

# T-Craft Aero Club

## Monthly Newsletter

Aug 2022



## IN THIS ISSUE

<b>IMPORTANT NOTICES</b>	<b>3</b>
Hanger Sale update.....	3
Update to Waitlist Policy.....	3
New FAA Safety Briefing: All About Air Shows! .....	3
Upcoming KMAN Runway Closures.....	4
<b>CALENDAR &amp; CLUB STATS</b>	<b>5</b>
Month Ahead .....	5
Coming Events.....	5
New Members.....	5
Resigning Members .....	5
Achievements.....	5
Member Stats.....	5
Member Ratings .....	5
<b>OUR FLEET</b>	<b>6</b>
<b>FUEL REIMBURSEMENTS</b>	<b>7</b>
<b>AIRCRAFT CARE</b>	<b>7</b>
<b>HANGAR SECURITY</b>	<b>7</b>
<b>SCHEDULE MASTER (REVISED)</b>	<b>8</b>
<b>BILLING &amp; LOGGING</b>	<b>9</b>
<b>BACK TO THE TOP</b>	<b>9</b>
<b>TIPS, TRICKS, AND FUN</b>	<b>10</b>
Danger of Density Altitude (Quiz) .....	10
AirVenture Through the Lens.....	10
Roughing It (sort of) in a Rain Forest (article, photos, video 00:02:06) .....	10
Early Analysis: Deadly mistake in the North Las Vegas pattern (video 00:07:24) .....	11
Pilot Examiner Reform Advances.....	11
How to Improve Your Aviation Decisions .....	11
One green light, and a near disaster .....	12
From Private to ATP—The Closing of a Cycle .....	12
Who is in Charge of Your Safety? .....	13
Avoid the Overrun .....	13
Bearing to the Station .....	14
ForeFlight Simplifies Aviation Data and Chart Downloads.....	14
Five Essential iPad Skills for Pilots.....	14

## IMPORTANT NOTICES

### Hanger Sale update

(Submitted by Ken Kaee, T-Craft Treasurer)

I contracted on behalf of the club, an appraisal of the new hanger. This was through Idaho Commercial Appraisal. Tim Robb prepared the appraisal for us and it was forwarded on to Ms. Red Dory of Red Dory RealEstate. I signed the sales (*listing*) agreement on behalf of the club as a officer of the corporation. This was signed on July 16th. Reggie Sellars and I gave Red a tour of the hanger so she could take pictures and get a better understanding of what was being offered for sale. The hanger was listed for sale on the MLS on Monday, July 18th. The listing price is \$800,000. If any club members are interested or know of someone who is interested, please text Red Dory at 208-631-1252.

[Back to the Top](#)

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### Update to Waitlist Policy

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

The waitlist has continued to grow and currently we have 35 on the waitlist. That's over a 2-year wait based on the past 6 years average of new members being accepted into the club. It has been increasingly difficult to manage. The board has decided to not accept any more waitlist applications until the current waitlist dwindles down to around a year wait. I expect that will be the end of 2023 or beginning of 2024. There is an exception for any members who have a family member that would like to join the club under the family member policy. In that case, the family member would bypass the waitlist and be able to join when there's an opening. If you recall, we agreed to cap the club at 120 members a few years ago. That works out to an average of 14 flying members/aircraft. We average around 20% non-flying members at any point in time. That seems to be a good number for aircraft availability.

[Back to the Top](#)

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### New FAA Safety Briefing: All About Air Shows!

(Submitted by FAA Safety Team)

The July/August 2022 issue of FAA Safety Briefing focuses on the FAA's role at air shows and aviation events. Feature articles take you behind the scenes to meet some of the many safety professionals from different areas of the FAA whose hard work helps keep air shows both entertaining and extremely safe. We also explore several ways you can sharpen your skills when attending an air show/event and provide some important arrival and departure safety tips.

