

# T-Craft Aero Club

## Monthly Newsletter

Feb 2023



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

### Election Results of January Membership Meeting

(Compiled by Editor)

The membership approved by unanimous vote the re-election of all three incumbents standing for the open Board of Directors positions at the January 24, 2023 membership meeting. Congratulations!

- Ivan Sudac for President (1yr)
- Ken Kaae for Treasurer (2yr)
- Len Erickson for Director of Maintenance (3yr)

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### Club Improvement Survey

(Submitted by Pete Glick, Chair, T-Craft Survey Committee)

The T-Craft Club Improvement Committee sent out a Membership Idea Gathering Survey 18 January 2023 from Survey Monkey requesting your input.

The email would have come from Survey Monkey using the email: [justasking@t-craft.org](mailto:justasking@t-craft.org) via SurveyMonkey The title of the survey may have been a little confusing, "**Copy of T-Craft Aero Club - MEMBERSHIP Idea Gathering Survey**" however, this is the survey. Click on the "Begin Survey" button and complete the survey.

If you DID NOT get the survey, please check your junk mail. If you cannot find it in your junk mail, please email the address above and we'll find a way to get you the survey.

Remember the deadline is February 1st, it should only take a few minutes to complete the survey.

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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 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 2-3 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.

**Thank you to all of our Pilot-Members that are using the KASA app to adequately preheat the planes. I randomly check on cold mornings, and the vast majority of our members are preheating for the maximum of 3 hours when it is very cold.** Len Erickson, 30 Jan 2023

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### **Aircraft Annual Inspections Scheduled (Repeat)**

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

We have scheduled annual inspections following weeks:

- N121M January 2<sup>nd</sup> – 6<sup>th</sup>
- N4464R January 9<sup>th</sup> – 13<sup>th</sup>
- N1293F January 23<sup>rd</sup> – 27<sup>th</sup>
- N7593S March 13<sup>th</sup> – 17<sup>th</sup>
- N67375 April 3<sup>rd</sup> – 7<sup>th</sup>
- N13686 February 27<sup>th</sup> – March 3<sup>rd</sup>
- N9989E May 30<sup>th</sup> – June 3<sup>rd</sup>, (for a June sign-off)

We advised RTS (*Return To Service*, or *RTS*, is the new name of *Aero Services*) that we do not want two aircraft in for maintenance at the same time.

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### **Reminder: Winter Billing Policy**

(Submitted by Reggie Sellers, Director of Billing)

February is the last month of our Winter billing policy. We suspend the "Use-it-or lose-it" portion of dues for the months of December, January, and February to mitigate bad weather affects on flight opportunities. Charges for **unused** flight time accumulate and will appear on your March statement. So, to avoid that lump-sum charge, get out there and fly.

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### **New HVAC in Hangar Office**

(Submitted by David Thomas, Director of Safety and Hangar)

We recently had a mini-split installed in the club office. The unit is a heat pump and is capable of both heating and cooling. Its heating mode is considerably more efficient than the electric base board heat that we have relied upon in the past.

We haven't communicated this change very well to the membership so I'm doing this now. The board would really like the club to realize some savings on our electrical bill. We have established that the mini-split is more than capable of heating the office. Therefore, we request that occupants of the office discontinue use of the inefficient base board heat. The breakers for the base boards have been reactivated several times in the past few weeks. Please discontinue.

The new mini-split can be controlled by the remoted unit that is attached to the wall near the number 2 computer terminal. Please use the remote for adjustments to the heat (and cooling) in the office.

Thanks for your cooperation. Please let me know if there are any questions or concerns.

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### Surviving Carbon Monoxide in the Cockpit (Webinar)

(Submitted by FAASTeam)

**Topic:** A True Story of Carbon Monoxide Poisoning In Flight

**Time:** Saturday, February 4, 2023 at 08:00 MST

**Description:** (Select Number: GL15119520)

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Dan Bass shares his what it was like to experience carbon monoxide (CO) poisoning in the cockpit. Beginning with a nagging headache, and ending with an unintended landing in a cornfield while unresponsive, you will find this story fascinating with many good lessons. Dan will talk about his experience, followed with tips on prevention and recognition of this cockpit hazard. Join us for an unforgettable story!

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

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### FLYERS Low-Level Turbulence (Webinar)

(Submitted by FAASTeam)

**Topic:** Low-Level Turbulence and Low-Level Wind Shear

**Time:** On Saturday, February 4, 2023 at 14:00 MST

**Description:** (Select Number: CE05119845)

From 2009 to 2018, turbulence accounted for 42% of weather related accidents according to the National Transportation Safety Board (NTSB) Aviation Safety Reporting System (ASRS) database. This makes turbulence the leading cause of weather related accidents for Part 91 general aviation pilots. To help pilots mitigate these types of accidents, the Weather-Ready Nation (WRN) FLYERS (FLYing Education, Resources, and Safety) team will be hosting a virtual webinar on turbulence education and avoidance. This free virtual webinar will cover the basics of turbulence and low level wind shear, including how NWS aviation forecasters warn pilots of these hazards and where pilots can find turbulence information online. The webinar will last approximately 1 hour.

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

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### It's a Bird, No It's a Plane, No It's a Blimp (Webinar)

(Submitted by FAASTeam)

**Topic:** Did You Know A Blimp Can Fly In IMC

**Time:** Saturday, February 11, 2023 at 08:00 MST

**Description:** (Select Number: GL15118175)

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Joe Erbs shares with us what it's like to fly the Goodyear blimp. He'll talk about learning to fly the blimp, and the different conditions it can fly in along with the logistics involved with flying a blimp from event to event. He'll take us on a virtual tour of the Goodyear blimp hangar where we will be able to see the blimp and learn about the annual maintenance required to keep these large airships safely in the air. In addition, he will discuss with us how to safely fly in our airspace when in the vicinity of a balloon, and how that can be vastly different than sharing the airspace with our usual traffic.

