

# T-Craft Aero Club

## Monthly Newsletter

March 2022



Putting Wings  
on  
Your Dreams

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

### **Caldwell Airport (KEUL) Renamed & Gets New CTAF** (Submitted by Jim Hudson, T-Craft Membership Director)

Effective immediately

- The KEUL CTAF is **123.000 MHz**.
- 2. The official airport name is now: **Treasure Valley Executive at Caldwell**.

There is a PERMANENT NOTAM up announcing the frequency change. We expect that NOTAM to remain active until the changes work their way through all the various FAA publications where they are referenced.

Please double-check your radios to be sure you are "on" the correct frequency going forward!

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### **T-Craft Winter Flying Hours Policy (Section 5.6):** (Submitted by Reggie Sellers, T-Craft Billing Director)

1. The Winter Flying Policy continues to be confusing for some. The following points may help with this: Please keep this information for the next Winter Flying period which is 11/26/2022 through 02/25/2023.

- -If you don't fly during the first 2 months, you will only be billed for the Dues each month.
- -If you don't fly during all 3 months, the February Billing charges will be February's Dues AND 3 months of the minimum flight time plus the sales tax associated.
- -If you fly some subset of the 3 months minimum flight time (currently 68.00 a month plus sales tax) during these 3 months it is deducted from the total minimum flight time for the 3 months and you will only pay what is left over.

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.

2. We STILL have many members paying from their INVOICE. PLEASE do not pay from your INVOICE which is the first email from billing. Wait for the second email which is your STATEMENT as it contains any possible leftover money owed on your account.

3. Lastly, we continue to have 7 members or more that are late each month. Please make every effort to pay from your STATEMENT by the 10th of every month.

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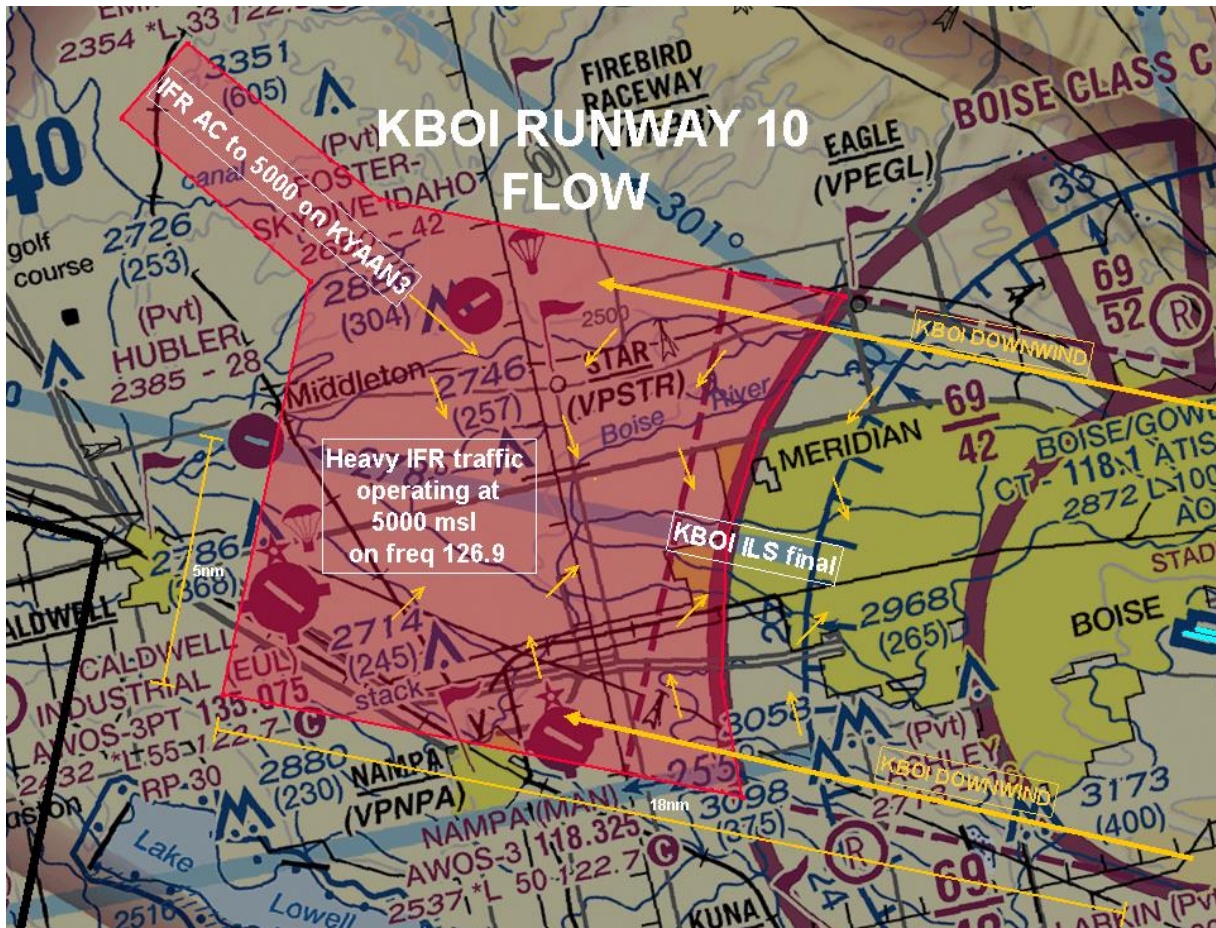
## Boise Tower Safety Advisory (FAA Letter to Airmen LTA-BOI-13)

