

T-Craft Aero Club

Monthly Newsletter

Oct 2022



Putting Wings
on
Your Dreams

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Send articles & pictures
to
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IMPORTANT NOTICES

How to Use the New Hangar Parking Lines

(Submitted by Reggie Sellers, T-Craft Billing Director)

The newly painted lines are intended to help guide the planes safety in and out of the hangar.

When backing a plane into a hangar, PLEASE use the center (nose wheel) line for REFERENCE ONLY! If you fixate on the nose gear line and do not watch the mains and wing tips, you WILL HIT a wing tip on the hangar door. If you're tall enough, you can also line the rudder up with a roof joist.

Also, very helpful, is to have a spotter or two to watch the wing tips if available. Over the years we have had several members hit wings tips and this can be avoided with some prudent and careful observance.

The tug is helpful but you HAVE TO BE TRAINED TO USE IT and USE THE PROCEDURE EACH TIME. The word "lightly" in the procedure has been ignored by some members and we have had failures because of it. Remember to use the shoulder harness to secure full up elevator on the north side of the hangar. Elevator damage WILL happen if you don't.

Thanks to everyone for making our club great. With so many members we have to keep covering things like this to try to eliminate damage to our planes.

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Nampa Airport to be Closed 31 Oct – 2 Nov

(Submitted by City of Nampa, Editor T-Craft Aero Club

Photo by Len Erickson, T-Craft Director of Maintenance)



City of Nampa:

- Now that the seal coat has had time to cure crews will be returning to apply the final permanent pavement markings. This process will impact the entire airfield; the runway, all taxilanes/taxiways and hangar access.
- The final project phase is scheduled for 3-days total. The project will begin at 8:00am Monday, October 31, 2022 through 6:00pm, November 2, 2022. During these 3-days the airfield will be closed.
- The entire airfield will be closed to all air and ground traffic during the 3-day closure window. You will be unable to access your hangar. No exceptions! [Read more . . .](#)

T-Craft Aero Club:

- We will not be relocating any of our fleet during this closure. However, you are free to sign out an airplane for the duration of the closure and position it at another airport.

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ABS Single Pilot IFR - What Went Wrong?

(Submitted by FAA Safety Team)

Topic: Techniques For Improving Single Pilot IFR Safety.

Time: Tuesday, October 11, 2022 at 18:00 MDT

Description (Select Number: CE03116920):

A trained and practicing air crash accident investigator, as well as a practicing flight instructor in high performance aircraft used extensively for Single-Pilot IFR (SPIFR), Jeff Edwards reviews case studies, research, and investigative findings to present techniques for improving SPIFR safety.

Topics include:

- The role of systems design and limitations on aircraft mishaps
- Checklist and automation skills as risk management strategies
- Common themes to SPIFR accidents
- Answers to live viewer questions

Viewers will be able to type in their questions to be answered during the event. We'll explain how to do so at the beginning of the webinar. This program is recognized for ABS AVIATOR and FAA WINGS credit.

Although this American Bonanza Society program is oriented toward pilots of Beech Bonanzas, Debonairs, Barons and Travel Airs, the discussion, techniques and procedures described are valuable to the pilot of any airplane.

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

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"Chinook Approach" to Become "Spokane Approach"

(Submitted by FAA Safety Team)

Notice Number: NOTC2581: Starting October 16, 2022 at 0600 local time (1300Z) the telephony of Chinook Approach will become Spokane Approach due to the consolidation on the Tri-Cities TRACON with Spokane TRACON. All Frequencies and airspace boundaries remain the same. Image for airspace reference only.

https://www.faa.gov/files/notices/2022/Sep/Chinook_approach_to_Spokane_approach.pdf

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Garmin G-5 and GFC-500 Information (Repeat)

(Submitted by Len Erickson, T-Craft Director of Maintenance)



Please review the document at the following link. It contains important information regarding the Garmin G5's in all the aircraft, and the GFC 500 / G5 autopilot in 89E. We have closed the autopilot squawk for 89E.

[Read more . . .](#)

As a note, please review the old squawk's when you fly. When we close a squawk, we put the corrective action in the comments. This may include pilot instructions.

To see a video of Pete Glick's presentation on the GFC-500 [click here . . .](#)

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Sep 2022 Plane Wash Great Success (Photos)

(Compiled by Editor

Photos by Reggie Sellers, T-Craft Billing Director, and Editor)



Despite changing date confusion, and the airport resurfacing dance, 43 members and 27 guests cleaned our birds and washed our hangar. And as if that wasn't enough, we enjoyed a fabulous feast.

