



# PUTTING WINGS ON YOUR DREAMS

Dec 2021/Jan 2022

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## IMPORTANT NOTICES

### Use It or Lose It? . . . T-Craft Procedure & Policy Review – 5.0 Billing (Compiled by Editor)

Remember T-Craft Aero Club's "use-it-or-lose-it" policy for December, January and February. For details see Section 5.6 below.

#### 5.0 → BILLING¶

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- 5.1 → The billing period shall be from the 26<sup>th</sup> of each month to midnight the 25<sup>th</sup> of the following month.¶
- 5.2 → Payment is due by the 10<sup>th</sup> of the month following the statement period.¶
- 5.3 → A \$10.00 late fee is assessed to your account if your invoice is not paid by the 20<sup>th</sup> of the month following the billing date.¶
- 5.4 → For active members in the monthly invoice shall consist of;¶
  - 5.4.1 → Monthly Dues¶
  - 5.4.2 → Accrued flying charges¶
  - 5.4.3 → "Use it or lose it" hour: In addition to monthly dues, members will be charged one of hour of 152 time at the scheduled rate if they don't fly the equivalent to that time during the month in any of the club planes. The "use it or lose it" hour is intended to encourage members to fly at least monthly to maintain some proficiency.¶
  - 5.4.4 → Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.¶
- 5.5 → For inactive members the monthly invoice shall consist of;¶
  - 5.5.1 → Monthly Dues¶
  - 5.5.2 → Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.¶
- 5.6 → Winter flying hours: 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 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.¶
- 5.7 → Resigning members are responsible for payment through the last billing cycle but will be billed through the 25<sup>th</sup> of the current billing cycle if he/she chooses to fly prior to Board approval.¶
- 5.8 → T-Craft Aero club Inc. shall reimburse pilots for offsite fuel purchases at the current monthly rate which T-Craft pays for fuel at Nampa. The difference will be the responsibility of the individual pilot. (Send your fuel receipt for offsite fuel purchase to the billing director, do not put the receipt in the airplane key envelope)¶
- 5.9 → The Board of Directors is to select a responsible individual (any member in good standing) to conduct a quarterly audit of the Corporations.¶

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#### Sales Tax Charging Change

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

Recent sales tax law inquiries have made it necessary to begin charging sales tax on monthly dues beginning with the January 2022 billing period.

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### T-Craft Website Problems

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

We had significant issues with our website hosting provider, WebIntellects, so switched hosts last weekend. However, we may continue to experience some problems and even some downtime until the transfer is over. It was very frustrating working with WebIntellects who was basically non-responsive. Thanks for your patience.

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### Procedures for Hangar Cord-Reel Use

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

1. Both the oil sump heater and the heat (forced air heaters) can both be powered from the same duplex outlet on the end of the cord reel.
2. **The 3' extension cord should be plugged into the end of the cord reel to power the oil sump heater.** When you unplug the oil sump heater, please wrap the short extension cord back around the outlet box so it doesn't hang down and get caught on flaps or ailerons when returning the aircraft to the hanger.
3. Do not let the cord reel retract freely. Please control the retraction so the outlet doesn't get slammed into the reel.
4. Please do not tie any knots in the string that is tied to the outlet. The string is there to help you reach the outlet. Any knots in the string will increase its chance of getting caught on a part of the plane.
5. Please do not adjust the stops on the cord to lower the resting place of the duplex outlet. They are intentionally positioned as high as they can go so they will not hit aircraft that are being moved in or out of the hangar
6. **Lastly, if you have problems with circuits popping please check**
  - a. The GFCI on the end of the cord reel and confirm that there is a red LED glowing on the yellow box,
  - b. The GFCI on the outlet the cord reel is plugged into,
  - c. The breaker in the office - breaker number is written on the outlet,
  - d. You many need to double check that there are not two planes trying to heat from the same circuit. Circuits are only big enough for one plane to heat at a time. You may need to do a bit of juggling.

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### (Re)Introduction to the Garmin 430/530 Part VI SIDs and STARs

(Submitted by FAA Safety Team)

Tuesday, December 28, 2021 at 16:00 Pacific Standard Time (17:00 MST, 18:00 CST, 19:00 EST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

**Description:** (Select Number: WP05109187)

In this sixth part of our webinar series on the GNS430/530 navigators, we'll investigate how to fly SIDs and STARs. These published procedures can make your IFR flying life easier, but there are some difficulties that have been known to cause pilots to end up with Pilot Deviations for not flying them properly. If you're aware of these and know how to get past them, you'll be well on your way, while staying out of trouble.

