

T-Craft Aero Club

Monthly Newsletter

Nov 2022



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

IN THIS ISSUE

IMPORTANT NOTICES	3
Winter Aircraft Pre-Heat Procedures	3
Club Policy Updates, FAQs.....	3
Plane Rates and Fuel Reimbursement Reduced	4
Monthly Dues Reduced	4
Garmin G5 and GFC Instruction Videos (Repeat).....	4
ABS – Single Pilot IFR / Fly Like a Pro	5
Construction at KBOI.....	5
CALENDAR & CLUB STATS	8
Month Ahead	8
Coming Events.....	8
New Members.....	8
Resigning Members	8
Member Stats.....	8
Member Ratings	8
OUR FLEET	9
FUEL REIMBURSEMENTS	10
AIRCRAFT CARE	10
HANGAR SECURITY	10
SCHEDULE MASTER (REVISED)	11
BILLING & LOGGING	11
TIPS, TRICKS, AND FUN	12
Best Glide Simplified	12
Diversion Decision (video 00:02:26)	13
iPad Proficiency Check—Webinar Recording (video 01:12:34	13
How to Use a Mechanical E6B (video 00:05:58)	13
How to Fly a Rectangular Course (video 00:03:18)	14
A Surprise Sunrise in an F-4 Phantom	14
Safe Landings Are No Accident	14

IMPORTANT NOTICES

Winter Aircraft Pre-Heat Procedures

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

- When you put the planes back in the hanger, make sure that the red light on the back of the pull-down outlet is on. If it is not on, reset the GFI on the pull-down plug. If is still not on, check the GFI on the outlet on the post. I also recommend turning the heater on and off with the button on the side of the smart plug.
- When you are going to fly, use the smart plug app, "KASA" to turn on both the heater and the oil sump heater approximately 2 hours before you fly. Make sure you select the correct plane.
- When you do your preflight, unplug the heater and the oil heater, and use the string to GENTLY retract the outlet up into the reel. Make sure the oil sump pig-tale cord will not catch on the vertical stabilizer.
- For those that have not used the system before, you have to download the KASA app from the app store, and install it on your tablet or phone.
 - The user ID is Heaters@T-Craft.org
 - The PW is T-craft.Heaters
- Allow yourself enough time to ensure the engine is warm before you start it. A great percentage of engine wear on air cooled aircraft engines occurs in the first few minutes after a cold start.
- Make sure the oil temperature is well into the green arc prior to taking off. Just bumping the bottom of the green arc is not sufficient.

[Back to the Top](#)

Club Policy Updates, FAQs

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

The club Policy has been updated with the following changes/additions:

- Family Member wishing to join may bypass the wait list if a waitlist is in effect.
- Insurance deductibles were changed to match our current policy:
 - All aircraft - \$250 for nonmoving claims (same)
 - C-152, C-172 - \$2,500 for moving claims
 - C-182 - \$5,000 for moving claims
- Insurance deductibles were changed to match our current policy; \$250 nonmoving (same), \$2,500 (C152-172) and \$5,000 (C182's) for moving violations.
- No students fly solo in C182's.
- Updated Back Country Listing to include Hungry Ridge (37ID) RHI 20, Reds Horse Ranch 6OR6, Minam River Lodge 7OR0 RHI 20, and a few other popular strips out of the *Fly Idaho* book.

Club Policy. [https://www.t-craft.org/reference/T-Craft Information Packet.pdf](https://www.t-craft.org/reference/T-Craft%20Information%20Packet.pdf)

You may or may not know that we have a FAQ section on our website. It answers many questions that arise, like why am I blocked from scheduling, who do I need to notify when I complete my flight review (BFR) or update my Medical. Other frequent questions that come up. If there is something not in the FAQ that you think should be, let me know.

FAQ's <https://www.t-craft.org/faqs>

[Back to the Top](#)

Plane Rates and Fuel Reimbursement Reduced
(Submitted by Reggie Sellers, T-Craft Director of Billing)

As mentioned in the General Meeting, our new plane rates are:

- 375 - \$ 76.00
- 686 - \$ 92.00
- 64R - \$ 92.00
- 93F - \$ 105.00
- 89E - \$ 147.00
- 93S - \$ 147.00
- 21M - \$ 147.00

The off Nampa fuel purchase reimbursement rate is also 6.25.

[Back to the Top](#)

Monthly Dues Reduced
(Submitted by Reggie Sellers, T-Craft Director of Billing)

The sale of the new hangar has brought many positive results. A huge shout out to all that were involved with this project from the original concept years ago, the renters that always met their obligations, and to those that facilitated the sale at a time of very high property values.

With the reduction of the monthly expenses incurred by the New Hangar such as Property Taxes, Insurance, loan payments, utilities and the property rent of the land that the hangar is on, we are able to immediately reduce your monthly expenses in the club by reducing our dues.

