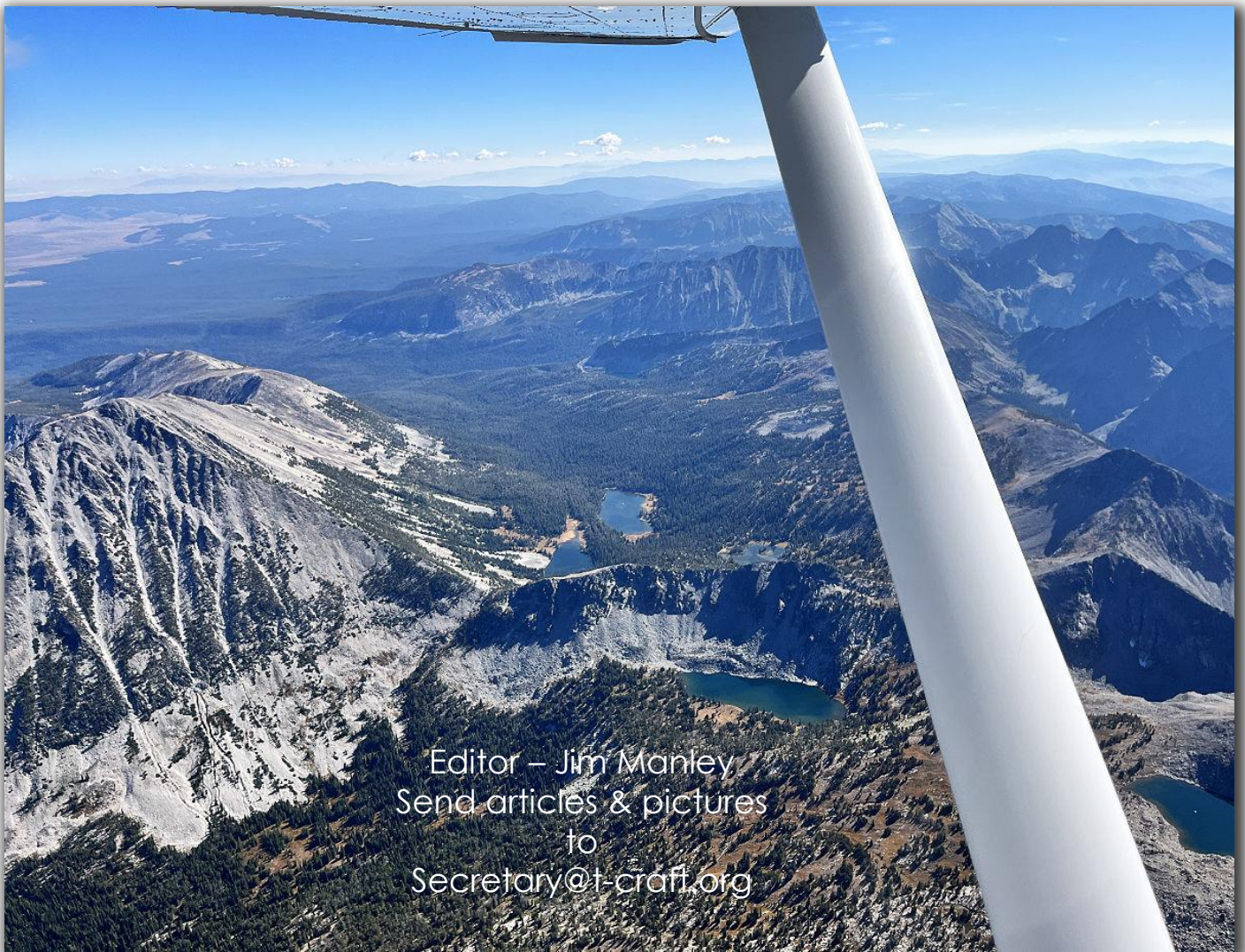


T-Craft Aero Club

Monthly Newsletter

January 2025

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Jim Hudson Stepping Down

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

It's with mixed emotions that I have decided to end my position as membership director at the January 2025 elections. The time has come where I need to spend more of my time on personal endeavors and turn this position over to some new blood.

I became the membership/safety director in 2009 and will have served on the board for 16 years at the end of my term. During that time, there have been many changes in the club and my position. The club had 81 members in 2009, going down to 60 members in 2012. We had several years of advertising, attending air shows, home and sporting shows promoting our club, and trying to get new members. We had some success, but I think word of mouth about our great club and the growth in the Treasure Valley has brought us to where we're at now. We've been at 120 members for the last several years, with a waiting list for 8 years that has grown to over 60 people.