Though they are now somewhat dated, the Garmin GNS530 and 430 remain ubiquitous in the GA fleet. These powerful navigation devices remain somewhat mysterious to many aviators, so Cap'n Mike will demystify the basics of this very capable equipment. Whether you've had one for years, found a used one on eBay last week, or recently bought an airplane that came with one of these installed, you're sure to understand this gear better after this webinar.

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

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**Board of Director Elections Set for Jan 2022 Membership Meeting**  
(Submitted by Ivan Sudac, President T-Craft Aero Club)

The Board positions up for re-election are: (all incumbents are running)  
 President - 1 year term. Incumbent Ivan Sudac  
 Membership Director - 3 year term. Incumbent Jim Hudson  
 Treasurer - 2 year term. Incumbent Ken Kaae  
 Secretary - 2 year term. Incumbent Jim Manley  
 Hangar/ Safety Director - 3 year term. Incumbent David Thomas

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## CALENDAR

**Months Ahead**  
**Dec 2021**

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		21	22	23	24	25
26	27	28	29	30	31	

**Coming Events**

**13 Dec 2021:** Board mtg, 7pm, Online  
**10 Dec 2021:** Accounts due  
**20 Dec 2021:** Accounts past due  
**25 Dec 2021:** Last flight day in billing period  
**NO MEMBERSHIP MEETING IN DECEMBER**

**Jan 2022**

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					

**11 Jan 2022** Board mtg, 7pm, Venue TBD  
**10 Jan 2022:** Accounts due  
**20 Jan 2022:** Accounts past due  
**25 Jan 2022:** Last flight day in billing period  
**25 Jan 2022:** Member mtg, 7pm, Hangar & Online

## CLUB STATS

**Member Stats**

121 Members  
 97 Active flying members (cap: 14 x 7 = 98)  
 33 on wait list-(18 active, 15 holding) 12 month wait  
 40 Class I Members (33%)  
 81 Class II Members (67%)  
 13 Inactive (voluntary suspension)  
 24 Suspended (21%—BFR/Med/attend/billing includes the 13 inactive)

**New Members**

Lisa Martin— Private Pilot, Class II

**Member Ratings**

12 Student Pilots  
 69 Private Pilots  
 29 Commercial Pilots  
 11 Air Transport Pilots  
 48 Instrument Rated Pilots (not all are current)

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**HOURLY RATES**  
**(Rates Effective 26 Sep 2021)**



C-152 (110HP) N67375 \$72.00/hr



C-172M (160HP) N13686 \$84.00/hr



C-172 (160HP) N4464R \$84.00/hr



C-172N (180HP) N1293F \$92.00/hr



C-182P (230HP) N9989E \$134.00/hr



C-182Q (230HP) N7593S \$134.00/hr



C-182Q (230HP) N121M \$134.00/hr

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## FUEL REIMBURSEMENTS

**\$4.91 per gallon**

We receive a significant discount from the AV Center published prices. **PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT** from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

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## AIRCRAFT CARE

**Windscreen Care:** When cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

**Post Flight:** We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except its advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger doors left open, hanger lights left on, the hanger itself not locked. There should be no need for any such reminders, as a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown-up thing to do. PLEASE take you time when ending your flight and be vigilant on taking care of these items.

**Oil Usage:** Fellow members/owners - in the big scheme of things OIL is relatively inexpensive. However, over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repletely said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read Aircraft Oil Usage on our web site under Site Index. James Eyre

**Check Lists (Revised):** The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – Jim Hudson

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## HANGAR SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.
- There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).

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## SCHEDULE MASTER

### ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

**90 Day Attendance and Day/Night Currency:** Some of you, in fact most by now have probably received email notices from SM that you're 90 day T-Craft attendance will expire on a certain date. A field was set up in the Status tab to show that expiration date in. This is a way to keep track and notify you of your upcoming 90-day attendance expiration date. You'll get a notice 30-day prior to that date from Schedule Master. You will also get a message after that notice when you log on to Schedule Master. As per club policy, your scheduling and flying privileges will be suspended if you exceed this date, and any future schedules will be canceled if you're suspended. You will NOT be automatically suspended by schedule master if this date is exceeded. You will get notification by the membership director when he suspends your privileges, since there are some circumstances for exceptions.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy. Although I've not heard of any complaints, I have observed schedules that are for several days to short distances, like McCall.