Our new monthly dues have been reduced to \$65.00. As many of you know, the dues expense is calculated from our fixed monthly expenses and therefore have been reduced accordingly. This fixed expense is monitored very carefully and as you know, adjustments have been made as necessary.

The sale has brought new opportunities for the club to improve many of our assets and you have all played a part in this positive growth.

[Back to the Top](#)

Garmin G5 and GFC Instruction Videos (Repeat)
(Compiled by Editor)

In case you missed either of Pete Glick's excellent presentations you may find them on our website at *T-Craft.org* > *Resources* > *Past Presentations*. Or, click on these links:

- [Garmin GFC autopilot: \(00:45:44\)](#)
- [Garmin G5 attitude and direction indicators: \(00:52:18\)](#)

[Back to the Top](#)

ABS – Single Pilot IFR / Fly Like a Pro
(Submitted by FAA Safety Team)

Topic: Accident Investigator And Single Pilot IFR CFI Jeff Edwards Reviews Case Studies To Reveal Techniques For Flying SPIFR Safely

Time: Tuesday, November 8, 2022 at 19:00 Central Standard Time (17:00 PST; 18:00 MST; 20:00 EST; 15:00 HST; 16:00 AKST; 18:00 Arizona; Wednesday, November 9, 2022 01:00 GMT)

Description (Select Number: CE03117403): 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 to reveal techniques for flying SPIFR safely.

Topics include:

- Currency, recency and proficiency
- Preflight weather planning
- IFR flight execution and risk management
- 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](#).

[Back to the Top](#)

Construction at KBOI

(Submitted by FAA Safety Team)

Notice Number: NOTC2654: On October 25th, Boise Airport will begin phase 2 of its Taxilane N Construction project. During this project, a portion of Taxiway A will be closed from Taxilane A2 east to existing Taxilane N. The closure is needed to accommodate pavement rehabilitation of Taxiway A and for the new connection of Taxilane N1 and N2. While construction is in progress, Runway 28R/10L will be closed for takeoff and landing. With the closure, the PAPI's and the ILS will be turned off. Lighted X's will be placed on the runway ends and the associated runway lights will also be turned off. Low profile lighted barricades will be placed to delineate the closed portion of Taxiway A. Red flashing lights will be used to mark areas closed to aircraft movement and within the object free areas of active runways or taxiways. During this project, there will be no construction within the safety area of any active runway. Taxiway A, east of Taxiway D and extending to Taxilane A2 will be restricted to aircraft less than 147.1' wingspan. The adjusted TOFA will be 113' from centerline. Runway 28R/10L will be used for back-taxi operations while construction activities require the partial closure of the main east/west Taxiway A.

- Exercise extreme caution with unfamiliar taxi routes especially when the route enters runway. Never enter a runway without a specific clearance to enter that runway. When in doubt ask ATC for progressive taxi.
- Ensure you are departing on the surface which you have been cleared for, if in doubt verify with ATC before starting take-off roll.
- Aircraft will be taxiing and holding on RWY10L/28R, be extremely vigilant to align with the correct runway, verify any uncertainties with ATC. Phase 2 should last for approximately 36 days. NOTAMS will be issued by BOI Airport Operations to provide taxiway restriction information during construction. For current updates check NOTAMS prior to departure and arrival.
- https://www.faasafety.gov/files/notices/2022/Oct/Taxilane_N_construction.pdf

For more info contact: Amber Bickmore, Alr Traffic Manager BOI ATCT / TRACON amber.bickmore@faa.gov

[Back to the Top](#)

50th Anniversary Photos

(Photos by Ken Kaae, T-Craft Treasurer and Editor)

We celebrated our 50th Anniversary as a flight club on Saturday, 5 October in the Warhawk Museum hangar. Over 120 guests celebrated this major milestone. T-Craft Aero Club is one of the oldest, continuously operating flight clubs in the country. You may see the slide show at [T-Craft.org > Resources > Past Presentations](https://www.t-craft.org/resources/past-presentations) or click this YouTube link: <https://youtu.be/POQ0ZfnnRms>

Ken Kaae and DeAnna Roe headed a team of too many volunteers to name. They not only negotiated the date and venue they spent months arranging catering, furniture, door prizes, décor, the slide show and guest lists.



