

T-Craft Aero Club

Monthly Newsletter

December 2024

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Ensuring Safe (KMAN) Operations

(Reprinted from Nampa Airport Admin)



Winter Airport Snow Management

As winter approaches, Airport Administration is committed to maintaining safe and accessible airport operations through effective snow removal strategies. Our dedicated team prioritizes clearing runways and taxiways promptly to ensure that both tenants and visitors can travel safely during adverse weather conditions. Your understanding and support of these essential services are invaluable as we work together to keep our airport connected and secure throughout the winter months.

[Learn More](#)

Snow removal will occur in following order:

1. Runway 11/29 - **Priority #1**
2. Parallel Taxiway and End Connector Taxiways – **Priority #2**
3. Mid-field Connector Taxiway, Terminal Area Ramp - **Priority #3**
4. Remaining Connector Taxiways and major Taxiways - **Priority #4**
5. Aviation Business's on the airport.
6. Individuals who have requested assistance with snow removal in front of their hangar. *Please note that snow will be removed up to 5 feet from facilities.*
7. Remaining taxilanes.

Ongoing snow conditions may result in returning to priority number one.

Tenants removing snow from their ramps should coordinate with Airport Operations to determine the best location to push snow. **Do Not** push snow into plowed taxilane/taxiways without discussing with Airport Operations staff beforehand.

Airport Administration is responsible for determining when snow removal operations are necessary. The determination is based on factors such as forecasted weather and accumulation of snow.

A NOTAM will be issued when conditions exist that could present a hazard to aircraft operations. If conditions persist to the point of aircraft safety, the Airport Superintendent may choose to close the field until conditions are safe for operations again.

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T-Craft Hangar Snow Removal

(Submitted by David Thomas, T-Craft Director of Hangar & Safety)

The board would like to clarify a few things in regards to snow removal for the membership. Most of you are aware that a snow removal committee has been formed within the club. To set expectations, please note the following:

1. The snow removal committee is NOT on call to clear snow for any given member to go fly. They may or may not be available on a given day or at a given time. I'm sure they will do what they can but there should be no expectation that that snow will be cleared for your specific flight.
2. The snow removal committee will endeavor to ensure the snow blower works correctly and has fuel available.
3. There are snow shovels and some sand available to any member that might find those things useful. It is located adjacent to the spare oil and paper towels.
4. If a member decides to use the snow blower, please follow the instructions posted on the machine. Use is at your own risk.
5. Please leave the concrete blocks and downspout extensions on the north side of the buildign in place so that snow melting off the roof doesn't flow back into the hangar and freeze on the floor around the aircraft.
6. There is no salt available and the board doesn't support the use of salt or other corrosive ice melt. Use of any ice melt product should be run by the board prior to use. Please just use the sand provided.

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T-Craft Maintenance Items

(Submitted by Pete Glick, Director of Maintenance)

* **The Golden Rule of Fractional Aircraft Ownership – “Leave it better than you found it.”**

- **New** AD affects 16,000 Lycoming Engines. The AD applies to certain part numbers of installed connecting rod assemblies. Am currently researching to see if we have any of these installed. Until part numbers are confirmed installed or not, the current inspection regime our AP/AI conducts meets the required actions of the AD. <https://www.federalregister.gov/documents/2024/10/31/2024-25365/airworthiness-directives-lycoming-engines>
- **Severl** of your fellow members were unable to turn on preheaters via the KASA App because the last person to fly didn't connect the heater cord after flight. This can cause delays or in some cases cancellations that no one likes. If you fly, please remember to connect the heater again and be sure the red light on the back of the yellow junction box is lit. This is a common problem at the beginning of the preheat season as habit patterns get developed again.
- **As** temperatures change, so does pressure. We learned that in private pilot weather lessons. As the temperature drops, so does pressure in our aircraft tires. Please be sure to check tire pressures before you fly. It's a preflight item that is most often overlooked. Underinflated tires wear faster and can suffer internal damage leading to premature replacement. Although a little dated, this article from AOPA has some great tire information that still applies: <https://www.aopa.org/news-and-media/all-news/2007/may/flight-training-magazine/pressure-tactics>

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REMINDER - Winter Flying Hours Policy - REMINDER

(Reprinted from T-Craft Poicy Manual)

T-Craft Policy Section 5.6 says:

During the months of December, January, and February, the monthly “use it or lose it” minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three Revised – July 2024 Page - 9 - hours of 152 time in February, the December, January and February “use it or lose it” dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of “use it or lose it” time in the February billing period.

