

# T-Craft Aero Club

## Monthly Newsletter

May 2024

Putting Wings on Your Dreams



Editor – Jim Manley  
Send articles & pictures  
to  
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## IMPORTANT NOTICES

### Avionics Checkouts

(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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## Maintenance Memos

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

### N121M

Avionics checkouts are going strong as pilots get initial experience in the new avionics package. When hooking up the external power supply, be sure to select the correct power supply voltage. The aircraft should have a placard inside the external power door listing the correct voltage. The aircraft POH will also have that information. Please READ and follow the power supply hookup instructions provided. One item we learned is that the aircraft master switch DOES NOT need to be on. The external power plug bypasses the master switch and the avionics will start up as soon as the power is supplied to the aircraft. (Note, you should see the beacon on).

When the checkout is complete, be sure to hook up the heater and install the blanket again.

When starting the engine, first wait after turning on the master switch until the G3X comes up and displays the engine instruments prior to starting. You'll need to see the oil pressure at the start. Have fun getting to know these new capabilities.

### N67375 Door Handle and Door Cracks.

During a preflight inspection, the pilot's outer door handle broke off with some of the parts falling inside of the door. When the inner door panel was removed, the door frame was found to be cracked in several places at the upper hinge (see attached photo). While easy to see with the inner door panel removed, these cracks have gone unnoticed for some time. What cannot be seen in the photo are the cracks under the triangular-shaped patch previously done. The A&P/AI felt that this door hinge was close to failing. If it failed in flight, it could have disastrous results. When asked how this kind of damage happens, he stated that most of the time, it is caused by wind blowing a partially opened door open against the stops. Pilots, please ensure the aircraft doors are closed when not in use, especially when moving the aircraft in or out of the hangar.



2024 SCHEDULED MAINTENANCE					
4	100hr (til due)	Annual	Rieff Heater Install	Avionics Mod Estimated Start*	Avionics Installer
375	22	In Progress	At engine change	TBD	Skyline
686	39	1/31/25	100 hr	TBD	Skyline
64R	100	1/31/25	Complete	TBD	Skyline
93F	27	1/31/25	At engine change	June 2024	Skyline
93S	97	3/31/25	100 hr	In-Work	TAS KTWF
21M	92	2/28/25	100 hr	Complete	
89E	50	5/31/24	Complete	#3	TAS KTWF
* Subject to receipt of equipment and shop schedule					

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## Plane Wash 21 May

(Compiled by Editor)

Our semi-annual Plane Wash happens on Wednesday, 21 May. We start at 4:30 pm and work until done. With all hands on deck, it's a fun time followed by a great BBQ. See you there.

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## Recent Presentation Videos

(Compiled by Editor)

By popular demand: Click on these links to download the videos:

- [Backcountry Seminar – Part 1](#) – Jim Hudson
- [Backcountry Seminar – Part 2](#) – Jim Hudson
- [Wind Lasso-Runway Evaluation](#) – Jim Manley

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## Garden Valley Fly In

(Compiled by Editor)

The much anticipated **Garden Valley Fly In** takes place Friday & Saturday, 14-15 June at the Garden Valley airport (U88). Camping starts Friday the 14<sup>th</sup>. Saturday begins with breakfast at 9:00 am. Flying activities start after breakfast. If you would like to fly one of the birds to the event, contact Jim Hudson to reserve the plane. You have to be checked out to fly into Garden Valley or find a Backcountry instructor to go with you. Watch for more details coming by email soon.

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## Did You Know?

(Compiled by Editor)

T-Craft Aero Club has two private Facebook pages. Check 'em out!

- T-Craft Aero Club: <https://www.facebook.com/groups/164768522373>
- T-Craft IFR Group: <https://www.facebook.com/groups/214556006573503>

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## Manage Your Aircraft's Energy

(Submitted by FAA FFAST Team)

When it comes to aerodynamics, it helps to think of energy like a savings account. Learn how to draw on the basics of flight to better manage emergency situations. [Read more here...](#)

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## Practice Flying into IMC in a Sim (video 00:02:37)

(Submitted by FAA FFAST Team)

The availability of flight simulators allows pilots to better prepare for flying into instrument meteorological conditions (IMC), making accidents from inadvertent flight into IMC a needless tragedy. Watch this video for a real-life scenario that saved two helicopter pilots' lives. If they had not practiced in a simulator prior, where they crashed every time in similar conditions, they would not have landed and lived. [Watch the video...](#)

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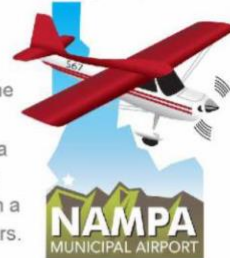
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**KMAN Newsletter**  
(Submitted by Nampa Municipal Airplort)

