhone, a "Refresh" button will appear if there is a report update available.

The report is accessed by the following:

1. Go to our website at T-craft.org with a mobile device or PC
2. Click on the 3 bar menu access with a mobile device or on a PC the menu is at the top of the home page
3. Click on "Fly"
4. Click on "Time to Service"
5. A link will access a PDF of the report

Many thanks to our Flight Log System programmer, Bruce Samson, and our website designer, Scott Henscheid for making this possible. Also, many thanks to our DOM, Pete Glick for keeping our planes serviced and accessible for us all to enjoy.

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Aircraft Cleanliness

(Compiled by Editor)

The board recently received this message from a T-Craft pilot:

Just got done flying [T-Craft aircraft] on xx july at 230 pm to 330pm. I'm not sure who flew before me but the interior wasn't cleaned at all. There was dirt and gravel on PIC side of floorboards and cookie crumbs in the backseat floorboards. Also, the windshield had not been wiped down very well or at all —judging by the interior. Just thought I'd pass it along. Not sure why someone would treat our birds like this, but I hope to not see this again.

It's always unacceptable to leave a plane dirty for the next member/owner. If you find an aircraft like this, please look at who flew it before you and contact them. You can get this info from Schedule Master or by reviewing the flight log report in the Flight Log System. Let a board member know how it goes.

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Don't Land with Brakes On!

(Submitted by Ken Kaae, T-Craft Treasurer)

I just bought two new tires and tubes for 121M. DON'T LAND WITH THE BRAKES ON!!!! The cost for two tires and two tubes combined is \$869.72. These are 6 ply Condor tires made by Michelin and Michelin Air Stop tubes. Not bottom feeder quality, but not the most expensive. Add in labor and it's over \$1000 for just the mains. Those are expensive skid marks on the runway.

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Logging Flights With the new Avionics

(Submitted by Pete Glick, T-Craft Maintenance Director, and Reggie Sellers, T-Craft Billing Director)

We are having a few issues with logging flights with the planes equipped with the G3X Avionics. Some members have trouble finding where the **Engine Hours** and **Total Hours** are located on the G3X. Touch the engine instrument area on the left side of the G3X display. An engine detail panel opens on the right side. Note the "**Engine Hours**" and "**Total Hours**." If you switch the two when logging the aircraft back in after a flight a warning comes up and offers a chance to fix it. Unfortunately, some members have ignored the warning. It seems like a small problem, but it creates a mess for billing. Remember:

- **Engine Hours = Tach hours**
- **Total Hours = Hobbs hours**

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How to Avoid the Top Five Radio Mistakes

(Submitted by FAAST Team)

Topic: Making IFR Radio Communication Easier For Pilots, Reducing Frequency Congestion, Blocked Calls And, Mistakes.

Schedule: Wednesday, 7 Aug 2024 at 18:00 MDT

Description (Select Number SW19131226): Every day on every US ATC frequency, airline pilots, GA pilots, and flight instructors make the same five basic IFR Radio Communication mistakes, causing congestion, blocking essential calls, and leading to pilot mistakes and accidents. The five errors: Too soon, Too Fast, Too Little, Too Much, and Too Helpful, are common because they have been taught as "correct" and passed down by generations of instructors and pilots to others. Learn the myths, misconceptions, and outdated techniques that cause most of the frequency congestion, mistakes, and increased workload on pilots and controllers.

Pilots and instructors will learn a very simple 5W format that, if used on every radio call to ATC, will reduce radio calls by 50% and make flying single-pilot IFR much easier and safer for everyone.

Sign up today to join us live in an interactive group session or watch the free recording later to learn from the most experienced GPS / Avionics IFR instructor in the world, Gary "**GPS**" (*Guy in the Pink Shirt*) Reeves.

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 2 - 1 Credit

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Website Updates

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

Fellow members,

I've made some recent updates on our website that I wanted to make you aware of.

Backcountry Strips Update:

Resources>Site Index>Backcountry Flying Policy tab

<https://www.t-craft.org/documents/reference/BackcountryFlyingPolicy.pdf>

We've added a couple of strips that were not in the Fly Idaho Book or on our previous listing of BC airstrips; Donnelly – Level 2, and Cougar Ranch – Level 3. As a reminder, we developed the three level of strips based on the RHI (relative hazard index) as listed in the Fly Idaho backcountry guidebook by Galen Hanselman. Our listing does not list every strip in the Fly Idaho book. If there's a strip in the Fly Idaho book that is not on our list, you can go into the strip if it fits into the BC level that you're checked out for. As stated in our BC policy, if you have not flown into a specific higher level 2 or any level 3 strip, it's highly recommended that you fly in with an instructor who has been into the specific strip of interest. If an airstrip is not on our listing or in the Fly Idaho book, you need to get board approval before flying into any off-pavement airstrip.