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FAA Updates BasicMed Program

(Submitted by FAASTeam)

The Federal Aviation Administration updated its BasicMed regulations to allow pilots to operate larger aircraft and carry more passengers. The update includes the following changes:

- Increase the number of allowable passengers to six from five, and the number of occupants to seven from six.
- Increase the maximum aircraft takeoff weight to 12,500 lbs. from 6,000 lbs., excluding transport category helicopters.
- Allow pilot examiners to conduct flight checks using BasicMed in aircraft that are covered by the BasicMed rule. **For more information, click here.**

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Cockpit2Cowl – Winter Weather Coming

(Submitted by FAASTeam)

Topic: Pilot & Mechanic Experts Explore Aviation Safety

Time: Tuesday, December 10, 2024 at 18:00 MST

Description (Select Number SW19133785)

“Cockpit 2 Cowl” with Brian Schiff and Jeff Simon is a program that explores General Aviation safety topics from the combined perspective of Flight Instructors, Pilots, and Mechanics, exploring both man & machine to make aviation safer and more enjoyable.

We will discuss the new regulations and what you can do to get you and your aircraft ready for winter. We will also continue discussing Jeff's advice about "what can get you."

Attendees will learn about topical maintenance subjects, how to manage maintenance, handle emergencies, and improve communication between pilots and mechanics.

Watch previous episodes and receive FAA WINGS credit on [SocialFlight.com](https://www.youtube.com/@SocialFlight.com).

Watch previous episodes WITHOUT FAA WINGS credit on this [YouTube Channel](https://www.youtube.com/@SocialFlight/videos): <https://www.youtube.com/@SocialFlight/videos>

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

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Pro Tips for Pilots – Mastering Preflight Weather Tools

(Submitted by FAASTeam)

Topic: Enhance Preflight Weather Planning to Boost Confidence and Safety in the Sky

Time: Wednesday, December 11, 2024 at 18:00 MST

Description (Select Number GL15132914)

Join Joel Siegel as we explore essential weather tools for preflight planning. This session will cover how to effectively use these tools while on the ground and ways to integrate them into your flight to enhance safety and performance. Gain insights on staying weather-aware both before takeoff and during flight.

Joel is a meteorologist and the UTM/AAM Integration Lead for Technical Operations in the FAA's Air Traffic Organization. His aviation career spans from earning his private pilot's license at age 17 to receiving his instrument rating in 2020. With a B.S. in Atmospheric Sciences from UNC Asheville and an M.S. from the University of North Dakota, Joel has worked extensively in aviation weather services, including roles at Collins Aerospace and Booz Allen Hamilton. In his current position, he focuses on integrating new technologies and infrastructure into the National Airspace System and is an active advocate for improving weather tools and education for pilots.

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

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CALENDAR & CLUB STATS

The Month Ahead

December 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 Dec 2024: Accounts due

19 Dec 2024: Board 7pm, T-Craft Hangar

20 Dec 2024: Accounts past due

25 Dec 2024: Last flight day in billing period

NO MEMBERSHIP MEETING IN DECEMBER

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

John Fulcher
John Szanto
Leon Baker

Member Accomplishments

Shuan Christensen – Private Pilot
John Miller - CFI

Member Stats

120 Members (after new members & resignations)
13 on Wait List (6 former members, 14-18 month wait, 47 on Notification List)
30 Class I Members (25%)
90 Class II Members (75%)
15 Inactive (voluntary suspension)
31 Suspended (23%, Includes 15 inactive)
89 Active flying members (cap: 14 x 7 = 98)

Member Ratings

8 Student Pilots
73 Private Pilots
26 Commercial Pilots
13 Air Transport Pilots
48 Instrument Rated Pilots (not all are current)

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[OPS PROCEDURES & POLICIES: CLICK HERE](#)

FUEL REIMBURSEMENT PROCEDURES

T-Craft will reimburse you \$5.70 per gallon for fuel purchased at a field other than KMAN. Fuel receipts from off-site fuel purchases need to be emailed (best way), texted, or emailed 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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AIRCRAFT

Aircraft Rates

(Rates Effective 26 Aug 2024)

- C-152 (110hp) N67375 \$ 70.00/hr
- C-172 (160hp) N13686 \$ 82.00/hr
- C-172 (160hp) N4464R \$ 82.00/hr
- C-172 (180hp) N1293F \$ 90.00/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 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

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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)
 - The aircraft logs are secured in the office safe and the combination is the same as the door code.
 - Heaters set up correctly (in season)
 - Check that the red light is on at the yellow outlet box
 - Do not tie any knots in the pull cord for the yellow electrical box.
 - Never release the yellow box and allow the cord to retract without resistance.
- **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.