# KMAN DISPATCH

Nampa Municipal Airport Newsletter

April 2, 2024



**In this issue:**

- 2024 Airport Project Update
- Commercial Operations
- Upcoming Airport Events
- Operations & Maintenance

**Spring is upon us!** Weather is warming up and operations at the Nampa Airport are increasing. As we are all aware, the residential communities around the valley are rapidly growing. In an effort to be a good airport neighbor, we ask that pilots be aware of noise sensitive residential areas around and near our Airport. Please operate aircraft in a manner that will minimize the impact of noise to our residential neighbors. Remember, **FLY FRIENDLY**

### 2024 AIRPORT PROJECTS

Update on the two major airport projects planned for 2024.

#### **AWOS Relocation**

We have received the preliminary FAA approval to relocate our aging AWOS (Automated Weather Observation System) to a city owned facility rooftop, potentially clearing the area for future taxiway and hangar development. We are working with City staff on the proposed facility.

#### **Vehicle Gate Access**

Access badges will soon replace the key pad code and remotes at our vehicle gates. Prior to rolling the cards out we will test the system to ensure any glitches are resolved prior to the activation of the new system. Watch for additional user details that will be mailed to tenants and landlords as we roll out the access cards.

### COMMERCIAL OPERATIONS

All services offered to the public at the Nampa Municipal Airport must meet the Minimum Standards set out in the [Airport Rules and Regulations and Minimum Standards](#). If you are operating a commercial business at Nampa and are unsure if you are complying with these rules please contact the Airport Superintendent for clarification.

What are Minimum Standards? In a nutshell, Minimum Standards define and create the requirements to offer safe and efficient services to the public at an airport.

### OPERATIONS & MAINTENANCE

- ◆ Tie-down spaces require a rental agreement, with the exception of the visitor spaces at AvCenter
- ◆ The speed limit for ground vehicles on the airport is 20 miles per hour
- ◆ Limit obstructions, such as vehicles, in the **Obstacle Free Areas (OFA)**. The **OFA** zones are marked in **RED**
- ◆ **Control FOD on the field by limiting vehicle use off pavements**  
*i.e. don't drive on wet or soft dirt*



Hats and T-shirts are available for purchase at the Admin Office



### UPCOMING EVENTS AT THE AIRPORT

- April 2, 2024 - [Warhawk](#) Kilroy Coffee Klatch
- April 8, 2024 - Airport Commission Meeting
- April 13, 2024 - Second Saturdays with [The Spirit of Flight](#)
- May 7, 2024 - [Warhawk](#) Kilroy Coffee Klatch
- May 11, 2024 - Second Saturdays with [The Spirit of Flight](#)
- May 13, 2024 - Airport Commission Meeting
- May 27, 2024 - Airport Administration Office Closed
- June 4, 2024 - [Warhawk](#) Kilroy Coffee Klatch
- June 8, 2024 - Second Saturdays with [The Spirit of Flight](#)
- June 10, 2024 - Airport Commission Meeting

### FUN FACTS

- ◆ The worlds smallest jet is the BD-5 micro with a wingspan of 14-21 feet and weighing in at 358 pounds.
- ◆ Aircraft radar cannot detect turbulence.
- ◆ Only 320 Fokker DR-1 Triplanes were manufactured during World War 1.

**P.S.** You can check out a BD-5J at the Spirit of Flight and you can check out a Fokker DR-1 replica at the Warhawk Air Museum. Both museums are located at the Nampa Airport

Check out the [Treasure Valley Fly-ins group page on Facebook](#) for more aviation events happening in our area.

[Click here for KMAN Website](#)

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## CALENDAR & CLUB STATS

### The Month Ahead

May 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 May 2024: Accounts due**

**16 May 2024: Board mtg, 7pm, T-Craft Hangar**

**20 May 2024: Accounts past due**

**21 May 2024: Plane Wash, 4:30 pm T-Craft Hangar**

**25 May 2024: Last flight day in billing period**

**30 May 2024: Membership mtg, 7pm, T-Craft Hangar, Zoom**

[Click here for Full Club Calendar](#)

### New Members

Kevin Spratt - Class II

Erick Kraska – Class II

Drake Fickes – Class I (Family member)

Klaus Wiebe – Class I (Former member)

### Resigning Members

None this month

### Inactive Requests

None this month

### Achievements

Jeff Aebischer – Commercial Pilot

Michael Cichoski – Private Pilot

Gerard Cattin - CFI

### Member Stats

120 Members (after new members & resignations)

15 on waitlist-(14-18 month wait)

33 Class I Members (28%)

87 Class II Members (72%)

10 Inactive (voluntary suspension)

20 Suspended (25%, Includes 10 inactive)

100 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)