Starting out in this position, I was the Safety/Membership director. My focus was more on Safety, with the membership role focused on recruiting members. I wrote a monthly safety article for the Newsletter and shortly picked up doing the entire Newsletter until Jim Manley took it over in 2019. You can check out some of these articles at the [Safety Article Index](#). Our Newsletter archive goes back to 2003 on our website.

I picked up updating the webpage in 2014 and continue to do that. The new web design that Scott Henscheid did makes this part of the job so much easier. During COVID, we started zooming, and I managed the Zoom account and recordings. After Bill Zervas's presidency in 2010, I started doing the spreadsheet for our budget, hourly rate projections, and PowerPoint of our annual report. I've also been managing the wait list for the past 8 years.

I have always strived to be quick to respond to members' questions and inquiries, making sure new members feel welcome and are introduced into the club properly.

The time has flown by. I enjoy the diversity of our club and getting to know members, fly with them, and have taught several to fly. I'm not planning on quitting the club, flying or instructing, but need to step down from the board position. I will be glad to talk to anyone who might be interested in running for this position and will help with whatever it takes for a smooth transition.

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Two T-Craft Committees at Work

(Submitted by Editor)

The T-Craft Board of Directors currently works with two committees tasked with researching specific projects. These projects involve using the remaining hangar-sale funds before the September 2025 tax deadline.

- **Interior Committee:** Options and costs for upgrading the T-Craft fleet interiors. The committee made a detailed presentation at the December board meeting.
- **Simulator Committee:** Options and costs for the acquisition, installation, and operation of flight simulator. An initial survey showed that the majority of the members approve the club getting a simulator. A second survey will ask about certain options.

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Board Elections at January Membership Meeting

(Submitted by Editor)

We will conduct our annual Board of Director elections during the Membership meeting, 7:00 pm, 30 January 2025. The meeting will take place at Idaho Pizza Co, 7444 W Fairview, Boise (NWC of Cole and Fairview). Come early to order and eat. Call 208-375-4100 if you would like to order in advance. [Click here for the menu](#).

Positions to be decided:

- President: Incumbent Ben Rhoades is running for reelection
- Treasure: Incumbent Ken Kaae is running for reelection
- Hangar Director: Incumbent David Thomas is running for reelection
- Membership Director: Incumbent Jim Hudson is **not** running for reelection
- Safety Director: No incumbent. This is a newly created board position (see separate email notice for details).

Please see the separate email for nomination details. Members must be present in person to vote.

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T-Craft Hangar Snow Removal (Repeat)

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

The board would like to clarify a few things about 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 building 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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REMINDER - Winter Flying Hours Policy - REMINDER

(Reprinted from T-Craft Policy 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."

PLAN AHEAD

- This policy gives us great flexibility during the worst winter weather
- January is month #2 of 3 months

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90-Day Attendance Clarified

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

T-Craft policy section 3.1.3 states: Members “shall have attended a club meeting or function within the last 90 days.” Here are some clarification points:

- Schedule Master account (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 into Schedule.
- You’re 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. Attendance must be in person to count. Attendance online via Zoom or similar platforms does not meet this requirement.

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Checking Engine Oil – The Right Way

(Submitted by Pete Glick, Director of Maintenance)

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

One of the first lessons we learn in flying is how to check the engine oil level. Yet, many of us aren’t doing it correctly to get an accurate measurement.

- How do we get an accurate measurement?
- When is the best time to check oil?
- Why would we get a different measurement when the engine is cold vs warm after flight?
- Why do we operate our engines less that the maximum listed in the POH/AFM?

These and other questions are answered in the following video and article from AOPA.

- Checking the engine oil the RIGHT way. [Read more...](#)
- AOPA - Checking the dipstick [Read more...](#)



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Power Hour Lesson – CFI Bootcamp, All Pilots Welcome

(Submitted by FAAS Team)

Topic: How To Construct A Plan of Action - Every DPE Has To Build And Use One And So Should You

Time: Saturday, 11 Jan 2025 at 10:00 MST

Description (Select Number: WP07133867) Does your CFI have a plan of action they use when training you? If not, you should ask them to! If you are a CFI, do you construct a plan of action for every student you train? You should! Join us for this 1 hour presentation as we discuss the importance of always constructing a "plan of action", and using that framework to safely and efficiently guide any level of training.