#### Feature Articles

- [Getting There Safely is Just Part of the Fun!](#) - Your Pilot Safety Checklist to Fly In and Out of an Air Show with Success
- [There's No Business Like Air Show Business!](#) - A Behind-The-Curtain Look at Air Show Safety
- [Thinking Outside and Inside the Box](#) - How Coordination and Teamwork are Critical to the Flow of an Air Show
- [Sharpen Your Skills](#) - Don't Fly Past the Educational Benefits of Air Shows and Aviation Events
- [Up Close with the Gentle Giants](#) - What it Takes to Launch a Safe Balloon Event

[Archived FAA Safety Briefing Issues](#)

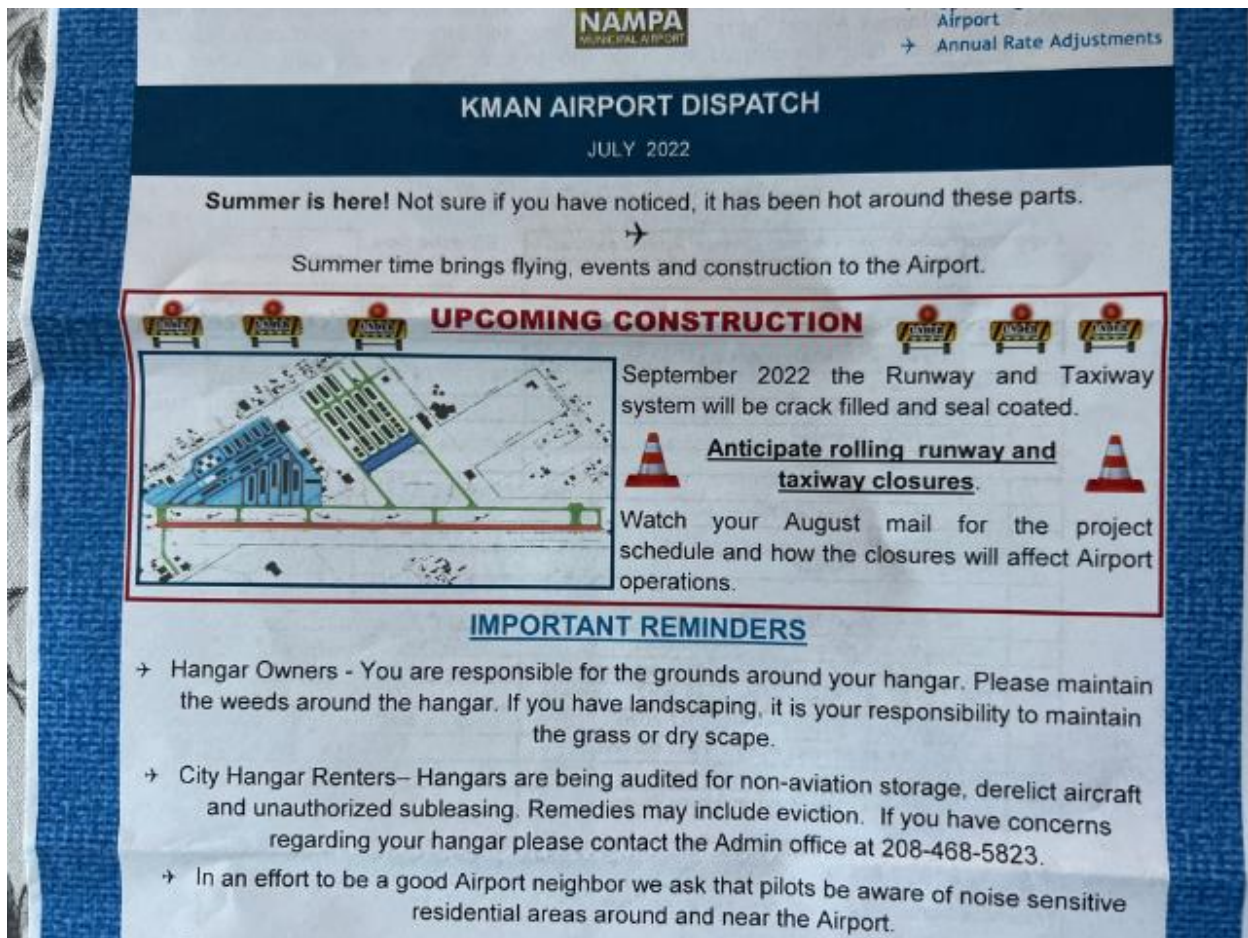
[Back to the Top](#)

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### Upcoming KMAN Runway Closures