MEMBER PIREPS

Memorable Flights, Achievements, Reflections, & Lessons Learned from Difficult Flights

Shuan Christensen Earns PPL

(Submitted by Shuan Christensen, T-Craft Pilot)



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Carb Ice is Real

(Submitted by Pete Glick, Director of Maintenance)

Aviation is full of lessons to learn. Learning things is one of the best things about this profession/hobby, but only if we learn, remember and apply them to our future flying operations. These lessons learned fall on a continuum of small to big, with consequences of not learning and applying them falling anywhere between having a humorous anecdote to a catastrophic accident. Thankfully we don't need to experience the lessons all on our own. We can learn lessons from others but only if observed firsthand or if shared by those others. Sharing a lesson learned is the intent of the following account of an unexpected engine shut down on short final approach to landing.

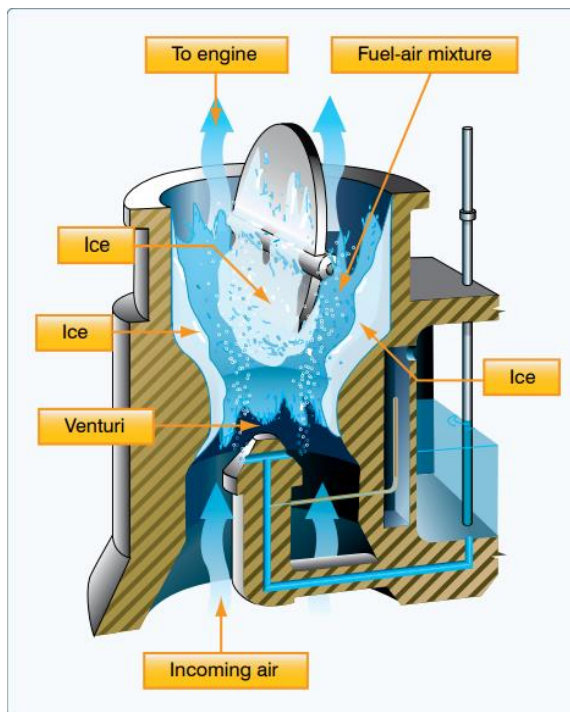
The mission was a normal instrument instructional flight. I was the instructor in the left seat, with the pilot flying (PF) in the right seat who was preparing for a Certified Flight Instructor – Instrument (CFII) check ride. Runup was normal including a carb heat check, until pulling the throttle to the idle stop to ensure the engine would still run if the throttle was pulled fully aft. The RPM dropped noticeably, indicating about 400 RPM, or about 200-300 RPM lower than normal. A repeated idle stop check was normal. There was an existing discrepancy about RPM fluctuations at high RPM, and I briefly took this into account, but did we miss a clue here? We spoke about the drop and continued with the flight.

Weather: Temperature/Dewpoint was 02C/ 02C. Sky condition was clear, and visibility was 10 miles. An overcast layer was over KBOI and further east. We flew southeast of KBOI at 7500 MSL to prepare for an ILS approach back to KBOI runway 28R. As ATC gave us vectors to the final approach course, we flew into the outer fringe of an area of decreasing visibility and light snow. I monitored the aircraft for any accumulation of ice or snow and gave ATC a PIREP about the light snow and visibility of 3-5 miles. There was very little snow on the leading edge of the main landing gear tires. The snow lasted for a few minutes into our descent and stopped. The snow on the tires melted quickly. The PF captured the final approach course and glideslope nicely and completed the prelanding checks just outside the final approach fix. Power was reduced to approach RPM and carb heat pulled on. The rest of the approach was normal with ATC giving us vectors to the south of the field prior to the approach end of the runway.

The next approach was to KMAN runway 29. The traffic pattern had five aircraft all using runway 29, and we were number six. I was responsible for traffic/collision avoidance as the PF was "under the hood" for the approach. I took the radio to communicate our position and coordinate our fit into the pattern for a straight in practice instrument approach. We were prepared to sidestep to the right to enter an upwind if we were not able to fit in without disrupting others. I was looking outside for traffic when I felt the first notch of flaps come in indicating a configuration change. At a three-mile final, all was well, but I was quite focused on traffic in the pattern and updating our position reports. It looked like we could continue for the straight in without disruption of the existing pattern traffic. When the PF reached the missed approach point, he came off the view limiter device and prepared for landing straight ahead on 29. We were about one mile out. I suggested that he use the installed AOA indicator and pitch to target AOA and use appropriate power to reach the 1000-foot markers. We were a touch high, and the PF pulled the power towards the idle. The engine RPM slowly reduced and then STOPPED fully. *Startle response here!* The engine never gave us a hint at roughness or other trouble prior.