Michael Cichoski – PPL



Gerard Cattin - CFI

## [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 25<sup>th</sup>
- Payments are due on the 10<sup>th</sup> of the following month
- Payments are past-due on the 20<sup>th</sup>

#### Billing Procedures

- Your account documents are emailed to you shortly after the 25<sup>th</sup>
- Pay the amount due shown on your STATEMENT, not the invoice or credit memo
- Statements paid after the 20<sup>th</sup> 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

### Becoming a SR-71 Pilot (video 00:04:22)

(Reprinted from National Air & Space Museum)

How did you become a pilot for the SR-71 Blackbird? Buzz Carpenter knows. He started flying the SR-71 in 1975 after a week-long interview process that included an astronaut physical. Buzz shares what it was like becoming a Blackbird pilot, how pilots used their 580-degree windows to heat up their lunches, and how the aircraft got the nickname Habu. [See the video...](#)



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### Coming in Hot

(Reprinted from National Air & Space Museum)



Lieutenant Colonel Ed Yeilding shot across the sky above California at 2,000 miles per hour. It was 4:30 in the morning on March 6, 1990, and the view from the cockpit of his Lockheed SR-71 Blackbird was calm, serene, and beautiful. Until he looked down. [Read more...](#)

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### Into a Black Hole (quiz)

(Reprinted from AOPA ePilot)

Before the black hole approach catches you off guard, take [this AOPA Air Safety Institute quiz](#) and learn how to properly negotiate a variety of optical illusions. [Take the quiz...](#)



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## First to Fly the Fury, Junkers unveiling, Pilots fly to Eclipse (video 00:14:39)

(Reprinted from AOPA ePilot)



The Sun 'n Fun Aerospace Expo marked its fiftieth year with warbirds, fireworks, and airplanes new and old. We also checked out the solar eclipse, and flew the Piper Fury. [Watch the video \(Ep. 79\)](#) ...

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## My Grass Roots: Lessons Learned From Landing on Turf

(Reprinted from AOPA ePilot)



Modern pilots seeking to return to aviation's roots have grown fascinated with landing airplanes on turf. It's important to remember, however, that a grass runway may or may not satisfy the desire to land somewhere that's vastly different from home base. [Read more...](#)

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## The Zen of IFR

(Reprinted from Air Facts Journal)

How can an average GA pilot like me who flies around hundred hours a year stay proficient? The answer is quite simple (well, maybe): I incorporate some aspect of IFR flying into every single flight. Every single one. That means hand flying to within or better ACS standards. [Read more...](#)



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## Drop Missions: Aerial Delivery

(Reprinted from Air Facts Journal)



I rolled into a turn to the right to line up with the drop point. We were hit by ground fire and the sound did not resemble a rock hitting a tin can that we normally heard. The round had come through the window of the right front door of the aircraft and hit a litter stanchion. After continuing the mission and landing back at Saigon, one of the Vietnamese kickers came up and handed me some shrapnel. [Read more...](#)

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## Blister Flight – Six Pilots and an Angel

(Reprinted from Sporty's Pilot Shop)

*“Johnson Creek Traffic, Carbon Cub Six-Charlie-Charlie, Short Final.”* At first glance, this may seem like a mundane radio call. In fact, it wasn't even a complete radio call. What you don't hear is that a decade-long promise was being completed, a moment being shared with an angel amongst loved ones, and a triumph over one of the greatest hardships I've ever endured was being finalized. This is the story of my most memorable flight. [Read more...](#)

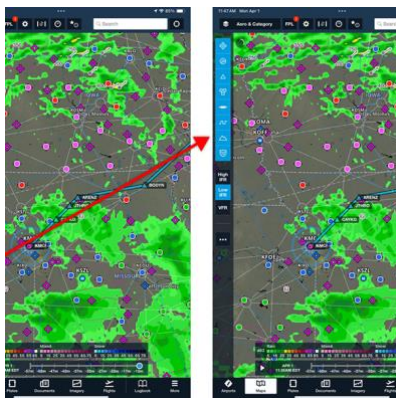


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## ForeFlight Improves Aeronautical Map Layer

(Reprinted from Sporty's Pilot Shop)



Many pilots choose ForeFlight's Aeronautical Map as the default map since it offers a detailed and scalable navigation resource that is in many ways superior to the traditional VFR Sectional or IFR en route chart. It can be customized to show exactly what matters to you and is easily readable from the widest to the narrowest zoom level.

In the latest update to the app, ForeFlight improved the method of customizing the map with a new feature called the Aeronautical Map Drawer. The update also adds new Airspace settings, a display of powerlines, a basic navlog template, and an update when using Sentry ADS-B receivers. [Read more here...](#)

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