(Submitted by David Thomas, T-Craft Safety Director, and Ivan Sudac, T-Craft President)

- **Aug 27 & 28**
  - Warhawk Air Museum 20th Annual Warbird Roundup at Nampa Airport.
  - Runway 11/29 will be closed from 1000-1200 and 1300-1500 on both days.
- **September Construction**



The flyer is titled "KMAN AIRPORT DISPATCH" with the date "JULY 2022". It features the Nampa Municipal Airport logo and a link to "Airport Annual Rate Adjustments". The main text reads: "Summer is here! Not sure if you have noticed, it has been hot around these parts." followed by "Summer time brings flying, events and construction to the Airport." A section titled "UPCOMING CONSTRUCTION" includes a map of the airport and states: "September 2022 the Runway and Taxiway system will be crack filled and seal coated. Anticipate rolling runway and taxiway closures. Watch your August mail for the project schedule and how the closures will affect Airport operations." Below this is a section titled "IMPORTANT REMINDERS" with three bullet points: "Hangar Owners - You are responsible for the grounds around your hangar. Please maintain the weeds around the hangar. If you have landscaping, it is your responsibility to maintain the grass or dry scape.", "City Hangar Renters- Hangars are being audited for non-aviation storage, derelict aircraft and unauthorized subleasing. Remedies may include eviction. If you have concerns regarding your hangar please contact the Admin office at 208-468-5823.", and "In an effort to be a good Airport neighbor we ask that pilots be aware of noise sensitive residential areas around and near the Airport."

NAMPA MUNICIPAL AIRPORT  
Airport Annual Rate Adjustments

### KMAN AIRPORT DISPATCH

JULY 2022

Summer is here! Not sure if you have noticed, it has been hot around these parts.

Summer time brings flying, events and construction to the Airport.

#### UPCOMING CONSTRUCTION

September 2022 the Runway and Taxiway system will be crack filled and seal coated.

**Anticipate rolling runway and taxiway closures.**

Watch your August mail for the project schedule and how the closures will affect Airport operations.

#### IMPORTANT REMINDERS

- Hangar Owners - You are responsible for the grounds around your hangar. Please maintain the weeds around the hangar. If you have landscaping, it is your responsibility to maintain the grass or dry scape.
- City Hangar Renters- Hangars are being audited for non-aviation storage, derelict aircraft and unauthorized subleasing. Remedies may include eviction. If you have concerns regarding your hangar please contact the Admin office at 208-468-5823.
- In an effort to be a good Airport neighbor we ask that pilots be aware of noise sensitive residential areas around and near the Airport.



## CALENDAR & CLUB STATS

### Month Ahead

#### August 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

**9 Aug 2022:** Board mtg, 7pm, Venue TBD

**10 Aug 2022:** Accounts due

**20 Aug 2022:** Accounts past due

**25 Aug 2022:** Last flight day in billing period

**30 Aug 2022:** Membership mtg, 7pm, Venue TBD

### New Members

Katherine Thomas, Student Pilot, Class I

### Resigning Members

Naomi Watson – Class I

John Brown — Class II

### Achievements

Carter Fulcher –1<sup>st</sup> Solo

Daniel Sigler — Instrument Rating

### Member Stats

119 Members (after new members & resignations)

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

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

38 Class I Members (35%)

81 Class II Members (65%)

8 Inactive (voluntary suspension)

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

### Member Ratings

13 Student Pilots

67 Private Pilots

27 Commercial Pilots

12 Air Transport Pilots

51 Instrument Rated Pilots (not all are current)



Carter Fulcher –1<sup>st</sup> Solo



Daniel Sigler – Instrument Rating

[Back to the Top](#)

## OUR FLEET

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



C-152 (110HP) [N67375](#) \$80.00/hr

Online



C-172M (160HP) [N13686](#) 98.00/hr

Online



C-172 (160HP) [N4464R](#) \$98.00/hr

Online



C-172N (180HP) [N1293F](#) \$112.00/hr

Online



C-182P (230HP) [N9989E](#) \$157.00/hr

Online



C-182Q (230HP) [N7593S](#) \$157.00/hr

Online



C-182Q (230HP) [N121M](#) \$157.00/hr

Online

[Back to the Top](#)

## **FUEL REIMBURSEMENTS**

### **\$7.02 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.

[Back to the Top](#)

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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

[Back to the Top](#)

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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).