(Submitted by Amber Bickmore, Air Traffic Manager, Boise Tower)

**Subject:** VFR traffic that operate in and out of KEUL/KMAN are advised to use extreme caution when operating above 4500' msl in the area west of KBOI.

Cancellation: 03/26/2022 1200 (UTC)

**Background:** Boise Air Terminal/Gowen Field (KBOI), Nampa Municipal Airport (KMAN) and Caldwell Industrial Airport (KEUL) have experienced tremendous growth in air traffic over the past 3 years. Because of this increase in traffic and required separation, KBOI final approach course for RWY 10 has extended further west, beyond what has been normal for many years. Procedures to operate on the final approach course for KBOI RWY 10 require IFR aircraft to be at or descending to 5000 msl up to 18 nm west of KBOI. BOI ATCT is attempting to alter procedures to above 6000 msl however this process will take several months to procure. KMAN/KEUL traffic often operate just outside of Class C airspace with no restrictions.



**Result:** There has been an increase in traffic alerts and resolution advisories in the area west of KBOI. IFR aircraft landing KBOI, who are in communication with BOI ATCT operating outside of Class C airspace are conflicting with VFR pilots operating in and out of KEUL/KMAN that are not required to be in communication with ATC. These occurrences are continuing to increase.

**Advisory:** VFR traffic that operate in and out of KEUL/KMAN are advised to use extreme caution when operating above 4500 msl in the area west of KBOI (see depiction on VFR sectional). Avoiding this area when operating above 4500 msl will greatly reduce the likelihood of conflicts with traffic landing KBOI. This advisory applies at all times but will have the most impact when KBOI is on an east flow (RWY 10).

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Emmett (S78) Wings & Wheels - 16 Apr  
(Submitted by Jim Hudson, T-Craft Membership Director)



**14<sup>th</sup> Annual  
Wings & Wheels  
at the Emmett airport  
Saturday  
April 16, 2022  
8 a.m. until 2 p.m.**



**Aircraft fly in & open house**  
Awards for spot landing, nicest aircraft & rarest aircraft.  
**Show N' shine for classic/antique cars & trucks**  
**All participants must be staged by 10:00 a.m.**  
Dash plaques for all participants.  
Car registration donation \$5

Benefit breakfast hosted by culinary students at the  
Payette River Technical Academy