Open to all pilots. Valuable insights for both instructors and students in training. Specialized subjects tailored for flight instructors, covering instructional techniques, communication skills, flight planning, safety protocols, and teaching methodologies.

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

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Sad News: Big Creek 4 Lawsuit Update

(Submitted by Reggie Seller, Director of Billing)

Recently, Andrew George, President of the Idaho Aviation Association, shared this with IAA members.

Fellow Members,

I wanted to take a moment to share some important news regarding the Big Creek 4 litigation. A few days ago, I was informed that Judge Dale has issued a ruling on the proposed settlement between the Plaintiffs (Wilderness Watch, Friends of the Clearwater, Friends of the Lochsa, and Great Old Broads for Wilderness) and the Defendants (U.S. Forest Service), with the State of Idaho included as an Intervenor representing our interests and those of the Idaho Recreation Council.

Judge Dale has decided to accept the settlement terms and dismiss the State's counterclaims. In practical terms, this means that the Big Creek 4 airstrips will now be designated for **emergency use only**, with usage and maintenance monitored. Additionally, while the airstrips are not closed (since they remain open for emergency purposes), the State's cross-claim was deemed invalid.

This decision comes with many nuances to consider, and its implications for the future will be significant. Moving forward, we will meet with the State and the Idaho Recreation Council to explore our options and determine the best course of action. Given the approaching holiday season, I expect little progress until after the start of the new year. I have already spoken with several key stakeholders, as well as many of you, about this outcome.

While this ruling is disappointing, the fight is far from over. I've received several calls from members asking how they can help. For now, it is crucial for the Association to maintain its position, grow our membership, and prepare for the next steps to safeguard aviators' rights.

The next newsletter will include additional updates and considerations for the path ahead. I want to thank all of you for your continued support of the Association and our shared mission to protect aviation access as it was intended.

Hoping you all have a very wonderful Christmas ahead!
Sincerely,
Andrew George
President IAA
andrew@baseconstructors.com

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CALENDAR & CLUB STATS

The Month Ahead

January 2025

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 Jan 2025: Accounts due

16 Jan 2025: Board 7 pm, T-Craft Hangar

20 Jan 2025: Accounts past due

25 Jan 2025: Last flight day in billing period

**30 Jan 2025: Board 7 pm, Idaho Pizza Co
7444 W Fairview, Boise**

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

None this month

Member Accomplishments

None this month

Member Stats

120 Members (after new members & resignations)
 13 on Wait List (6 former members, 14-18 month wait, 50 on Notification List)
 30 Class I Members (25%)
 90 Class II Members (75%)
 13 Inactive (voluntary suspension)
 28 Suspended (23%, Includes 13 inactive)
 92 Active flying members (cap: 14 x 7 = 98)

Member Ratings

7 Student Pilots
 73 Private Pilots
 27 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 (Updated)

(Rates Effective 26 Nov 2024)

- C-152 (110hp) N67375 \$ 69.00/hr
- C-172 (160hp) N13686 \$ 81.00/hr
- C-172 (160hp) N4464R \$ 81.00/hr
- C-172 (180hp) N1293F \$ 89.00/hr
- C-182 (230hp) N9989E \$ 130.00/hr
- C-182 (230hp) N7593S \$ 130.00/hr
- C-182 (230hp) N121M \$ 130.00/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

No submissions this month.

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TIPS, TRICKS, AND FUN

Why You Should Do a 360 Check

(Reprinted from Pilot Workshops)

Your full preflight inspection ensures that the airplane is ready for your flight. But what about when you do your preflight walk around and then go back into the clubhouse, or terminal, to wash your hands or have that last-minute bio break?

[Read more...](#)



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Cold Weather Catastrophe (video 00:16:21)

(Reprinted from AOPA ePilot)

Private pilot John Berman recalls a distressing night flight during the winter of 2018, when prolonged exposure to extreme cold temperatures adversely affected his judgment.