[Back to the Top](#)

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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.

[Back to the Top](#)



## 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)

[Back to the Top](#)

## TIPS, TRICKS, AND FUN

### Danger of Density Altitude (Quiz)

(Reprinted from AOPA ePilot )

Density altitude is about as magical as lift but is a concept all pilots should be familiar with. Get a better grasp of how this unseen danger can affect your flight with this ASI safety quiz. [Read more . . .](#)

[Back to the Top](#)

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### AirVenture Through the Lens

(Reprinted from AOPA ePilot )

Blue skies prevailed (before and after a few nasty storms) over Oshkosh, Wisconsin, as EAA AirVenture got underway. [View a slideshow, additional images >](#)



[Back to the Top](#)

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### Roughing It (sort of) in a Rain Forest (article, photos, video 00:02:06)

(Reprinted from AOPA ePilot)



The haunting call of a loon pierces the early morning stillness on Heckman Lake, a mirror-smooth body of water surrounded by towering Sitka spruce, hemlock, and pines in Southeast Alaska. The loon's singular call is soon joined by a cacophony of others: a pair of honking Canada geese, a shrieking golden eagle, a cackling raven, and a hidden thrush.

But the soul-stirring sound I'm listening for is the baritone

rumble of a Pratt & Whitney R-985 engine on a de Havilland Beaver, the workhorse floatplane that transports visitors daily throughout this mountainous rainforest region—and it will soon carry some of our group back to Ketchikan after several days of hiking and fishing at a rustic cabin on the shoreline. [Read more . . .](#)

[Back to the Top](#)

---

### Early Analysis: Deadly mistake in the North Las Vegas pattern (video 00:07:24)

(Reprinted from AOPA ePilot)

On July 17, 2022, a Piper PA-46 Malibu and a Cessna 172 Skyhawk collided during landing at North Las Vegas Airport in Nevada. Each aircraft had two persons on board and sadly all four occupants were killed in the tragic collision.

[Read more . . .](#)

*Editor's note: We include this tragic story particularly because KBOI (Boise) has a similar runway configuration.*



[Back to the Top](#)

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### Pilot Examiner Reform Advances

(Reprinted from AOPA ePilot)



The FAA published detailed responses to a dozen reforms designed to improve the availability of pilot practical tests, noting some of the measures recommended in June 2021 are already in progress. [Read more . . .](#)

[Back to the Top](#)

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### How to Improve Your Aviation Decisions

(Reprinted from Air Facts Journal)

At some point in a pilot's flying career, usually around 250 hours, the primary challenge shifts from a physical one to a mental one. When you finally master crosswind landings and learn how to use all the avionics in your airplane, what's left is the never-ending task of making good decisions. How can we improve this skill? [Read more . . .](#)



[Back to the Top](#)

---

### One green light, and a near disaster

(Reprinted from Air Facts Journal)

It was a late winter night in the western Eifel mountains of Germany. A thick, black fog silenced every sound, and you could barely see the glasses on your nose. It was the right weather for night air defense alert duty at Bitburg Air Base. After all, who in Ramstein headquarters command post would be crazy enough to approve a scramble into this kind of weather? The weather was so bad that my guess was the nearest alternate was somewhere in Africa or Nova Scotia. I preflighted my F-4E in the concrete shelter, readied it for an air defense scramble, and then found my way back through the fog to settle down for a night of popcorn and movies. I turned in around midnight. [Read more . . .](#)



[Back to the Top](#)

---

### From Private to ATP—The Closing of a Cycle

(Reprinted from Air Facts Journal)



It was a humid spring, nine years ago, when I first arrived in Florida full of dreams: I was on a mission. Having taken an unpaid leave from the airline for which I was flying for as a flight attendant in Brazil, I had less than one year to go “from zero to hero.” In a bit less than the 300 days I spent in the United States between 2012 and 2013, I started my Private in the Cessna 152, finished it, went through the Instrument in the Cessna 172, the time building and, last but not least, the Commercial Multiengine in the Seneca. By mid-April, I had a brand new FAA certificate, and with the end of my student visa validity, I was back in South America. [Read more . . .](#)

[Back to the Top](#)



### Who is in Charge of Your Safety?

(Reprinted from Air Facts Journal)

I'm sure you have seen the ad on TV where the driver is moving along in the pickup, a soundtrack with a clapping



beat playing. Then there's a close-up of his hands coming off the steering wheel as they begin to clap, keeping time with the soundtrack, as he turns over control of the vehicle to the truck's computer.

