

T-Craft Aero Club

Monthly Newsletter

February 2022



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

Annual Meeting: Election Results, Links to Video and Slide Show

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

Election Results:

- President – Ivan Sudac reelected to a 1-year term
- Director of Membership – Jim Hudson reelected to a 3-year term
- Treasurer - Ken Kaae reelected for last year of a 2-year term. Secretary – Jim Manley reelected to a 2-year term
- Director of Hangar & Safety – David Thomas reelected to a 3-year term

Zoom Recording: www.t-craft.org/documents/zoom/membership.1.25.22.mp4

Annual Review:

- Power Point Presentation: www.t-craft.org/documents/2021.annual.report.read.only.pptx
- PDF: www.t-craft.org/documents/2021.annual.report.read.only.pdf

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Did You Know? - T-Craft Procedure & Policy Review – Section 6.0 Pinch Hitter Course

(Compiled by Editor)

6.0 PINCH HITTER COURSE

To promote flying and safety T-Craft Aero Club provides the opportunity for the immediate family of members to receive actual pilot training. To be eligible for this opportunity the individual shall;

- 6.1 Be the immediate family member of a T-Craft Aero Club member in good standing
- 6.2 Be approved in advance of the training by the board
- 6.3 Use a T-Craft approved Flight Instructor
- 6.4 Receive up to but not to exceed 10 hours of flight instruction in a T-Craft aircraft

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Reminder- Winter “Use It or Lose It” Policy

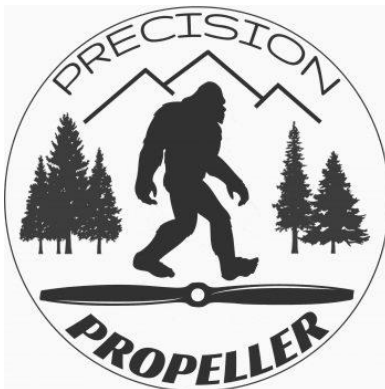
(Compiled by Editor)

Remember T-Craft Aero Club’s “Use It or Lose It” policy mod for December, January and February. To see details, [click here . . .](#)

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Special Thanks for Propeller Work

(Submitted by Jim Eyre, T-Craft Director of Maintenance)



Ted Chester, T-Craft Pilot, Owner, and Manager of Precision Propeller, Boise, at no cost to the club, had prop from 64R dressed, painted, and balanced. Also overhauled bolts and provided maintenance release for prop log book. For more details [click here . . .](#)

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KMAN Snow Removal Operations

(Photos of T-Craft 2017 snow removal party, courtesy Jim Eyre, T-Craft Director of Maintenance.
Chart Reprinted from City of Nampa website)



Snow Removal Operations at the Nampa Airport

Snow Removal Priorities

- 1: Runway 29/11

- 2: Parallel Taxiway and the Connector Taxiways at each end.

- 3: Mid-Field Connector Taxiway, Terminal Area Ramp and City Facilities *(All the snow on the ramp area is pushed to the Southeast corner of the ramp, where it is stock piled.)*

- 4: Last remaining Connector Taxiways and the Major Taxiways. *(The snow is placed at the ends and in-between the hangars.)*

- 5: Once all of the **PRIORITY AREAS 1-4** have been cleared, Airport Staff will direct their attention to Airport Business's.

- 6: Anyone who may have requested the area in front of their hangar cleared. *(Snow is removed up to 5 feet from the entrance)*

7: Finally all remaining Taxilanes will be cleared.

Please note : At any point, snow conditions could result in returning to priority number one .

You can check out the full snow removal policy and map on our website: www.FlyNampa.us or stop by the Airport Administration office .

Please remember: Any outside contractor utilized by a tenant, for snow removal, is subject to Airport Rules and Regulations. You must notify Airport Administration before snow removal to ensure coordination and adherence to regulations

The Airport Administration is responsible for determining when snow removal operations are necessary. This is based on forecasted

weather reports and accumulation of at least one (1) inch of snow.

Management will continuously check the runway for snow depth, slush and braking.

A NOTAM (Notice to Airmen) will be issued when any conditions exist that could present a hazard to aircraft operations. If the conditions persist to the point of Aircraft safety, the Airport Superintendent can choose to close the field until operations are back to safe conditions.

