

T-Craft Aero Club

Monthly Newsletter

May 2022



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

James Michael (Mike) Eyre: 24 Mar 1940 – 23 Mar 2022
(Compiled by Editor)

The T-Craft Aero Club Board of Directors and several members attended the memorial service for from T-Craft Director of Maintenance, Jim Eyre on 23 April 2022. The club's floral presentation was placed on his grave marker.

His son, Brian, delivered a moving eulogy recounting Jim's courage as an Army helicopter pilot—actions for which he was highly decorated.

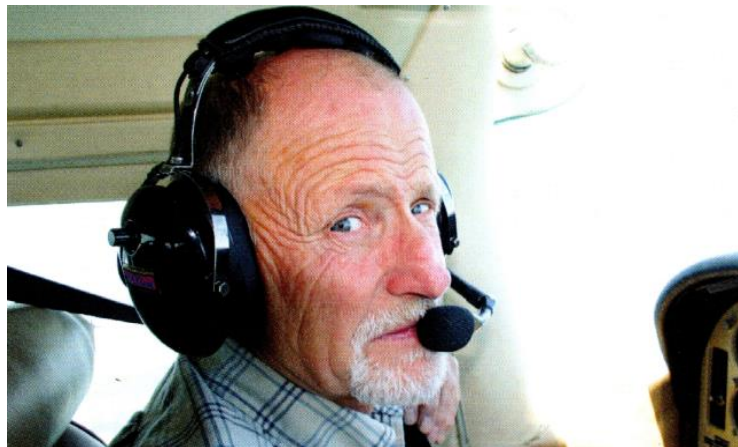
We learned many new things about this remarkable man. We were blessed, indeed, to know, work, and fly with him.



Reprinted from memorial service
James Michael (Mike) Eyre Sr., Col, US Army, Ret passed away peacefully at home with his wife at his side on March 23, 2022, one day shy of his 82nd birthday.

Survived by his wife, Edwena, and their three children: Dr James Eyre, Jr of Salem, OR and his wife Holly and children Michiel, Andrew, and Brandon; Brian Eyre, LTC, USAF Ret of Tacoma, WA and his wife Lisa and children Jon, William, and Joseph; Joanna LaFortune of Columbus, OH and her husband, Glen, and children Gabriel and Becca.

Despite what a horrible disease did to his previously well tended and athletic body, Mike never surrendered his dignity, his sense of self, or his exquisite and unique humor.



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T-Craft Poker Run Results

(Photos and text Compiled by John Moen and Editor)

The T-Craft Poker Run continued undeterred by bad weather during the qualifying week. Thirteen pilots entered though only four found enough operable sky to actually fly. Pete Glick, Ted Chester, and Julio Iuliano manned the BBQ. DeAnna Roe, John Moen, and David Nejely ran the high-stakes contest. The winners were:



1st: Doug Phillips – Straight



2nd: Jim Manley – Three Kings



3rd: John Moen – Pair of Eights



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Idaho Safety Stand Down

(Photos and text compiled by Tad Jones, Jim Hudson, and Editor)

T-Craft Aero Club members showed strong support for the Idaho Safety Stand Down. Out of a total attendance of 140 people, T-Craft members accounted for 24 participants. Several speakers covered topics not only relevant to Idaho fliers, but to all pilots. Jim Hudson presented his now famous Back Country seminar.

The aviation department of Treasure Valley Community College brought a high-end Redbird simulator. Various aviation organizations set up displays and offered several items for sale or for free. Additionally the Idaho Division of Aeronautics provided a hearty lunch. Do not miss next year's session.



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FAA Announces Real Time Tracking for Medical Applications

(Reprinted from AOPA ePilot)

The FAA has added a new feature to its online MedXPress process, allowing pilots to track their medical applications in real time—a welcome sign that the agency is working to modernize its outdated systems. [Read more . . .](#)

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CALENDAR & CLUB STATS

Month Ahead

May 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 May 2022: Board mtg, 7pm, Zoom

10 May 2022: Accounts due

17 May 2022: Plane Wash, 4:30pm, T-Craft Hangar

20 May 2022: Accounts past due

25 May 2022: Last flight day in billing period

31 May 2022: Member mtg, 7pm, Venue TBD

17-18 Jun 2022: Garden Valley Fly-In

New Members

Karen Daniels – Class I

Carter Fulcher – Class i

Member Stats

120 Members (after new members & resignations)

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

31 on wait list-(12-18 month wait)

38 Class I Members (35%)

82 Class II Members (65%)

10 Inactive (voluntary suspension)

20 Suspended (18%—BFR/Med/attend/billing inc 10 inactive)

Member Ratings

12 Student Pilots

69 Private Pilots

28 Commercial Pilots

11 Air Transport Pilots

51 Instrument Rated Pilots (not all are current)

Member Achievements

David Nejely, Commercial Pilot – Gordon Hall CFI

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OUR FLEET

(Rates Effective 26 Apr 2022. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$73.00/hr