Wow, I want a truck like that, so I can drive hands free... NOT! You also see the truck out on a single lane desert road with no other traffic and no side roads with entering traffic. Just your average driving conditions? I don't think so. [Read more . . .](#)

[Back to the Top](#)

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### Avoid the Overrun

(Reprinted from IFR Magazine)



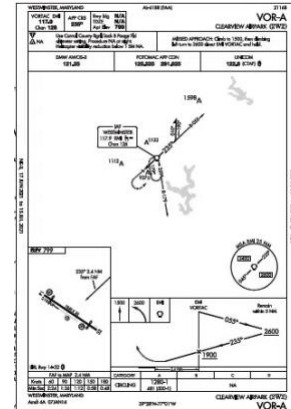
Part 91, gives us lots of discretion when it comes to choosing an approach, deciding if it's legal (and safe) to continue, and then if it's legal and safe to land. The caveat is that personal judgment, often in the heat of the moment, becomes the catchall for critical phases of flight. This makes us susceptible to pushing that discretion beyond what (in hindsight) we might consider legal and/or safe. Add a little bad luck and the likely outcome is a mishap—or worse. [Read more . . .](#)

[Back to the Top](#)

## Bearing to the Station

(Reprinted from IFR Magazine)

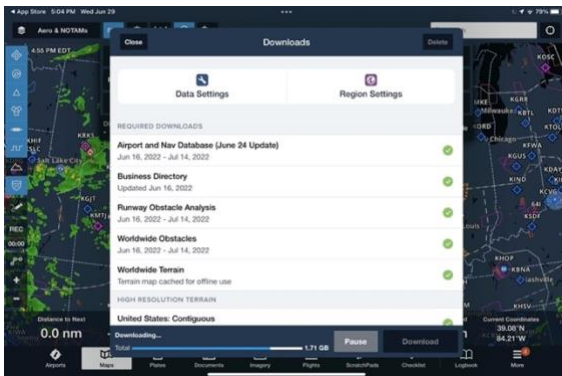
One friend of mine is a former Navy pilot who flew S-3 Vikings off carriers and commanded P-3 Orions. Despite such experience his transition to civilian light GA was full of new experiences—like mixture controls. He texted me one day thrilled over a bit of old school buried in the glass-panel display options. “This thing has an RMI! It’s like coming home again.” [Read more . . .](#)



[Back to the Top](#)

## ForeFlight Simplifies Aviation Data and Chart Downloads

(Reprinted from Sporty's iPad News)



The latest ForeFlight update simplifies the chart and data download process, adds the ability to specify the elevation of a custom waypoint and adds a new setting to display the ruler and cockpit instruments in either Magnetic or True North. Here's a look at how to use each of these new features. [Read more . . .](#)

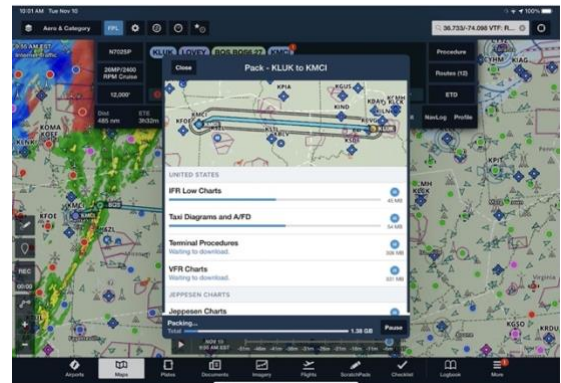
[Back to the Top](#)

## Five Essential iPad Skills for Pilots

(Reprinted from Sporty's iPad News)

A good pilot should know how to "aviate, navigate, and communicate," no matter what airplane they are flying. For anyone flying with an electronic flight bag, there isn't a simple phrase to remember but there are still some essential skills to master. Are you proficient at all five of these?

[Read more . . .](#)



[Back to the Top](#)