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

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## CALENDAR & CLUB STATS

### Month Ahead

February 2023

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				

### Coming Events

**10 Feb 2023: Accounts due**

**16 Feb 2023: Board mtg, 7pm, T-Craft Hangar**

**20 Feb 2023: Accounts past due**

**23 Feb 2023: Membership mtg, 7pm, T-Craft Hangar**

**25 Feb 2023: Last flight day in billing period**

### New Members

Lee Gientke – Class I – Student

### Resigning Members

None this month

### Achievements

None this month

### Member Stats

120 Members (after new members & resignations)  
 98 Active flying members (cap: 14 x 7 = 98)  
 26 on wait list-(12-18 month wait)  
 39 Class I Members (35%)  
 81 Class II Members (65%)  
 10 Inactive (voluntary suspension)  
 22 Suspended (18%—BFR/Med/attend/billing/ Inc 10 inactive)

### Member Ratings

13 Student Pilots  
 66 Private Pilots  
 29 Commercial Pilots  
 12 Air Transport Pilots  
 49 Instrument Rated Pilots (not all are current)

Mark your calendars for **FUN** this year

## Club Events for 2023

- January 24th – Annual Review / Elections
- April 13<sup>th</sup> –T-Craft Backcountry Presentation
- April 16-22<sup>nd</sup>, Poker Run
- May 11<sup>th</sup> – Spring Plane Wash
- June 16-17<sup>th</sup> – Garden Valley Fly-In
- September 21<sup>st</sup> – Plane Wash

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## OUR FLEET

(Rates Effective 26 Jan 2023. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$78.00/hr



C-172M (160HP) [N13686](#) 95.00/hr



C-172 (160HP) [N4464R](#) \$95.00/hr



C-172N (180HP) [N1293F](#) \$102.00/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

### \$5.58 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

### Dere's a Gael in Da Highlands

(Submitted by T-Craft Pilot Bill 'Julio' Iuliano)

**Pointed** 60 deg nose up and passing through 15,000' in an F-111 Aardvark is not a place you want to stay very long. Wings swept back to 54 degrees for high speed - even worse. Throw in the storm of the decade and winds over 100 knots (kts) and it won't take long before something bad



will happen. Oh yeah, it's the middle of the night too. But that's where I was. That's where WE were. In the weather, full Instrument Meteorological Conditions (IMC), nose high, slowing fast. My left seater was frozen stiff with fear having just done an emergency climb from low level, the stick buried in his lap, his left elbow locked forward in full afterburner. I was a little shaken too but knew exactly what happened that scared the shit out of him. "Rufus, get the wings forward ... RUFUS!" Passing through 250 kts the speed tape was shooting down at a massive rate as our speed rapidly decreased. "RUFUS PUSH OVER!" He was so gripped with fear he couldn't hear a thing I was saying. The Aardvark was about to stall and fall out of the sky. Ejecting in this weather wouldn't turn out well. It was time to grab the stick. [Read more...](#)

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**Cold Weather Ops (Quiz)**  
(Reprinted from AOPA ePilot)



From stubborn engines to slick runways and icy clouds, the coming of winter brings plenty of ways to get into trouble—or cost you some serious cash. Warm up your brain with this ASI safety quiz. [Take the quiz...](#)

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**Night Flight in the Treasure Valley**  
(Submitted by T-Craft pilot, Tom Christensen)



Dave Nejely and I returned from Burns last week in 686. The view was too good to not share. The constellation Orion is partially visible in the upper right.

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### Cam Course

(Submitted by T-Craft pilot, Tom Christensen, Reprinted from AOPA Pilot )

I was so excited. After years of only passively watching the action camera craze in aviation, I was finally getting on board. The combination of a new-to-me aircraft and cheap cameras was too much to resist. First flight down, I dutifully collected the gear, went home to fire up the computer, and saw...nothing. [Read more...](#)



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### Ident the Detent (Video 00:02:33)

(Reprinted from AOPA Air Safety Institute)



In this AOPA Air Safety Institute video, a pilot recalls missing the fuel tank detent causing the engine to quit. With calm resolve, she reset the fuel selector, and the aircraft was soon back on course. [Watch the video...](#)

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## Garmin GFC Cleared

(Reprinted from AVweb Flash)



Garmin has received FAA approval for its software update and service bulletin to correct a previously reported [possible runaway trim issue](#) with its popular GFC 500 autopilot. In December, the FAA alerted GFC 500 operators who have the optional GSA 28 pitch trim installed of the possible problem, which could lead to loss of control. Software updates to accommodate installations involving Garmin GI 275 instruments are expected within weeks, according to Garmin. [Read more...](#)

(Editor's note: This was not a factor on T-Craft's GFC-500 installation)

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## Flying in Paradise: A Vacation Flight Lesson in Maui

(Reprinted from Air Facts Journal)

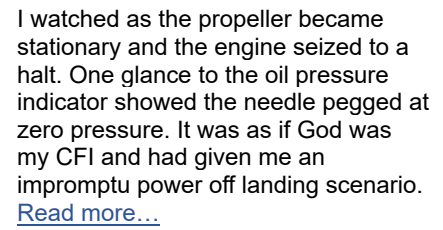
One of my flight instructors once told me he would often bring along his flight gear while on vacation, in case he had the opportunity to fly. He recommended contacting a flight school and asking about taking a short lesson, since having an instructor in the plane with local knowledge would be invaluable. This was the first time I had decided to bring my logbook with me on vacation. I was a little apprehensive, but thought what an adventure it would be. I didn't bring all my gear—just my certificate, medical, and logbook. [Read more...](#)



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