

# T-Craft Aero Club

## Monthly Newsletter

Dec 2022



Putting Wings  
on  
Your Dreams

Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

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## IMPORTANT NOTICES

### REMINDER: Winter Flying Hours – Billing Policy

(Compiled by Editor)

Remember that we help compensate for Winter's erratic weather by easing the flight billing for the months of Dec, Jan, and Feb. Here's an excerpt from our club policies:

**5.6 Winter flying hours:** During the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined in any of these three months.

For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of "use it or lose it" time in the February billing period.

Therefore, if you don't fly in December, January or February don't be shocked to see all 3 minimum hours being charged to you at the end of February.

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### T-Craft Improvement Committee Holds First Meeting

(Submitted by Pete Glick, T-Craft Improvement Committee Chairman)

The T-Craft Improvement Committee conducted its first meeting on Tuesday, 29 Nov.

Members of the committee are: Pete Glick, chairman, Leon Baker, Jeff Fulcher, John Szanto, and Woody Woodbury.

Meeting Notes:

- Board of Directors members Ken Kaae and Len Erickson joined the meeting
- Discussed acceptable electronic format/survey tool to gather club member input and to later report data. Leon and John will work together to find acceptable solution. Jim Hudson (board member) authorized club expenditure for the survey tool, should that be decided. The goal is to get a survey in members' hands shortly after the first of the year.
- Committee member Jeff expressed concerns of possible tax implication(s). Discussion terminated with Jeff to address concerns directly with board members outside the committee. This committee is charged to gather and report data and is not authorized to commit or expend club resources. Tax questions fall outside this committee's charter.
- The next meeting date is to be determined.

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### Jeppesen Cyber Incident

(Submitted by AOPA Air Safety Institute)



A cyber incident affecting Jeppesen (a Boeing subsidiary) could impact a pilot's ability to download up-to-date GPS flight planning navigation and instrument approach data.

[Read more...](#)

Note: None of our T-Craft airplanes use the Jeppesen data base.

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### Winter Aircraft Pre-Heat Procedures – (Repeat)

(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 it 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.
  - If you overnight at another airport, you are still responsible to ensure that the engine properly preheated. [Back to the Top](#)
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### FAA Weather Camera Program (Webinar)

(Submitted by FAASTeam)

**Topic:** Comprehensive Overview of the FAA Weather Camera Program and the Positive Impact It Has on Improving Flight Safety

**Schedule:** 6 December 2022, 10:00 PST; 11:00 MST; 12:00 CST; 13:00 EST

**Description** (Select Number: AFS0117850)

This Webinar provides a comprehensive overview of the FAA Weather Camera Program. You will learn about the expanding network of cameras used by the aviation community for preflight planning and inflight monitoring of weather at airports and en route locations.

You will hear from a panel that includes the FAA's Weather Camera program manager, Cohl Pope, AOPA, pilots, and representatives from states that have used and/or implemented the cameras. Discussion topics include the positive impact the program is having on improving aviation safety and how General Aviation and commercial pilots, dispatchers, Flight Service Specialists, and the military are utilizing these cameras to improve flight safety.

Additionally, the webinar will highlight the FAA's plans to expand the weather camera network into more locations within CONUS, and will inform on how you can provide input directly to the FAA on where you and your organization would like a weather camera installed. We look forward to seeing you on December 6th at 1pm EST for this informative discussion on the Weather Camera Program's innovative, proven, and impactful technology. A live Q&A will follow the presentation. To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:  
Basic Knowledge 3 - 1 Credit

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## Winter Flying (Webinar)

(Submitted by FAASTeam)

**Topic:** A discussion of things you need to know for fun, safe winter flying.

**Schedule:** 8 December 8, 2022, 09:00 PST; 10:00 MST; 11:00 CST; 12:00 EST

**Description** (Select Number NM03117715)

Enjoy this free webinar where we'll look at winter weather and other cold-ops considerations, and how to best prepare for them. Join us to continue building your aviation flight bag, and successfully handle the challenges of winter flying. To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:  
Basic Knowledge 3 - 1 Credit

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## Avoid the Dirty Dozen

(Submitted by Gérard Cattin, T-Craft Pilot)

Put safety first and minimize the 12 common causes of mistakes in the aviation workplace. [Read more...](#)



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## No Membership Meeting in December

(Submitted by Editor)

Remember, we have no membership meeting in December to give everyone more time with family during the Christmas holiday. The next membership meeting is scheduled for 31 Jan 2023 when we will hold elections for any open offices. Watch for further announcements.

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## CALENDAR & CLUB STATS

### Month Ahead

December 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
			2			

### Coming Events

10 Dec 2022: Accounts due

15 Dec 2022: Board mtg, 7pm, via Zoom

20 Dec 2022: Accounts past due

25 Dec 2022: Last flight day in billing period

No membership meeting in December

### New Members

None

### Resigning Members

Justin Robinson – Class II

### Achievements

Caden Lewis – Private Pilot License

### Member Stats

119 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)

21 Suspended (21%—BFR/Med/attend/billing/ Inc 10 inactive)

### Member Ratings

13 Student Pilots

65 Private Pilots

28 Commercial Pilots

13 Air Transport Pilots

49 Instrument Rated Pilots (not all are current)

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## 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

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## 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.

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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.