Approved Instructors Updated:

Resources>Club Approved Instructors.

<https://www.t-craft.org/instructors>

We've added a few new instructors to the listing over the past few months, Gérard Cattin, Dan Harris, and John Walborn. All the instructors on the listing have recently updated their information and Bio's if they have one.

Aircraft Document updates:

Under the Fly>Our Fleet tab

<https://www.t-craft.org/fleet>

There are several updates, primarily due to the recent avionics' updates.

All the C182 Checklists have been updated as of 7/24/24. N9989E has been updated as per the most recent avionics upgrades. The other two C182's have some minor updates to make all three C182's as consistent as possible, except for airspeed and a few other differences between them. It's recommended that you print your own copy of the checklists, since the ones in the planes may be outdated, or grow legs. You are welcome to make your own checklists, or use the digital version available in the G3X equipped C182's.

Avionics Manuals: The avionics manuals for all the avionics equipment are now available under each aircraft that have the recent avionics upgrades. The manuals for the older avionics have been available for quite some time under each aircraft. The flight manual supplements for 89E have been added. The others FMS's will be added as we're able to scan them in. There's a new Garmin Nav/Com unit, GNC215, in 89E and 93F that you should familiarize yourself with. It's a little different than previous Nav/Com units.

As mentioned previously, the W&B data sheets and the Excel W&B spreadsheet are listed under each aircraft. These will be updated as we upgrade the avionics in the remaining three aircraft.

Photo's of the new panels will be added soon.

Remember to refresh your browser to get the latest changes. Please let me know if you find any problems with any of the links or have any suggestions.

CALENDAR & CLUB STATS

The Month Ahead

August 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

10 Aug 2024: Accounts due

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

20 Aug 2024: Accounts past due

25 Aug 2024: Last flight day in billing period

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

[Click here for Full Club Calendar](#)

New Members

Tyler Rudy – Class I

Resigning Members

Sandy Bik– Class I

Inactive Requests

None this month

Achievements

Isabel Blood – 1st Solo (CFI Jeff Norris)

Dan Harris – CFI checkride

Member Stats

120 Members (after new members & resignations)

15 on waitlist-(14-18 month wait)

32 Class I Members (26%)

88 Class II Members (74%)

11 Inactive (voluntary suspension)

24 Suspended (20%, Includes 11 inactive)

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

Member Ratings

8 Student Pilots

72 Private Pilots

27 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)



Isabel Blood – 1st Solo

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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 cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Schedule ahead of time; you can schedule 90 days in advance.
- For long trips, you can schedule up to 14 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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<h2 style="margin: 0;">HANGAR SECURITY</h2>

- **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

Jim Hudson Honored (photos, video 00:06:36)

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

I was honored to receive the Treasure Valley Silver Award. This award was created to honor individuals who are retiring or have retired after a career of service in the community. Former member, Chief meteorologist for CBS News Channel 2, Roland Steadham nominated me for this award. I gave Channel 2 reporter Sophia Doumani, a Discovery Flight last week and didn't know I would receive this award. She, along with Roland, did an awesome story. You can watch it at this link: <https://idahonews.com/features/treasure-valley-silver-awards/flight-instructor-shares-his-passion-for-aviation>

I wish to thank all of the members of this great club for allowing me to pursue my passion of flying/teaching and help others reach their dreams. I can't think of a better retirement job.



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Backcountry: Growing Crowds, Aeronautical Challenges

(Reprinted from AOPA ASI Alerts)



The AOPA Air Safety Institute cautioned pilots and organizers of backcountry events to be prepared for wind shifts, traffic management challenges, and high density altitude at larger events as interest in off-airport operations continues to grow. [Read more...](#)

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Marshalling Signals (video 00:03:47)

(Reprinted from AOPA ePilot)

Need to brush up on marshalling signals? We go over the basics here! Check out this video, and taxi in to your next FBO or fly-in with more confidence! [Watch the video...](#)



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Crossed Wires: Real Pilot Story (video 00:17:49)

(Reprinted from AOPA ePilot)

Commercial pilot and CFI Greg Soter reflects on an emergency landing near Birdseye, Utah, in June of 2013, after discovering an electrical fire in the back of the Cessna 172 he was flying. In this real pilot story, Greg discusses his decision to land on a road, a factor that would have a significant impact on the flight's outcome.