Weather conditions can be checked through the AWOS. To hear current weather conditions the AWOS may be reached at 208-318-0040.

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Airport Administration Office • 116Municipal Airport • Nampa • Idaho • 83687 • Phone 208-468-5823 • Fax 208-442-2787 • www.FlyNampa.us

Best Tips for Preflight Weather Brief - Plus Webinars for February
(Submitted by FAA Safety Team)

Topic: Tricks, Tips and Best Sites for Conducting a Safe Self Briefing.

On Monday, February 7, 2022 at 15:00 Pacific Standard Time (16:00 MST, 17:00 CST, 18:00 EST, 13:00 HST, 14:00 AKST, 16:00 Arizona, 23:00 GMT)

Description (Select Number WP01109715) In this 60 minute webinar, aviation weather expert Delia will discuss the great new tools to identify potentially hazardous weather:

- The three MUST-USE sites for an accurate briefing
- A great new feature of 1800wxbrief you may not know about
- The GFA – Graphical Forecast for aviation
- Weather Risk Assessment chart

This simplified method of teaching eliminates complexities while adding certainty and reducing the time to accurately assess Preflight Weather. [Click here to register today](#)

Other webinars available to register for include:

- [Wednesday, 2 February 2022- Best Tips for Preflight Weather Brief 4:30 PM PST/7:30 PM EST](#)
- [Thursday, 3 February 2022 - Preflight Weather Self-Brief: Basic 3:30 PM PST/6:30 PM EST](#)
- [Sunday, 6 February 2022 - Best Tips for Preflight Weather Brief 12:00 PM PST/3:00 PM EST](#)
- [Monday, 7 February 2022 - Weather Risk Assessment Simplified 3:00 PM PST/4:00 PM EST](#)
- [Tuesday, 8 February 2022 - Preflight Weather Self-Brief: Basic 4:00 PM PST/7:00 PM EST](#)
- [Wednesday, 9 February 2022 - Best Tips for Preflight Weather Brief 4:30 PM PST/7:30 PM EST](#)
- [Saturday, 12 February 2022 - Weather Risk Assessment Simplified 8:00 AM PST/11:00 AM EST](#)
- [Monday, 14 February 2022 - Preflight Weather Self-Brief: Basic 4:00 PM PST/7:00 PM EST](#)

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

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CALENDAR & CLUB STATS

Month Ahead

Feb 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					

Coming Events

- 8 Feb 2022** Board mtg, 7pm, Venue TBD
- 10 Feb 2022:** Accounts due
- 20 Feb 2022:** Accounts past due
- 22 Feb 2022:** Member mtg, 7pm, Venue TBD
- 25 Feb 2022:** Last flight day in billing period

Member Stats

120 Members
 98 Active flying members (cap: 14 x 7 = 98)
 35 on wait list-(20 active, 15 holding) 14 month wait
 37 Class I Members (33%)
 83 Class II Members (67%)
 13 Inactive (voluntary suspension)
 22 Suspended (20%—BFR/Med/attend/billing includes the 13 inactive)

Member Ratings

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

HOURLY RATES
(Rates Effective 26 Jan 2022)



C-152 (110HP) N67375 \$68.00/hr



C-172M (160HP) N13686 \$82.00/hr



C-172 (160HP) N4464R \$82.00/hr



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



C-182P (230HP) N9989E \$131.00/hr



C-182Q (230HP) N7593S \$131.00/hr



C-182Q (230HP) N121M \$131.00/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 (REVISED)

ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

90 Day Attendance and Day/Night Currency (Revised): A field was set up in the "Status" tab in Schedule Master to show 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 as per club policy 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 are credit for attendance.

There also are two fields that can be used by members to set your flying 90 day expiration dates. You will get notification from Schedule Master 30 days prior to the expiration dates you set.

Scheduling Guidelines (Revised): A reminder of our scheduling guidelines per our policy.

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.
- 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.
- Schedule ahead of time, you can schedule 90 days in advance.
- For long trips you can schedule up to 14 days consecutively, 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.
- Use common sense and respect other members.