*For more information contact John at 208-369-3941*

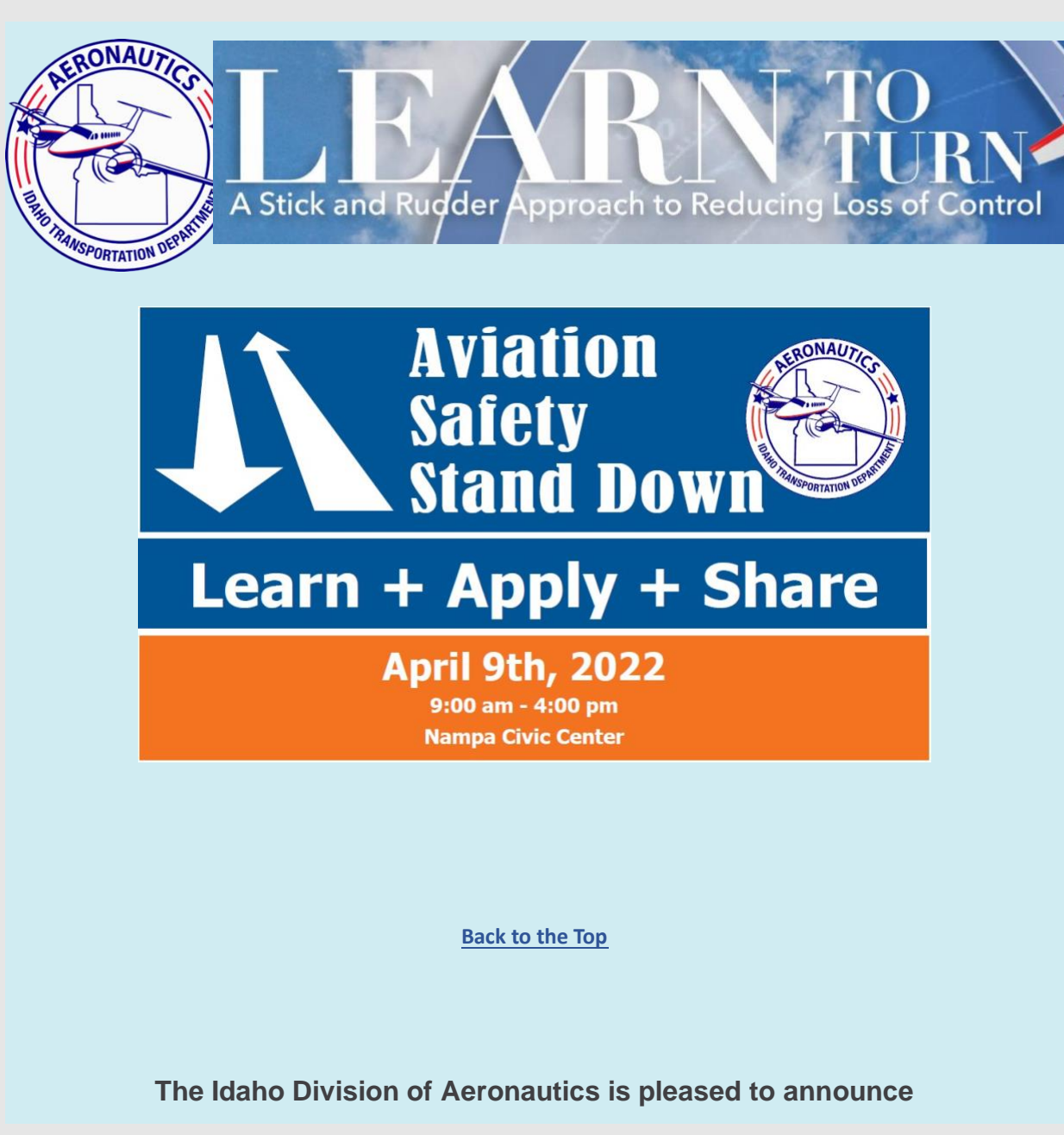
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**Idaho Aviation Safety Stand Down – 9 Apr**  
(Submitted by Jim Hudson, T-Craft Membership Director)

Aviation Safety Stand Down has moved to the spring. It will be Saturday April 9th at the Nampa Civic Center from 9 am – 4 pm. Gathering of Idaho Pilots to discuss best-practices and safe ways to prepare for an exciting season of flying.

Registration Link. <https://www.eventleaf.com/e/22AviationSafetyStandDown#map>

In the past T-Craft has had a great turnout, register early to get a spot. There are some great links on the registration page to get started. AOPA has a awesome set of Backcountry resources on their link. There may also be a virtual version available. This looks to be a great event to start the flying season off. It's also on the club calendar now.



The banner features a light blue background. At the top left is the Idaho Aeronautics logo, which includes a stylized airplane and the text 'AERONAUTICS' and 'IDAHO TRANSPORTATION DEPARTMENT'. To the right of the logo, the text 'LEARN TO TURN' is written in large, white, serif font against a blue sky background. Below this, in a smaller white font, is the subtitle 'A Stick and Rudder Approach to Reducing Loss of Control'. In the center, there is a dark blue rectangular box containing two white arrows pointing upwards and to the right, followed by the text 'Aviation Safety Stand Down' in white. To the right of this text is a smaller version of the Idaho Aeronautics logo. Below the dark blue box is another dark blue box with the text 'Learn + Apply + Share' in white. At the bottom of the banner is an orange box containing the date 'April 9th, 2022', the time '9:00 am - 4:00 pm', and the location 'Nampa Civic Center' in white text. At the bottom center of the banner area, there is a blue link that says 'Back to the Top'. At the very bottom of the banner, centered, is the text 'The Idaho Division of Aeronautics is pleased to announce'.