Here are sample pictures. More will be available on our website soon. I'll send the link when they're ready.

Plane Wash General Leon Baker conducted an orderly mission with the help of his able Plane Captains and the fluid members of their crews.

Captains and crews present at photo time are:



N67375 Plane Captain, Ron Grote, and part of his crew.



N13686 Plane Captain, Jim Hudson, and part of his crew.

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N4464R Plane Captain, David Nejely, and part of his crew.



N1293F Plane Captain, Michael Bingham, and part of his crew.



N9989E Plane Captain, Al Fisher, and part of his crew.

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N7593S Plane Captain, Steve Turney, and part of his crew.



N121M Plane Captain, Jim Halcomb, and part of his crew.



Our intrepid chef, Dave Miller, prepared a sumptuous feast to refresh us after our arduous labors.

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CALENDAR & CLUB STATS

Month Ahead

October 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	1	2			

Coming Events

8 Oct 2022: 50th Anniversary Celebration
13 Oct 2022: Board mtg, 7pm, Venue TBD
10 Oct 2022: Accounts due
20 Oct 2022: Accounts past due
25 Oct 2022: Last flight day in billing period
27 Oct 2022: Membership mtg, 7pm, Venue TBD
31 Oct – 2 Nov: KMAN closed to ALL access

New Members

Tom Christianson - Class II
 Connor Darragh – Class II

Resigning Members

Lakota Dory
 Dan Cook

Member Stats

120 Members (after new members & resignations)
 98 Active flying members (cap: 14 x 7 = 98)
 30 on wait list-(12-18 month wait)
 38 Class I Members (35%)
 82 Class II Members (65%)
 8 Inactive (voluntary suspension)
 21 Suspended (18%—BFR/Med/attend/billing/ 8 inactive)

Member Ratings

13 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 Jul 2022. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$77.00/hr

Online



C-172M (160HP) [N13686](#) 94.00/hr

Online



C-172 (160HP) [N4464R](#) \$94.00/hr

Online



C-172N (180HP) [N1293F](#) \$107.00/hr

Online



C-182P (230HP) [N9989E](#) \$151.00/hr

Online



C-182Q (230HP) [N7593S](#) \$151.00/hr

Online



C-182Q (230HP) [N121M](#) \$151.00/hr

Online

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FUEL REIMBURSEMENTS

\$6.50 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 hangar 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 hangar), fuel card or keys missing from the key bag, key bag not zipped or put away, hangar door pins not fully secured, hangar doors left open, hangar lights left on, the hangar 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 hangar are locked and secure; hangar door pins in, doors locked, hangar locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hangar 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

FAA approves unleaded fuel for piston fleet

(Reprinted from AOPA ePilot)

The FAA approved on September 1 the first unleaded fuel found fit to power every spark-ignition engine on every airframe in the general aviation fleet. General Aviation Modifications Inc. cofounder George Braly shared his first thoughts—looking back on a long journey, and ahead to ramping up distribution. [Read more and watch the video >](#)



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Flying the DHC-3 Turbine Otter (video 00:10:06)

(Reprinted from AOPA ePilot)

The de Havilland DHC-3 Turbine Otter is the workhorse of the floatplane fleet at Misty Fjords Air in Ketchikan, Alaska. The father/son team of company founder Dave Doyon and chief pilot Dave Junior operate the 11-seat airplane on flight-seeing, passenger, and cargo flights throughout Southeast Alaska. Come along with AOPA's Dave Hirschman as he learns the unique capabilities of the Otter.

[Read more, see video . . .](#)



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FAA Launches IFR Pilot Self-Briefing Course

(Reprinted from AOPA ePilot)



As more pilots continue to rely on their devices over calling flight service for preflight weather briefings, the FAA has released another video course, focused on IFR, to round out its pilot self-briefing curriculum.

[Read more . . .](#)

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CLEANING A WINDSCREEN: BUGS BE GONE

(Reprinted from AOPA Flight Training Magazine)



Pilots are particular people, and aircraft are particular machines, so it should come as no surprise that there is a right (and wrong) way for something as seemingly simple as cleaning a windscreen. [Read more . . .](#)

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Flying for Ukraine Air Rescue—Small Planes, Big Mission

(Reprinted from Air Facts Journal)

Ukraine Air Rescue came to life in just a few days. Within six months, UAR had grown to 313 volunteer pilots worldwide. The pilots range from retired or current airline and military pilots, flight instructors, professional pilots, an EASA safety inspector, and many VFR private pilots. The mix of participating airplanes ranges from the French-built Robin to Pilatus PC-12s and just about everything in between. [Read more . . .](#)



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