T-Craft Aero Club

Monthly Newsletter

Mar 2023

IN THIS ISSUE

IMPORTANT NOTICES

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

Back to the Top

Aircraft Annual Inspections Scheduled (Repeat)

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

We have scheduled annual inspections following weeks:

- N121M January 2nd – 6th
- N4464R January 9th – 13th
- N1293F January23rd – 27th
- N7593S March 13th – 17th.
- N67375 April 3rd – 7th,
- N13686 February 27th – March 3rd.
- N9989E May 30th – June 3rd, (for a June sign-off)

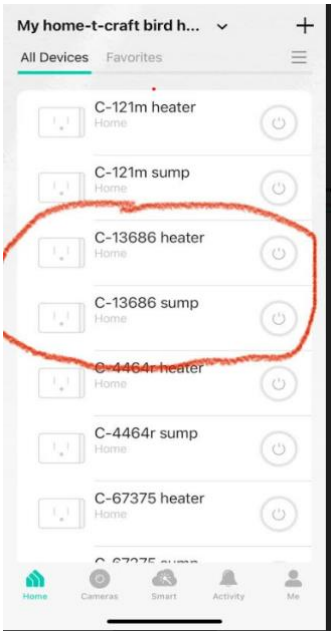
We advised RTS (*Return To Service*, or *RTS*, is the new name of *Aero Services*) that we do not want two aircraft in for maintenance at the same time.

Back to the Top

Procedure for Setting Aircraft Heater Timers

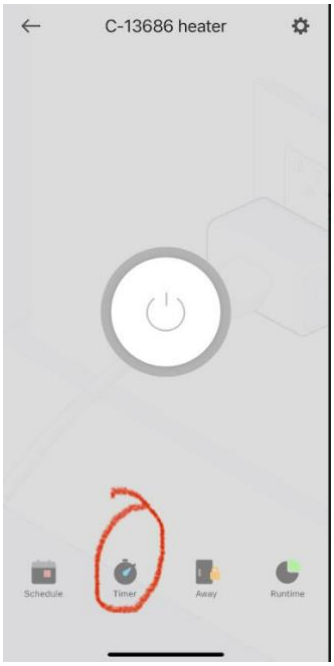
(Submitted by Chris Nebrigich, T-Craft Pilot)

Step 1: Open the KASA app and scroll down to the Plugs section to view the individual Heater and Sump devices for the specific aircraft:

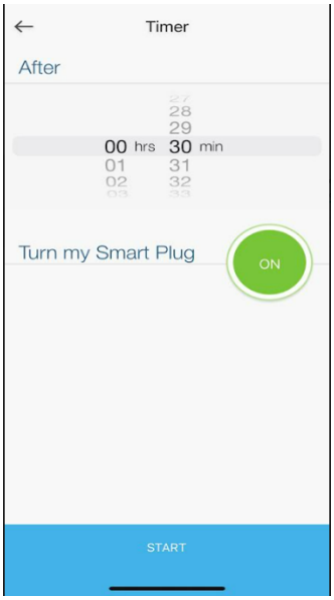


Step 2: Click on the plug icon circled below

Step 3: Click on the Timer icon circled below



Step 4: Set hours delay until the heater turns on



Step 5: Leave the green circle in the ON mode. Click the start button at the bottom in blue. Repeat this process for the sump heater.

Back to the Top

Spring Flying Webinar

(Submitted the FAA FAASTeam)

Topic: Shake Off the Dust With Our Spring Flying Webinar

Time: Wednesday, 15 Feb 2023 at 11:00 MST

Description (Select Number NM13119936): Wintertime can often present challenges and other priorities that limit our flying hours—cold, snow, short days, holidays, etc. If you're looking to dust off your flying skills and knowledge after a winter break, then be sure to check out our next webinar about springtime flying.

We'll look at strategies for refresher training, currency vs. proficiency, continuous training programs, springtime weather and more. Plus, you can earn FAA WINGS credit for attending. To view further details and registration information for this webinar, click here.

Back to the Top

Revised Pre-Takeoff Electrical Checks for Club Aircraft

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

Some of us may be aware that we recently had alternator problems with 686. Further investigation found that the alternator was of the original design Hartzel, (made by Ford-Autolite division). The alternator was "Weak" per the mechanics at RTS, and had loose internal hardware. We chose to replace the alternator with a Plane Power alternator of the same rating and weight. We also elected to replace the original electro-mechanical voltage regulator with a solid state voltage regulator.