## the 2022 Aviation Safety Stand Down

Nampa Civic Center  
April 9th, from 9 am to 4 pm

The 2022 Aviation Safety Stand Down is a FREE event scheduled for the 9th of April 2022 at the Nampa Civic Center in Nampa, Idaho from 9:00am to 4:00pm. Light refreshments will be provided.

Master Instructor Rich Stowell will discuss avoiding Loss-of-Control Accidents using his new Learn to Turn program.

The afternoon session will cover preparing for Backcountry flying. We will review several new initiatives we have been working on with surrounding states, aviation organizations and the AOPA Air Safety Foundation.

This event is sponsored by the Idaho Division of Aeronautics and will focus on ways to hone our skills and make this flying season safe and fun.

Although this is intended to be an in-person event, we may be able to stream the sessions as well.

### More Information

- Rich Stowell - <https://www.richstowell.com/>
- Learn to Turn Book - [https://apps.itd.idaho.gov/Apps/info/Aero\\_Learn2Turn.pdf](https://apps.itd.idaho.gov/Apps/info/Aero_Learn2Turn.pdf)
- Learn to Turn Resources from Community Aviation - <https://www.communityaviation.com/program-product/learn-to-turn>
- AOPA Backcountry Portal - <https://www.aopa.org/training-and-safety/air-safety-institute/BackcountryResourceCenter>

[Register here](#)



Idaho Division of Aeronautics | <https://itd.idaho.gov/aero/>



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## Annual Poker Run 10-16 Apr –Volunteer Opportunities Still Available

(Submitted by Ivan Sudac, T-Craft President)

Our annual Poker Run is next month. Apr 10 - 16. BBQ and awards at the Hangar on Last day, Sat Apr 16 at 1:00pm. Details and rules in a future email.

Member Pete Glick is in charge of cooking.  
We need 3 volunteers to help him with cooking on Sat Apr 16.

We need other volunteers to help manage the Poker part. On Sat Apr 16.  
Check entries, hand out cards, judge, etc. super fun!

This is a fun event. Come out and support your awesome Club!

Please contact me to volunteer. Email or call.

Thanks! See you there!

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## NAFI – FAA Hot Spots About to Sizzle

(Submitted by FAA Safety Team)

### "NAFI - FAA Hot Spots About To Sizzle!"

**Topic:** Join Us For This FAA Outreach And Education Campaign Kick-Off On Hot Spot Symbology And A NEW Arrival Alert Notice. On Wednesday, March 16, 2022 at 19:00 Central Daylight Time (17:00 PDT, 18:00 MDT, 20:00 EDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

### **Description** (Select Number CE03111597)

Are you aware of how many pilots have misaligned to and even landed on or departed from a wrong runway, and even to a taxiway? On May 19, 2022, the Hot Spots on FAA Charting Publications will have three shapes with two distinct meanings.

Join us for a dynamic Kick-Off Outreach and Education Campaign to learn more about standardized Hot Spot symbology and a NEW Arrival Alert Notice. We'll share real-life events as we present these new & improved tools to help increase your situational awareness.

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

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 1 - 1 Credit [Click here to view the WINGS help page](#)

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## CALENDAR & CLUB STATS

### Month Ahead

Mar 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		

### Coming Events

10 Mar 2022: Accounts due

10 Mar 2022: Board mtg, 7pm, Zoom

20 Mar 2022: Accounts past due

25 Mar 2022: Last flight day in billing period

29 Mar 2022: Member mtg, 7pm, Venue TBD

1 Apr 2022: IAA Safety Stand Down

10-16 Apr 2022: Poker Run

19 Apr 2022: Backcountry Seminar

17 May 2022: Plane Wash

17-Jun 2022: Garden Valley Fly-In

### Member Stats

120 Members

96 Active flying members (cap: 14 x 7 = 98)

37 on wait list-(22 active, 15 holding) 14-18 month wait

37 Class I Members (33%)

83 Class II Members (67%)

13 Inactive (voluntary suspension)

22 Suspended (20%—BFR/Med/attend/billing inc 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)

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**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