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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 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](mailto:regluvs2fly@gmail.com)

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## TIPS, TRICKS, AND FUN

### Reading the Sky

(Reprinted from IFR Magazine)

Part of being able to forecast comes from reading the sky, because so much of what's taking place in the atmosphere



can be seen visually. When I worked the forecast counter in the Air Force, I occasionally stepped over to the window for a quick look while filling out the weather briefing forms. The pilots often caught notice of this. I remember one B-1B Lancer pilot who turned to his fellow crewmembers and said, "Now that's what I like to see! This forecaster doesn't miss anything."

[Read more...](#)

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### Another Tale from the Doc Side

(Reprinted from Air Facts Journal)

Steve Mosier told us "Tales from the Doc Side" earlier this year. This is about my favorite flight surgeon. Her name was Karen and she graduated from the Air Force Academy in 1980, the first class to include women. She was an outstanding student and All-American swimmer for the Falcons; after graduating from the Academy and then Baylor College of Medicine, Karen became a flight surgeon. [Read more...](#)



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## A North American Flying Adventure

(Reprinted from Air Facts Journal)



This was the year that I decided to finally attend EAA AirVenture for the first time, in our 1962 Cessna 182E. The planning began in May with me studying all I could to make a trip like this go smoothly. One of the best pieces of news I received during all of this planning was that my 17-year-old son Peter wanted to come along for the adventure. It was going to be a father-son trip to top any that came before it. [Read more...](#)

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## The Terrible Truth About Wire Strikes (video 00:13:35)

(Reprinted from AOPA ePilot)



As relevant today as it was in 1995, this video from the AOPA Air Safety Institute's archival collection demonstrates the risks posed by power lines and how to avoid them. [Watch the video >](#)

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## Stalls Spins, and Safety (online course)

(Reprinted from AOPA ePilot)

Don't just 'wing it.' Get the facts on aerodynamic principles that matter—but forget dry textbooks and dense equations. This course covers vital concepts in an easy-to-digest, straightforward manner. From animated graphics that explain the fundamental forces of flight to simple rules to live by, you'll gain a better understanding of how your airplane flies and an improved awareness of what could lead to unintended upsets during maneuvering and cruise flight. [Read more...](#)

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### Runway Conditions Reporting (video 00:03:30)

(Reprinted from AOPA ePilot)

Winter weather is here. Learn how the Runway Condition Assessment Matrix can help you predict your aircraft's stopping power in adverse conditions with this helpful Safety Tips video from the AOPA Air Safety Institute. [Watch the video >](#)



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### Suggestions to Ease the Journey of Reluctant Family Members

(Reprinted from AOPA ePilot )



Let's face it—some of our family members are less than enthusiastic about sharing the joy of general aviation flying, though it's infinitely more fun when they join us on the journey.

[Read more...](#)

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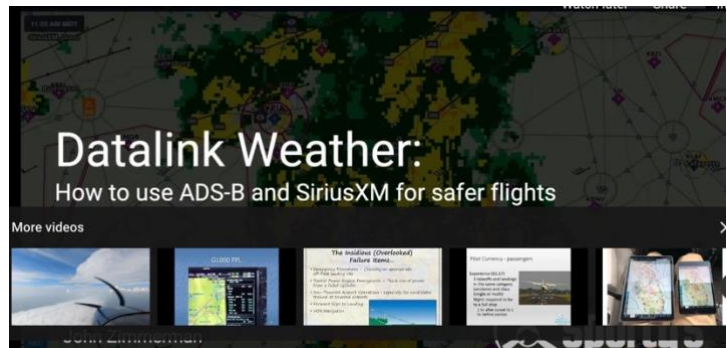
### How to Use ADS-B and SiriusXM for Safer Flights (webinar video 00:59:15)

(Reprinted from iPad Pilot News )

Datalink weather has the potential to make your flying safer and more comfortable – but only if you know how to use it properly. Join Air Facts editor John Zimmerman for an in-depth look at ADS-B, SiriusXM, and how to use them in flight. Topics include:

- Weather accident trends
- Five rules of datalink weather
- Differences between ADS-B and SiriusXM
- Real world weather flying scenarios

[Read more...](#)





## Top Apple Watch Features and Apps for Pilots

(Reprinted from iPad Pilot News )



There are a lot of aviation apps out there that allow you to access useful aviation and weather data from your wrist. Here we'll take a look at the top weather and aviation apps for Apple Watch, along with how to take advantage of some of the standard Apple Watch features on your next flight. [Read more...](#)

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## Quiz: VFR Cross-Country Flight Planning

(Reprinted from Sporty's Fast Five )

Winds aloft, true course, heading and groundspeed. Can you put all the puzzle pieces together and plan a successful cross-country flight? Use this quiz to test your flight planning knowledge and see if you can get a perfect score. [Take quiz...](#)

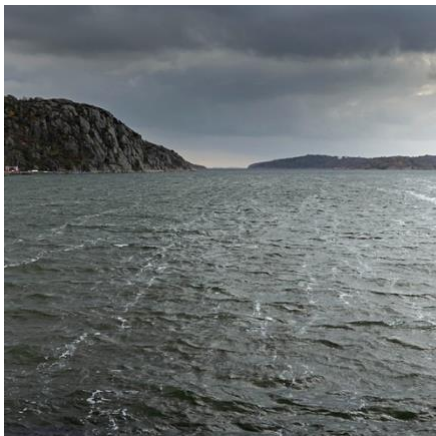


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## Ya Gotta Be Able to See the Air

(Reprinted from Sporty's Fast Five )



During my early flight training, not only did I not have a complete understanding of density altitude, I also missed the part about always being aware of the wind and being mindful of its effects on your airplane. It was a few years before I realized something was missing in my wind knowledge—and that realization occurred at an embarrassing moment. [Read more...](#)

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