[Online](#)



C-172M (160HP) [N13686](#) \$89.00/hr

[Online](#)



C-172 (160HP) [N4464R](#) \$89.00/hr

[Online](#)



C-172N (180HP) [N1293F](#) \$101.00/hr

[Online](#)



C-182P (230HP) [N9989E](#) \$143.00/hr

[Online](#)



C-182Q (230HP) [N7593S](#) \$143.00/hr

[Online](#)



C-182Q (230HP) [N121M](#) \$143.00/hr

[Online](#)

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FUEL REIMBURSEMENTS

\$5.89 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

Sun 'n Fun Splendor, Spectacle (Photo slide show)

(Reprinted from AOPA ePilot)

Sun glinting off the silver skin of a North American P-51 Mustang, aviation stars mingling with their enthusiastic admirers, and sleek new airplanes that will make flying fun for generations to come are among the sights we captured as the aviation event season kicked off in Lakeland, Florida. [See Slide Show . . .](#)



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All the Color You Could Want (Video 00:02:05)

(Reprinted from AOPA ePilot)

Looking for an alternative to the \$100 hamburger? Check out this seasonal attraction located just a few miles from [McClellan-Palomar Airport](#) in Carlsbad, California. [Read more & see video . . .](#)



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FAA revokes YouTuber's pilot certificate

(Reprinted from AOPA ePilot)



The FAA did not buy Trevor Jacob's story about engine trouble, and revoked the YouTube star's pilot certificate citing what the agency deemed a "careless and reckless" act. [Read more . . .](#)

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Pilots Push For Helicopter Wake-Turbulence Awareness

(Reprinted from AOPA ePilot)



A group of helicopter pilots and aviation safety professionals have come together to research and share the importance of helicopter wake-turbulence safety with the aviation community. [Read more . . .](#)

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Margins of Safety: Low Altitude Maneuvering (Video 00:04:58)

(Reprinted from AOPA ePilot)

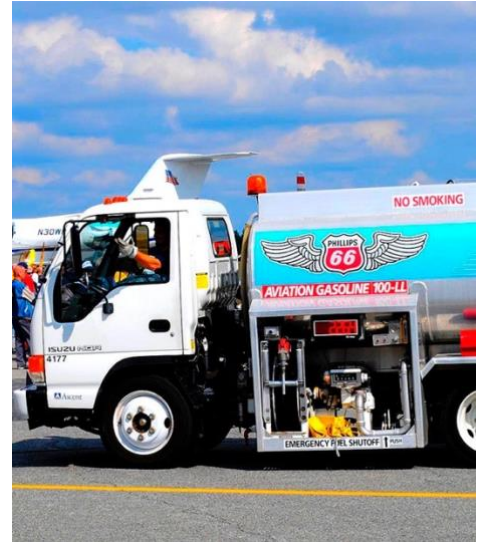


There is little room for error when maneuvering at low altitude, and the consequences of mistakes can be severe. This [AOPA Air Safety Institute video](#) will help you fly safely at any altitude. [Watch video . . .](#)

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A History of Aviation Gasoline (Reprinted from Air Facts Journal)

The development of 100/130 avgas was initially a case of Catch-22. The engine manufacturers needed a fuel that could withstand the higher compression ratios and not detonate prematurely. At the same time, the fuel refiners needed a large enough customer base to afford to set up the refining capacity for high octane avgas. The aviation demands in WWII satisfied both requirements. [Read more . . .](#)



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Understanding Responsibility: My First Flight With a Passenger (Reprinted from Air Facts Journal)

This article was the winning entry in the fourth annual Richard Collins Writing Prize for Young Pilots. After reading over 70 entries, our distinguished panel of judges (including Richard's son) selected Nadja Keist as the winner of the \$5,000 award. We hope you'll agree that this article is a fine tribute to a great writer and pilot. [Read more . . .](#)



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Flying with ADS-B Weather and Your iPad (Quiz)

(Reprinted from Sporty's iPad Pilot News)



The free datalink weather component of the ADS-B network has been a big hit with iPad pilots flying with portable ADS-B receivers. But how well do you really know the system? Test your knowledge here in our latest quiz. [Take Quiz . . .](#)

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How to Find Chart Supplements and Legends in ForeFlight

(Reprinted from Sporty's iPad Pilot News)



Some compromises are made when moving data that was initially designed to be displayed on a fold-out chart or book to an iPad app. In particular, it's a challenge to integrate information like legends and chart supplements—some of which is critically important for pilots. Fortunately, ForeFlight still offers these supplements and supporting data, but you need to know where to look. [Read more . . .](#)

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How to Fly an LPV Approach (video 00:05:37)

(Reprinted from Sporty's Flight Training Central)



Today there are over 4,100 LPV approaches in the U.S., compared to 1,500 ILS approaches. In this week's video tip, we'll explain the differences between a GPS LNAV and LPV instrument approach, and show how to fly an LPV approach using a Garmin GTN 650 navigator. [Watch video . . .](#)

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