**Sharing** aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- Schedule the aircraft that fits the mission. We have limited aircraft certified for IFR operations. If you can take another aircraft and leave the IFR aircraft for those who are training for or flying IFR other members can continue their training uninterrupted. Or, if your favorite aircraft is and one of our IFR certified birds let be known that you are willing to swap if someone really needs and IFR bird.
- 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. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- 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.
- Call the member who has the aircraft and time slot you want/need and see if they are able to swap or may already be looking at canceling the flight but haven't canceled yet.

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## BILLING & LOGGING

**Billing:** Please Remit Payment In Full By The 10th Of The Month. Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

**Logging (revised):** 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.

- 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 and use a flashlight if necessary to see all of the numbers. 4 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 5 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.

Report any issues to Reggie Sellers at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)

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## TIPS, TRICKS AND FUN

**Help Your Airplane Fly Better**  
(Reprinted from Plane & Pilot)



In the days before the arrival of the Boeing 757 and Airbus A 320, with their glass cockpits, full-feature autopilots and autothrottles, most airline pilots flew their aircraft by hand from takeoff until reaching the flight levels and then all the way back down again. Even though we're talking big and complicated systems, they could do it with great precision. How? They knew their configuration settings down cold.

A few years back, a good friend and experienced former B-52 instructor returned to the cockpit after a four-year absence while he was busy flying a desk. During his first takeoff, flap retraction, and climb to FL 310, the airspeed was never more than plus or minus 5 knots, the altitude plus or minus 25 feet, and the heading right on the mark. The same for the descent, approach and landing. [Read more . . .](#)

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## I Saw the Sign (quiz)

(Reprinted from AOPA ePilot)

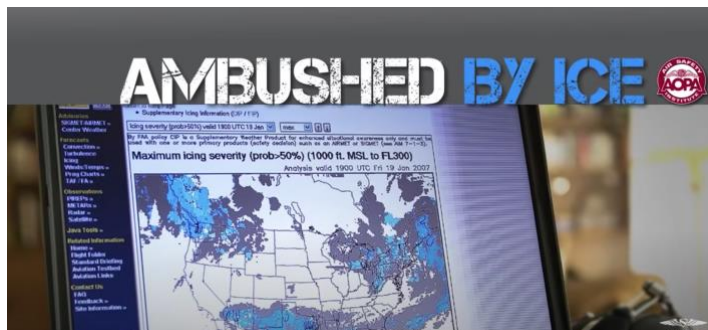
Interpreting airport signs and markings at a glance is one of the best ways to steer clear of a runway incursion. Taxi to the runway safely with this [AOPA Air Safety Institute quiz](#).



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**Ambushed by Ice (video 09:35)**  
(Reprinted from AOPA ePilot)



For Dean Clark, the flight was old-hat: a familiar route, a trusted airplane, and no serious weather in the forecast. But that didn't keep him from picking up enough ice to nearly bring down his Cessna 182. Climb in the right seat as he recounts the tale of his unexpected struggle in ice-filled clouds, and review some critical facts before venturing anywhere near ice. [See the video](#)

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**Older Pilot Survey Finds Disconnect Between Proficiency and Premiums**  
(Reprinted from AOPA ePilot )

A recent survey conducted by AOPA of pilots and aircraft owners across the country confirmed what we have been hearing from many members for several years: Older pilots who are just as safe, current, and proficient as any others continue to find their insurance policies unceremoniously dropped or canceled, or much more expensive—just for being a day older than 70. [Read more . . .](#)



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**Fuel Aware (quiz)**  
(Reprinted from AOPA ePilot)



You might not be "good to the last drop." Refuel your knowledge with this [AOPA Air Safety Institute quiz](#).

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**Bloodline – Flying Lifesaving Cargo Across the AZ Wilderness (video 04:22)**  
(Reprinted from AOPA ePilot)



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**From Venezuela to Alaska and Back**  
(Reprinted from Air Facts Journal)

It all started in May 1998, after we installed factory rebuilt engines in our 1976 Piper Seneca II, YV-850P. My partner Mark Dominguez and I asked ourselves where we could go with these new capabilities. Rather jokingly, we said, "why not Alaska?!" After some serious discussions, we decided, "let's go for it!" [Read more . . .](#)



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### **Dumb Games with Very Fast Airplanes** (Reprinted from Air Facts Journal)

In February of 1966, I was lucky enough to be selected to fly the Republic F-105 Thunderchief after graduating from USAF pilot training at Williams AFB, Phoenix, Arizona. I had hoped to get selected for a fighter assignment and this was on the top of my wish list. [Read more ...](#)