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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

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TIPS, TRICKS AND FUN

How to Know When a Flight is Too Risky

(Reprinted from Mark Robidoux PilotWorkshops)

Risk Assessment Matrix				
Likelihood	Severity			
	Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious	Medium
Occasional	High	Serious	Medium	Low
Remote	Serious	Medium	Medium	Low
Improbable	Medium	Medium	Medium	Low

Risk Likelihood Descriptors

Probable: an event will occur several times.

Occasional: an event will probably occur sometime.

Remote: an event is unlikely to occur, but is possible.

Improbable: an event is highly unlikely to occur.

Risk Severity Descriptors

Catastrophic: results in fatalities and/or total loss.

Critical: results in severe injury and/or major damage.

Marginal: results in minor injury and/or minor damage.

Negligible: results in less than minor injury and/or minor damage.

About the only thing in aviation that's static is the airplane mounted on a pedestal at the entrance to the airport. Everything else is almost always in flux. That's especially true of one's risk tolerance—which can be dangerously susceptible to subjectivity. There are many things that one must take into consideration when making the go/no-go decision for any flight . . . [Read more . . .](#)

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Alternative McCall Eateries After Pancake House Closure

(Submitted by Ken Kaae, T-Craft Treasurer)

The McCall Chamber of commerce responded to Ken's inquiry about other restaurants close to KMYL. "Hi Ken, great question and we are all sad to hear of their closing. They will be greatly missed. Café 634 is going to be your closest breakfast spot which is approximately 19 minute walk from the airport. Miner's Gas Station actually has a delicious restaurant of fast and fresh Mexican food with breakfast offerings for grab n go and lunch as well. You have Subway just down the road along with the delicious Cajun inspired spot, Frenchie's offering lunch and dinner. Next spots toward the lake and downtown are Café 634 and Growler's pizza. I hope this helps. Don't hesitate to reach out if you all need anything else."



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Safety Quiz: PIREPS

(Reprinted from AOPA ePilot)

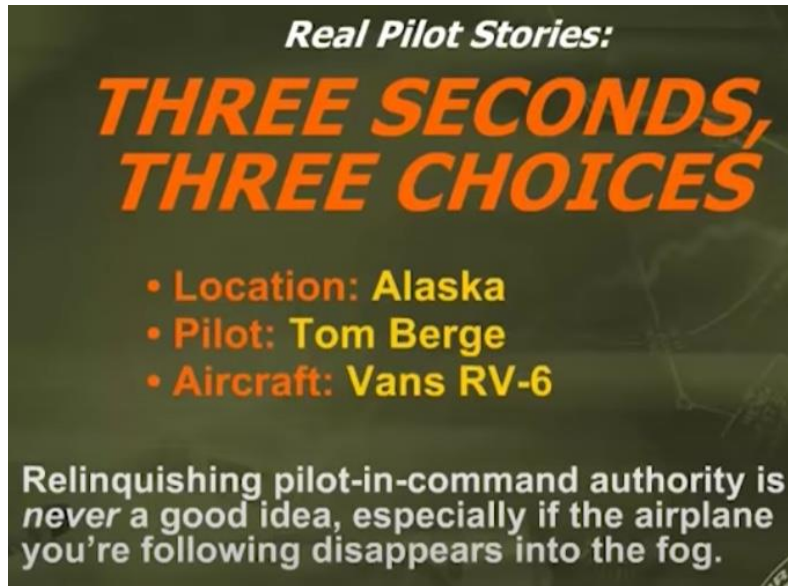
The best way to find out about the actual weather is from someone who has already been there, which is why timely pilot weather reports are so helpful. Test your reporting skills with this [AOPA Air Safety Institute quiz](#).

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Three Seconds, Three Choices (video 05:44)

(Reprinted from AOPA ePilot)

Click on the picture



Wintertime Ops (quiz)

(Reprinted from AOPA ePilot)

Stubborn engines, slick runways, and icy clouds are just a few of winter's wicked ways. Warm up your brain with this [AOPA Air Safety Institute quiz](#)



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Fly it to the Hangar (video 01:19)