I quickly swept the cockpit and found the carb heat still off and pulled it on, but that horse had already left the barn. No time or altitude remained to attempt a restart. I looked at the airspeed indicator and told the PF, "Fly the plane, Fly the plane." The PF kept the aircraft flying under control without power to the landing. We touched down about halfway between the numbers and 1000-foot markers. As we rolled out, I attempted a restart, and the engine started quickly and ran normally back to the hanger.

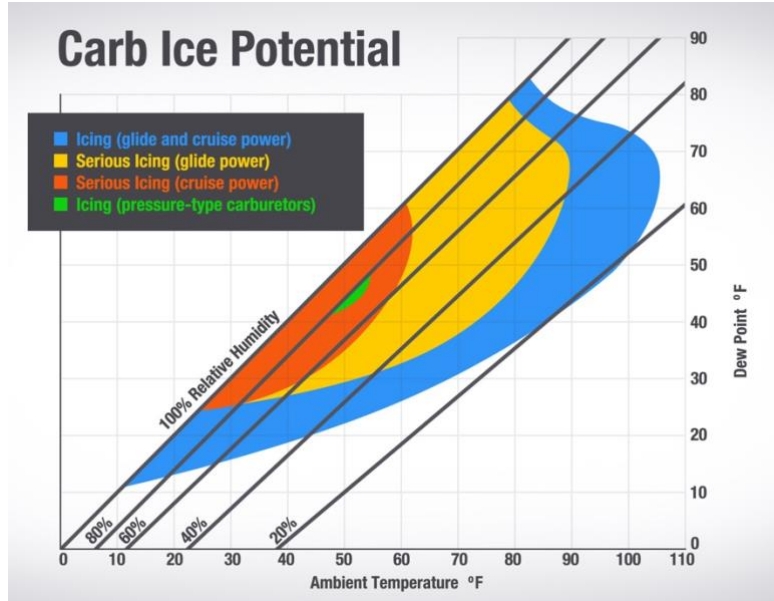
Conditions on this day were perfect for carburetor ice to develop and I am convinced that we had developed some carb ice on the long final approach at an intermediate power setting. When reducing the power further on short final, the throttle plate closed off more and any ice present would have starved the engine of air/fuel making it shut off.



It was my responsibility as the instructor to ensure the aircraft was properly configured to land. I missed the carb heat on this approach.

The lessons on this day were at least four-fold:

- 1) **Complacency** is always in the background, waiting to strike. The prelanding checklist was not fully accomplished on this approach. Missing a single item can bring disastrous results. Reinforce the habit of using the checklist!
- 2) **Distractions**; Distracted by traffic, I failed to ensure the carb heat was pulled (checklist again). I should have verified carb heat when I felt the flaps move during the PFs configuration change.
- 3) **A little high is a good thing.** Had we been low, we may not have made it inside the airport fence.
- 4) I missed a clue. The low RPM during the idle check should have been investigated more fully. It is quite possible that we picked up carb ice during the taxi and runup period, despite having seen the expected indications during the brief carb heat check. Carb ice on the ground is easily masked with just a little increase of throttle position to recover any loss of RPM or manifold pressure. Rather than a quick pull of the carb heat knob to check for RPM drop and a rise in carb temp indication (when temp gage is installed), a deliberate 10-15 second pull of the carb heat knob and monitor of RPM would have cleared any ice present and potentially unmasked existing carb ice. I do this, however irregularly. I'll fix this.



I am fully aware of the consequences of the complacency that I allowed to enter the cockpit. Had we been another mile away from the runway the results may have been a destroyed aircraft with one or both of us injured, or even killed. We would not have been the first ones to perish this way. Thankfully, you're not reading an NTSB report.

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TIPS, TRICKS, AND FUN

Greasing the Landing (video 00:01:33)

(Reprinted from AOPA ePilot)



Struggling to nail the perfect landing? Whether you're having trouble timing your flare, or managing your airspeed, try this quick technique – and you could be landing like a pro in no time. [Watch the video...](#)

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Collision Avoidance (video 00:41:36)

(Reprinted from AOPA ePilot)

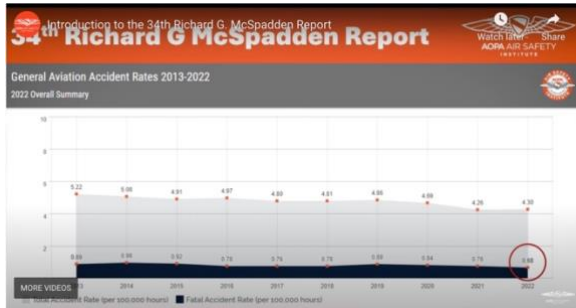
Pulled from the AOPA Air Safety Institute archives, Collision Course: Avoiding the Close Encounter VHS provides great tips for seeing and avoiding other aircraft. Although the video was produced before ADS-B technology development was completed, the same scanning techniques and collision avoidance concepts discussed are still relevant today. [Watch the video...](#)