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### **The Day Lindbergh Got Lost** (Reprinted from Air Facts Journal)



Back in 1968 I was the relief copilot on Pan Am's Boeing 707 Rome to New York morning flight. I was doing pre-departure Doppler navigation system checks and the captain, first officer and flight engineer were busy accomplishing other pre-departure duties when the purser entered the cockpit with news that Charles Lindbergh would be traveling with us in first class. It wasn't unusual since Lindbergh was a Pan Am consultant and periodically rode our flights on company business, but it was the only time he flew on one of my trips. The captain thanked her and we all nodded. She flashed her "Pan Am smile," a fleeting, superficial expression of politeness, then turned and left. [Read more ...](#)

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**That time I owned an airplane for 8 days (and never even flew it)**  
(Submitted by Joe Rowley, T-Craft Pilot)



"I bought one raffle ticket for \$50 and I won an airplane." What an absurd statement. Who in the world can make such a bizarre statement? Well, apparently I can, but how does that even happen?

We've all seen those raffles conducted by aviation non-profit organizations. I have no doubt that a lot of us have purchased tickets. After all, what's \$50? It's one hour of fuel in a 172. It's a drop in the bucket when it comes to aviation, and it helps support some worthy cause. If you're like me, you spend five minutes dreaming what it would be like to own that plane, but you don't really expect anything to come of it. Because who actually wins these things? [Read more . . .](#)



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## A Woman Pilot's Perspective on the NOTAM Change (Reprinted from Plane & Pilot)



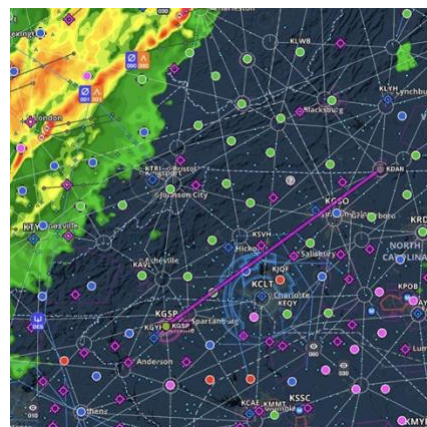
Opening Facebook a few days ago, I saw a post in an aviation group. It was a picture many of you have probably seen—one detailing the fact that as of December 2, 2021, NOTAM no longer stood for “Notices To Airmen.” Rather, it now stands for “Notice To Air Missions” in an effort to be more inclusive. Like many of you, I thought, “No, that can’t be real.” But it was.

When I saw the post, from a mere 12 hours before, it already had over 500 comments. Mostly men bashing the change, berating women pilots for being so sensitive. Of course, there were several comments that were positive, applauding the FAA for taking steps to be more inclusive and recognizing the fact that there are women pilots. [Read more . . .](#)

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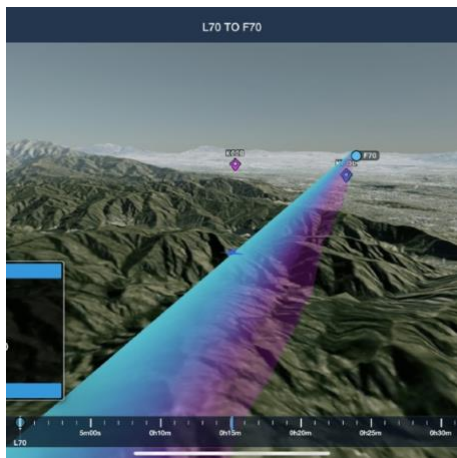
## Go Or No Go: VFR Ahead of a Cold Front (Reprinted from Sporty's Fast Five )

It's Monday morning, so it's time for work. This week that means (hopefully) a one hour and ten minute flight in your Cessna 172 from your home in Greenville, South Carolina (GSP), to your satellite office location in Danville, Virginia (DAN). You're current in the airplane and you've flown this route many times before, but you are not instrument rated so the trip will have to be VFR. Read the weather briefing and then decide whether it's a go or a no go. [Read more . . .](#)



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## What's New in ForeFlight (Reprinted from Sporty's Fast Five )



Recent updates to the ForeFlight app improve the display of data on the Aeronautical Map layer and 3D route preview, adding additional IFR airway details and airport markers. Bret Koebbe of iPad Pilot News reviews the latest features from version 13.9 and 13.10 in this article. [Read more . . .](#)

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