[Watch the video...](#)



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New Rules for Color Vision Testing

(Reprinted from AOPA ePilot)

The FAA is now fixing a problem that is not a problem—lying on color vision testing. As of January 1, 2025, aviation medical examiners will rely on internet-based tests to detect defective color vision. [Read more...](#)



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Cross-Country Flight Planning With an iPad (video 00:07:00)

(Reprinted from Sportys iPad Pilot News)

There is a wide range of opinions on how student pilots should use iPads during flight training. On one extreme, some teach that students should only use paper sectional charts and perform all calculations by hand through the check ride, barring the iPad from the training environment. Another camp follows the opposite logic, allowing students to use all the automated flight planning tools right from the start, bypassing instruction on the core techniques like preparing a nav log and flying a cross-country trip with pilotage and dead reckoning. [Watch the video...](#)

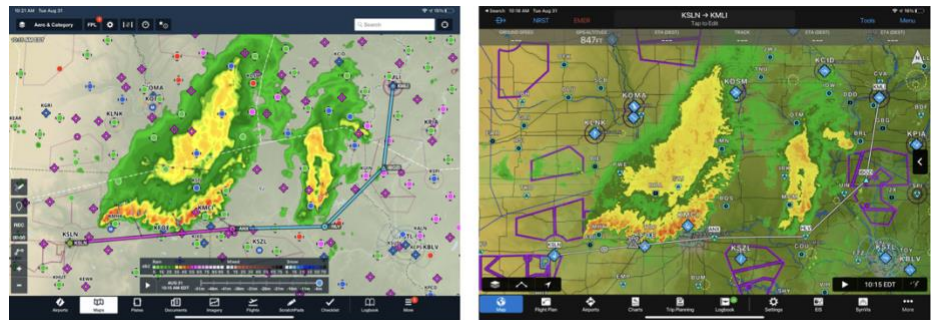


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ForeFlight vs Garmin Pilot: 3 Key Differences

(Reprinted from Sportys iPad Pilot News)

There are a handful of full-featured aviation Electronic Flight Bag (EFB) apps available today for pilots, both free and paid, which provide just about every preflight and in-flight resource you'll need for both VFR and IFR operations. If you've been flying for a while it's likely you've already settled in on your favorite app and can nearly use it with your eyes closed. For those new to aviation or those making the leap from paper charts, there comes a point when a decision is necessary on which app to use in the cockpit. [Read more...](#)



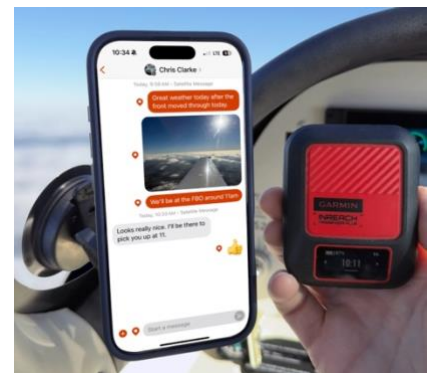
ForeFlight.....OR.....Garmin Pilot?

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Garmin inReach Plus Adds Photo and Voice Satellite Messaging

(Reprinted from Sporty's iPad Pilot News)

Satellite connectivity for pilots is more accessible and affordable now than ever, thanks to new satellite networks and recent advancements in receiver technology. Anyone with an iPhone 14 or newer can send [free text messages via satellite](#) when off the grid, and you can add broadband internet via Starlink Mini to your Cessna for less than \$500. [Read more...](#)



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What It's Like Not Being Home for Christmas

(Reprinted from Air Facts Journal)

I remember sitting on the edge of the bed the night before I left to go off to war in the first place. I wasn't afraid to go. It was my duty and I'm a good soldier. But I was so afraid for my little girls. A whole year away from them, and just what if I were killed or taken prisoner? Who would take care of them? Who would help their mother see that they arrived at womanhood ready? I collapsed into sobbing. I guess it isn't manly to cry, but there's a chink in the macho of fathers. I don't care what they do for a living. [Read more...](#)



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I Learned About Flying From Him

(Reprinted from Air Facts Journal)

They say you don't know what you don't know, but I tried my best to teach people how to fly, and to pass on as much knowledge as I could from the instructors I had flown with over the years. Like so many of us who were CFIs when we were younger, I have ex-students who are captains at major airlines, a few who fly "mister big" all over the world, and one even who is a well-known figure in aviation journalism, although he might scoff at my putting him on such a pedestal. However, like many who have commented upon the article I referenced above, I too had the benefit of older instructors who, as the saying goes, had probably forgotten more about aviation than I will ever know.



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Air Facts IFR Challenge (quiz)

(Reprinted from Air Facts Journal)

Welcome to our IFR Challenge—a quiz designed for seasoned pilots who are ready to put their instrument knowledge to the test. Whether you're a regular in the clouds or preparing for an upcoming IPC, this quiz will dig deep into the nuances of IFR flight. We've included questions that cover everything from clearances to complex arrival procedures, each crafted to test your technical know-how and situational awareness. Sharpen mind and get ready to see if you are ready for the precision of IFR flight. Let's go! [Take the quiz...](#)



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