Dianna Roe



Ken Kaae



A few of the many volunteers who helped create a special evening



A custom cake adorned the event

[Back to the Top](#)



[Back to the Top](#)

CALENDAR & CLUB STATS

Month Ahead

November 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			
			2			

Coming Events

10 Nov 2022: Board mtg, 7pm, Venue TBD

10 Nov 2022: Accounts due

20 Nov 2022: Accounts past due

25 Nov 2022: Last flight day in billing period

29 Nov 2022: Membership mtg, 7pm, Venue TBD

No membership meeting in December

New Members

Jason Kronz – Class I

Resigning Members

Dennis Nau – Class II

Member Stats

120 Members (after new members & resignations)

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

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

37 Class I Members (31%)

83 Class II Members (69%)

10 Inactive (voluntary suspension)

25 Suspended (18%—BFR/Med/attend/billing/ Inc 10 inactive)

Member Ratings

13 Student Pilots

66 Private Pilots

28 Commercial Pilots

13 Air Transport Pilots

49 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

OUR FLEET

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



C-152 (110HP) [N67375](#) \$76.00/hr



C-172M (160HP) [N13686](#) 92.00/hr



C-172 (160HP) [N4464R](#) \$92.00/hr



C-172N (180HP) [N1293F](#) \$105.00/hr



C-182P (230HP) [N9989E](#) \$147.00/hr



C-182Q (230HP) [N7593S](#) \$147.00/hr



C-182Q (230HP) [N121M](#) \$147.00/hr

[Back to the Top](#)

FUEL REIMBURSEMENTS

\$6.25 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](#)

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 repeatedly 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.

[Back to the Top](#)

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).

[Back to the Top](#)

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 8 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

[Back to the Top](#)

TIPS, TRICKS, AND FUN

Best Glide Simplified

(Reprinted from Pilot Workshops)

The one and only engine on your airplane just quit in flight. One of your first and most pressing tasks is to find best-glide speed. In the heat of battle, the exact number can be hard to remember—and the single number published in most flight manuals is only valid for gross weight.

So, here's a shortcut to reach your airplane's actual best-glide speed right away: Fly level.

That's it. A flat pitch attitude will yield something close to best-glide speed in just about every piston single. Raising the nose two or three more degrees can fine-tune it. Once you've found a level pitch attitude, full nose-up elevator trim usually keeps it there.

Try it out on an upcoming proficiency flight. Pull the power, pitch for level flight, and watch where the airspeed indicator settles. Then roll in full nose-up trim and see how close it comes to holding the desired airspeed.

If the emergency happens in visual conditions, you'll match the chord line of the wing to the horizon. For an engine loss in the clouds, use the attitude indicator to find level pitch. This lets you focus on troubleshooting the engine while heading for an emergency landing site—without being distracted by a search for best-glide speed."



[Back to the Top](#)

Diversion Decision (video 00:02:26)

(Reprinted from AOPA ePilot)

Running behind schedule on a long cross-country, a check on facilities at the intended destination prompts a change in plan. AOPA Pilot Video Producer Sierra Harrop thinks it through out loud. [Watch the video >](#)



[Back to the Top](#)

iPad Proficiency Check—Webinar Recording (video 01:12:34)

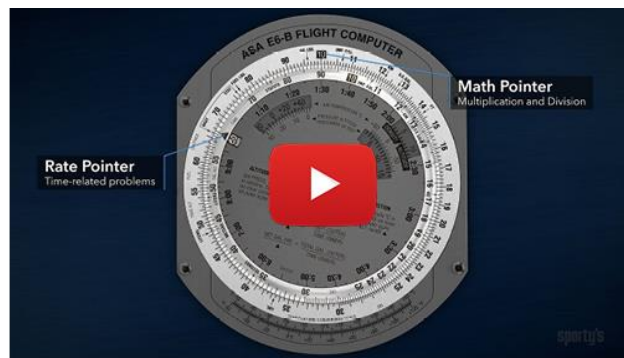
(Reprinted from Sporty's Fast Five)



[Back to the Top](#)

How to Use a Mechanical E6B (video 00:05:58)

(Reprinted from Sporty's Fast Five)



[Back to the Top](#)

How to Fly a Rectangular Course (video 00:03:18)

(Reprinted from Sporty's Fast Five)

The rectangular course is one of the most basic maneuvers pilots learn during flight training. While it may sound boring, there's a lot to learn from this simple pattern. In our latest Video Tip of the Week, we walk through each step of the rectangular course, with in-cockpit video and 3D animations. Even if you're already an experienced pilot, this maneuver is a great way to keep your stick and rudder skills sharp. [Watch the video ...](#)



[Back to the Top](#)

A Surprise Sunrise in an F-4 Phantom

(Reprinted from Air Facts Journal)



I decided to use up the fuel in afterburner instead of doing more instrument approaches. Was it fatigue that made me do it? Was it the thrill of doing something different and special with my Phantom? My plan was hatched from nowhere, a simulated double engine flame out from above 40,000 feet, directly above the approach end of the runway at George. [Read more...](#)

[Back to the Top](#)

Safe Landings Are No Accident

(Reprinted from Air Facts Journal)

"No two landings are alike!" They keep saying that, and after thousands of landings I am reluctantly beginning to agree. Many factors are editorialized in that saying. There is the power, configuration, attitude, and then there is the biggest bugaboo: weather, as in wind and its fickle direction. Ah, I exclaim, how about in calm winds, what then? [Read more...](#)



[Back to the Top](#)