[Watch the video...](#)



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Flying All-Nighters

(Reprinted from AVweb Flash)



A pilot's business is with the wind, and with the stars, with night, with sand, with the sea. He strives to outwit the forces of nature. He stares with expectancy for the coming of the dawn the way a gardener awaits the coming of spring. He looks forward to port as a promised land, and truth for him is what lives in the stars. (Antoine de Saint-Exupery)

It had been quite a while since I spent an entire night flying, and this all-nighter in a Baron from South Florida to Kentucky brought back quite a few memories. [Read more...](#)

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How Stress and Anxiety Affect Pilots

(Reprinted from Air Facts Journal)

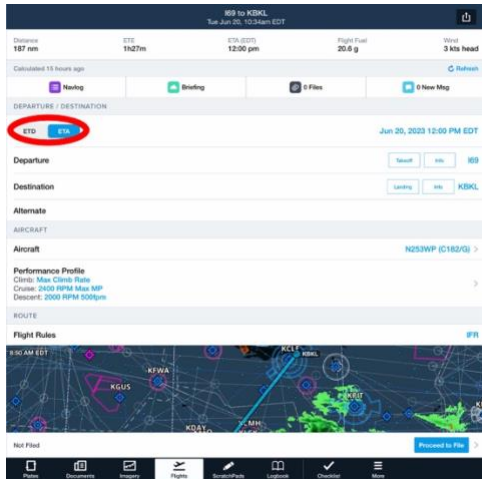
"I read the news today, oh boy!" You can almost hear the drumbeat behind those lyrics by Lennon and McCartney. And yet it was! I did read the news today and in my mind the exclamation of "oh boy!" followed swiftly. An airline pilot was incapacitated immediately upon takeoff of an airliner from the airport. The news was rather sad. [Read more...](#)



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Using the Flights tab in ForeFlight—pro tips

(Reprinted from Sporty's iPad Pilot News)



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

FAA Updates Datalink Weather Advisory Circular

(Reprinted from Sporty's iPad Pilot News)

The rollout of ADS-B datalink weather over twelve years ago was an interesting time for GA pilots. In a nutshell, the FAA flipped the switch on a new network of ADS-B ground stations in the early 2010s, started broadcasting subscription-free FIS-B weather products, and put it in the hands of the private sector to develop new hardware. [Read more...](#)



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Advisory Circular Updated for Electronic Flight Bags

(Reprinted from Sporty's iPad Pilot News)



The FAA recently published an update to *Advisory Circular (AC) 120-76 (Authorization for Use of Electronic Flight Bags (EFB))*. As a reminder, this advisory circular does not apply to Part 91 operators (with the exception of fractional operators under Part 91 Subpart K), but can offer guidance and best practices for anyone operating with an EFB. Those operating under Part 91 do not require a specific FAA authorization for use of an EFB. For additional information on utilizing an EFB, see the *Electronic Flight Bag Legal Briefing for Pilots—2024 Edition* from iPad Pilot News. [Read more...](#)

How to Recover From an Airplane Spin (video 00:04:46)

(Reprinted from Sporty's Fast Five)

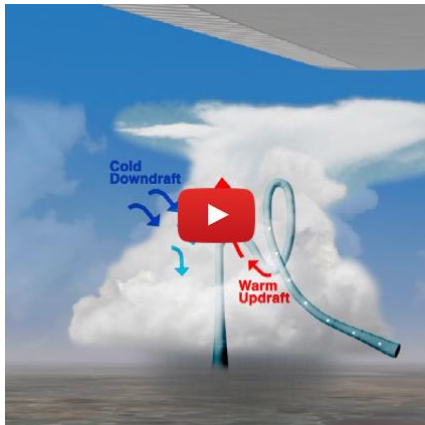
While spin training is only required for new flight instructor candidates, pilots of all skill levels should know the steps to recover from a spin. Join Patty Wagstaff in her Super Decathlon aerobatic airplane, as she explains how it's possible to enter a spin, and then the proper recovery steps to return to straight and level flight, in this video segment from Sporty's Basic Aerobatics Course. [Watch the video...](#)



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How Thunderstorms Develop (video 00:03:42)

(Reprinted from Sporty's Fast Five)



Thunderstorms can cause considerable aircraft damage on the ground and in flight. Even airlines take extra precautions to divert around convective activity for the comfort of the passengers and the safety of the flight.

In this week's video tip, you'll learn the three conditions necessary for the formation of a thunderstorm. A thorough understanding of how and when thunderstorms develop will allow you to plan your flight to avoid dangerous weather. [Watch video...](#)

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Excuses to Proceed with a Checkride You Probably Shouldn't be Using

(Reprinted from Sporty's Fast Five)

If you do proceed forward with a test with any of these or other handicaps already identified, you will get a fair shake from a DPE. However, they can't stretch the standards because of conditions or circumstances. You will have to perform to the same standards despite any outside pressures as you would if you did it on a day when these pressures were not present. [Read more...](#)



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