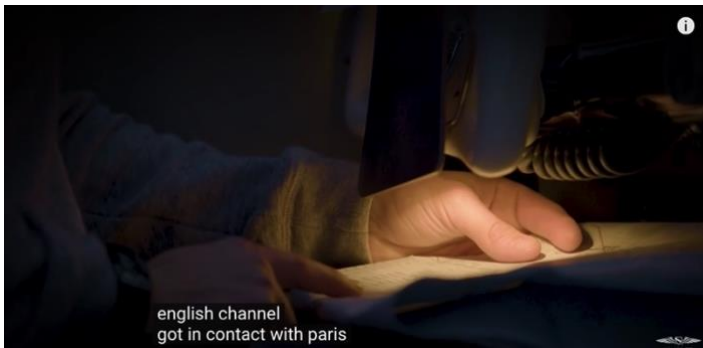
(Reprinted from AOPA ePilot)

If you get confused about positioning the flight controls while taxiing, the AOPA Air Safety Institute's new Safety Tip: Taxi Controls video can help. Learn how consistently practicing the proper control placement in crosswinds on the ground builds an excellent habit that will kick in when the winds kick up. [See the video . . .](#)



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Pressure Over the Atlantic (Reprinted from AOPA ePilot)



An international ferry pilot was flying over the North Atlantic in a new Beechcraft F33 Bonanza when an issue with the auxiliary fuel tank arose. For eight hours the pilot was alone, over the ocean, in a single-engine airplane, with only the will to survive. Watch the [AOPA Air Safety Institute Real Pilot Story](#).

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Close Encounters of the Worst Kind (Reprinted from Air Facts Journal)

I watched as he released his first two bombs and began his pullout. However, I noticed he was coming uphill directly at me and was closing fast (probably 450+ knots). I also quickly figured out he was going to run into me! I loudly asked, "Lead, you got the FAC in sight?" [Read more . . .](#)



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An IFR Currency Adventure (Reprinted from Air Facts Journal)



I relocated from San Francisco to Seattle and have not yet found a flight school or club to use in the Seattle area, so my logbook has been quite neglected this summer. When I came back to the Bay Area for my college reunion, I found I had an afternoon to kill on the day I arrived, and decided to take advantage of it with my CFI and old club. [Read more . . .](#)

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An F-105 Pilot Creates His Own Fireworks Show (Reprinted from Air Facts Journal)



The high G roll was performed if you were above 400 knots airspeed or higher. You basically pulled full aft stick and full rudder deflection. The airplane did a rapid roll and dissipated about 200 knots almost instantly. If you had an enemy on your tail you hoped it would surprise him and force him past you so you might get a shot at him.

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Garmin Pilot improves NOTAM display and adds Stratus 3 support

(Reprinted from iPad Pilot News)

Garmin recently released their biggest update for 2021, which includes a redesigned Airports page, new graphical Field Condition (FICON) and Fuel Unavailable NOTAMs, and support for the popular Stratus 3 ADS-B receiver from Appareo. [Read more . . .](#)

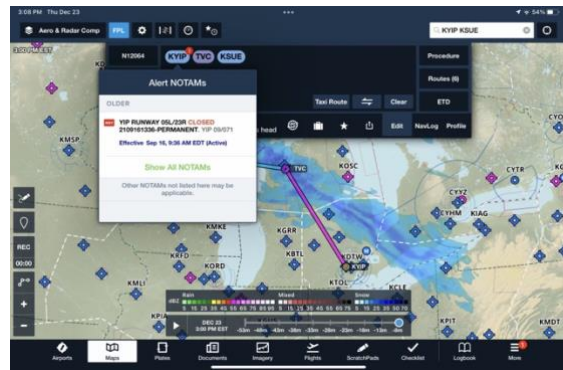


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ForeFlight Badges, Labels and Alerts (Quiz)

(Reprinted from iPad Pilot News)

ForeFlight is much more than just an airport directory and moving map on your iPad. It's smart, always analyzing each piece of data you input and calling out errors or abnormalities you may have overlooked.



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The top 20 apps for pilots – 2022 edition

(Reprinted from iPad Pilot New)

There are thousands of apps that are useful for pilots, from flight training and weather briefings to calculators and games. With that in mind, compiling a list of the top apps may seem foolish, but once again we're going to try—after all, a brand new iPad pilot needs to start somewhere. This list isn't necessarily our 20 favorite apps, but rather the ones we see in use most often. [Read more . . .](#)



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