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The 34th Richard G. McSpadden Report (video 00:8:23)

(Reprinted from AOPA ePilot)



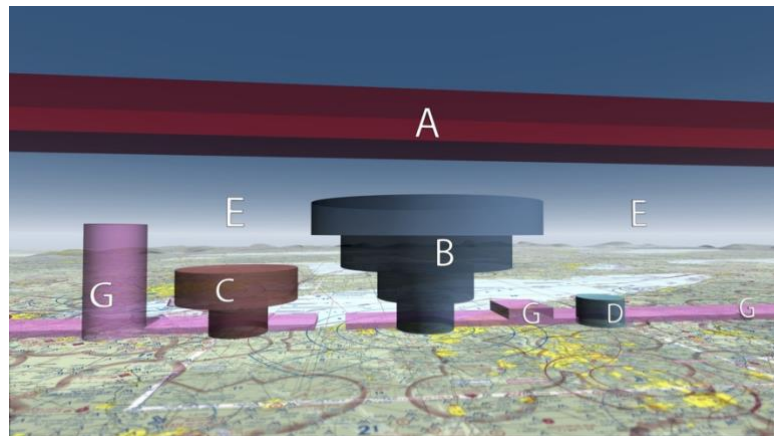
The 34th *Richard G. McSpadden Report* (formerly the Joseph T. Nall Report) was renamed in honor and memory of our beloved friend and colleague who tragically lost his life in an airplane accident on October 1, 2023, at Lake Placid, New York. His work focused on reaching captive audiences with relevant, timely, and engaging content. Richard's tireless efforts to improve aviation safety helped envision the current iteration of this report, which offers users a near real-time analysis of general aviation accidents. The data are updated on a rolling 30-day cycle, with access to analysis going back as far as 2008 and data trends projected well into 2024. [Watch the video...](#)

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Class B Airspace – A Pilot's Guide

(Reprinted from Sporty's Pilot Shop Fast Five)

Class B airspace begins at the surface in the area surrounding the primary airport. As you move further from the primary airport, layers or shelves that start above the surface will be found. The shape of the surface area and layers are tailored to the individual airport and the instrument approach corridors to its runways. [Read more...](#)



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ADS-B Rules and Regulations: Quiz

(Reprinted from Sporty's Pilot Shop)



The rules for transponder requirements changed in 2020, requiring aircraft to be equipped with ADS-B out transponders in most of the same airspace that previously required a Mode C transponder. Take our latest quiz and test your knowledge of the details of ADS-B rules. [Take the quiz...](#)

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Panic, and How To Not

(Reprinted from Air Facts Journal)

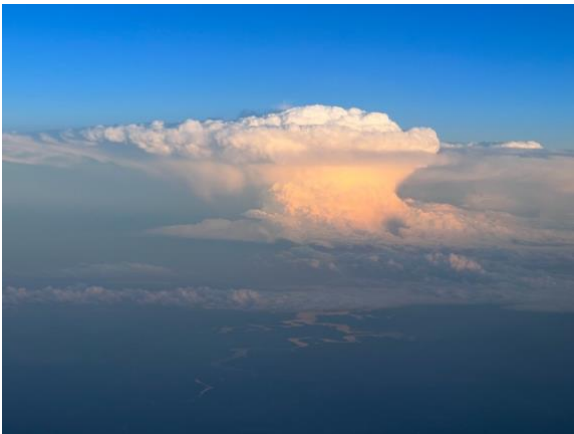
If you meet a pilot who answers “No” to the question “Have you ever panicked while flying?,” watch them closely. They’ll probably lie to you about other things, too. But let’s say you have never panicked or felt panic coming on while flying. “Good on ya, mate,” as the Australians say. I and some other pilots have kind of “made up” for your lack of panic, you heroic, stoic, seasoned, steady pilot, you, you pillar of mental strength, winged god. However, then there’s me. [Read more...](#)



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Learning to Read the Clouds

(Reprinted from Air Facts Journal)



Whether I’m flying IFR or VFR, most weather decisions come down to looking at clouds and trying to figure out what they are trying to say. Is that weather convective or just harmless showers? Will the ride be bumpy or smooth? Can I top that cell? Is there ice in that cloud layer? The answer almost always depends on what the clouds look like. [Read more...](#)

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