**\$4.99 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.

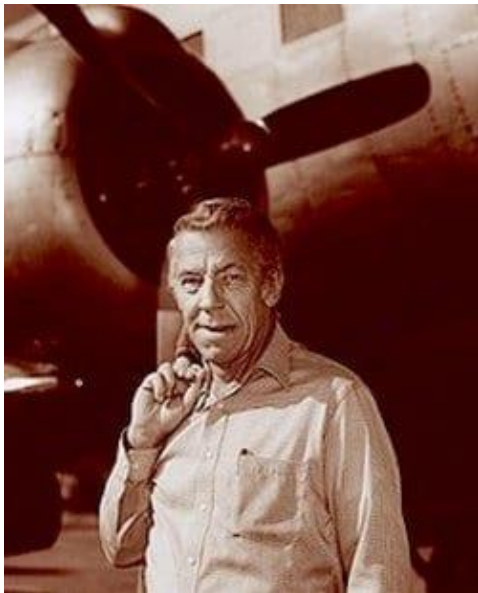
Report any issues to Reggie Sellers at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)

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## TIPS, TRICKS AND FUN

### Tips From Ancient Pelicans

(Reprinted from Air Facts Journal)



Fifty years ago, life was simple: aircraft rentals were \$10 per hour and the latest technologies in trainer aircraft were nose wheels and VORs. And before there was "Aeronautical Decision Making" (which still sounds to me like a TV game show) we were taught "judgment," an ominous term with biblical undertones. "Maintain thy flying speed, lest the earth reach up and smite thee," said my first CFI. "Good judgment comes from experience," said the early aviators, "and experience comes from poor judgment."

Fifty years later, I still hear the voices of those Ancient Pelicans who had learned in taildraggers or biplanes—many of whom had flown in the big war. Though they are long retired, their hard-won wisdom still instructs us today, such as these nuggets. [Read more . . .](#)



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**A Sever, Multi-Day Case of “Get-There-It is”**  
(Reprinted from Air Facts Journal)



This summer I used the pause between the second and third waves of Covid to do some international flying. My plan was to fly from my native Slovakia via Czechia to Peenemünde (the test facility for V-1 and V-2 rockets in WWII) in northern Germany. This got cancelled due to a stormy front coming from the North Sea, heading east. So I opted for plan B while on the same historical epoch and took off to visit Wolfsschanze (Wolf's lair – Hitler's eastern front headquarters between 1941-1944) in northeastern Poland.

This boasts an old Nazi-built airfield, nearby bunker ruin complex surrounded by pine

forests, a museum of the famous Polish 303rd squadron of RAF, and some wonderful lakes to top it off. It seemed like a great destination to spend a long weekend. As for my return route, I planned to fly along the eastern border of Poland back to Slovakia, stay overnight at the lovely airport in Svidnik (LZSK) just across the border, and the next day fly back home to LZDV.

[Read more . . .](#)

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**AN-225 Destroyed in Ukraine Battle**  
(Reprinted from AVweb)

Ukraine's Minister of Foreign Affairs [Dmytro Kuleba confirmed](#) on Feb. 27 the world's largest cargo aircraft, the AN-225 Mriya, was destroyed during a Russian attack on Gostomel/Antonov Airport in northern Ukraine on Feb. 24. There was an earlier report that the plane was safe on the ground in Georgia but Kuleba's statement appears to refute that. Also, the last flight of the aircraft, [according to FlightAware](#), was on Feb.5 when it flew to Gostomel from Denmark. A fuzzy satellite photo circulating online purports to show the giant aircraft on fire in its hangar at Gostomel. [Read more . . .](#)



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**ASI Safety Tip: The Rudder It Gets No Respect! (video 04:10)**  
(Reprinted from AOPA ePilot)

Are you guilty of rudder neglect? Check out this quick reminder on the importance of yaw recognition and coordinated flight. Click the picture to see the video



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**Beginner's Guide to Flying With An iPad**  
(Reprinted from Sporty's Fast Five)

Over the past several years we have written hundreds of articles at iPad Pilot News with tips for pilots, app and accessory reviews, the latest news, and helpful videos. To make things easier, we've collected our most popular educational articles and videos designed to help get pilots off to the right start with the iPad in the cockpit. [Read more ...](#)



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## Why You Should Think Like a Pilot

(Reprinted from Sporty's Fast Five)

After many years working as a TV producer and network executive, I turned my hobby (flying small airplanes) into a second career as a flight instructor. While you might not be excited by the prospect of getting behind the controls of an aircraft, every day that I teach new pilots I realize the skills essential to safe flying apply just as well to making you better at whatever you do. From that, a few suggestions. [Read more . . .](#)



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## Top 14 Tips for Flying With the iPad

(Reprinted from Sporty's iPad Pilot News)



Most pilots have a favorite tip or two when it comes to flying with the iPad, and we always learn something when we fly with another pilot. So we asked four Sporty's pilots who regularly fly with the iPad to share their top tips. Read what they had to say, then add a comment with your own at the bottom. [Read more . . .](#)

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