

T-Craft Aero Club

Monthly Newsletter

June 2022



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Send articles & pictures
to
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IMPORTANT NOTICES

Garden Valley Fly-In 17-18 June

(Submitted by Ivan Sudac, T-Craft President)

Hello T-Craft Members!

Our super fun annual Garden Valley Fly-in is coming up. Sat, Jun 18th!

Breakfast Saturday is served at 8am. Yummy pancakes, eggs, sausages, and all the fixings!

Come out Friday night and camp if you like.

Contact Jim Hudson if you want to fly a club plane up either Friday night or Saturday morning.

Breakfast will be followed by the flying competitions. Bean bag target drop for Pilot and Bombardier, and spot landing. Only club planes or Cessna aircraft can participate in the actual competitions to keep the playing field level.

Bring your friends and family. All are welcome! Just let us know numbers on the link below.

RSVP by clicking this link so we know how much food to get:

<https://forms.gle/sG5E7GVbDVQ1EgSD8>

Always a great time! We hope to see you there!

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Plane Wash was a HUGE success!!

(Submitted by Ivan Sudac, T-Craft President)

The club plane wash and Jim Eyre Memorial was a huge success. Thank you to all the club members that came out and made it so successful and super fun.

We had a record turn out. A total of 86 people showed up. 52 club members and their guests.

WOW! A new club record. Thank you again to all who came out. The weather was perfect, the planes are shining like a new penny, and we had some great socializing and camaraderie!

Also, we had a club Memorial for our dear departed friend and Director of Maintenance, Jim Eyre. I'm glad we were able to honor this wonderful man

A special thanks to our hard working Board members who set it up and helped out with all the logistics.

A very special thanks to Leon Baker for supervising the Captains and all the volunteers. The Captains were: Dave Miller, Sean Rando, Chri Nebrigich, Joe Rowley, Al Fisher, Mike Bingham, and John Brown. Great job managing each plane!

I've said it before, and I'll keep saying it. This is by far the best Aero Club on the planet. I'm sure if it. And it's all because of you great members and your hard work. I'm proud to be a member of this fabulous club.

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Plane Wash Photos
(Photos by Jan Norris and Editor)



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CALENDAR & CLUB STATS

Month Ahead

June 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		

Coming Events

10 Jun 2022: Accounts due

14 Jun 2022: Board mtg, 7pm, Zoom

17-18 Jun 2022: Garden Valley Fly-In

20 Jun 2022: Accounts past due

25 Jun 2022: Last flight day in billing period

New Members

Derek Toth – Class I - Student Pilot

Randal Brunello – Class I - Student Pilot

Ben Rhoades – Class II – ATP – FedEx

Member Stats

119 Members (after new members & resignations)

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

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

37 Class I Members (35%)

82 Class II Members (65%)

8 Inactive (voluntary suspension)

19 Suspended (18%—BFR/Med/attend/billing inc 8 inactive)

Member Ratings

12 Student Pilots

68 Private Pilots

27 Commercial Pilots

12 Air Transport Pilots

51 Instrument Rated Pilots (not all are current)

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OUR FLEET

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



C-152 (110HP) [N67375](#) \$79.00/hr

Online



C-172M (160HP) [N13686](#) \$97.00/hr

Online



C-172 (160HP) [N4464R](#) \$97.00/hr

Online



C-172N (180HP) [N1293F](#) \$110.00/hr

Online



C-182P (230HP) [N9989E](#) \$155.00/hr

Online



C-182Q (230HP) [N7593S](#) \$155.00/hr

Online



C-182Q (230HP) [N121M](#) \$155.00/hr

Online

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FUEL REIMBURSEMENTS

\$6.83 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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