With this change, some of our procedures will be changing as follows:

- When starting the aircraft, turn the battery on, start the engine. This will keep the voltage regulator from chasing the voltage swings that occur as the starter turns the engine over through the compression cycles. It will also free up a few more "amps" for the starter.
- After the engine starts, look at the alternator warning light (red light by the amp meter) to see that it is on, when you see that the alternator warning light is on, **Turn on the alternator switch and confirm that the warning light goes out.**
- During run-up, turn on the pitot heat and / or cycle the flaps and watch for a momentary needle width dip and recovery on the amp meter. Note that with the solid stage voltage regulator the needle movement will be very small and very fast.
    - **Do not turn the alternator off and then back on to check alternator operation.**
- Plane Power recommends against turning the alternator off and then back on to check the alternator light. This procedure stresses the voltage regulator and electrical system.

I have read through the C-172M POH, and could find nothing in the POH or the Cessna procedures that this violates or countermands.

Revised check lists will be posted for all the aircraft. The checklists will standardize the procedures.

We will, over time, be going to the solid state regulators on all of the planes. They provide more consistent voltage regulation than the old mechanical-electrical relay style we currently have. This will be a benefit to our newer electronic instruments.

Back to the Top

FAA Extends Expiration Date of Aircraft Registration Certificates

(Reprinted from AOPA ePilot)

The FAA has extended the duration of aircraft registration certificates from three years to seven years, a move that went into effect January 23. Read more

CALENDAR & CLUB STATS

Month Ahead

March 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	29	30	31	

Coming Events

10 Mar 2023: Accounts due
16 Mar 2023: Board mtg, 7pm, T-Craft Hangar
20 Mar 2023: Accounts past due
30 Mar 2023: Membership mtg, 7pm, T-Craft Hangar
25 Mar 2023: Last flight day in billing period

13 Apr 2023: T-Craft Backcountry Presentation
16-22 Apr 2023: Poker Run
11 May 2023: Spring Plane Wash
16-17 Jun 2023: Garden Valley Fly-In
21 Sep 2023: Fall Plane Wash

Back to the Top

New Members

Herb Lewis – Class II

Resigning Members

Kathy Thomas – Class I

Achievements

None this month

Member Stats

120 Members (after new members & resignations)
94 Active flying members (cap: 14 x 7 = 98)
25 on wait list-(18-24 month wait)
38 Class I Members (35%)
82 Class II Members (65%)
10 Inactive (voluntary suspension)
26 Suspended (18%—BFR/Med/attend/billing/ Inc 10 inactive)

Member Ratings

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

OUR FLEET

(Rates Effective 26 Feb 2023. Click ScheduleMaster to see latest aircraft status - login required)

C-152 (110HP) N67375 $77.00/hr

C-172M (160HP) N13686 93.00/hr

C-172 (160HP) N4464R $93.00/hr

C-172N (180HP) N1293F $100.00/hr

C-182P (230HP) N9989E $143.00/hr

C-182Q (230HP) N7593S $143.00/hr

C-182Q (230HP) N121M $143.00/hr

Back to the Top

FUEL REIMBURSEMENTS

$5.60 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. Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted to me and not left in the ready room on the desk or in basket.**

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 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.

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 cancelation so you can schedule the aircraft as soon as the cancelation 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 **$20.00** 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

Test Your Aerodynamic Knowledge (Quiz)

(Reprinted from AOPA ePilot)

Through this quiz developed by the AOPA Air Safety Institute, you will discover how well you understand aerodynamics and its role in explaining how an aircraft flies. Take the quiz here…

Back to the Top

Beyond Proficient: Stabilized IFR Approach (Video 00:12:46)

(Reprinted from AOPA ePilot)

When flying IFR, most accidents happen in the approach phase. In this first of six videos, the AOPA Air Safety Institute and Aviation101's Josh Flowers propose standardizing the approach to reduce the statistic. Watch the video >

Back to the Top

Runway Safety (Inline course)

(Reprinted from AOPA ePilot)

Where am I, where am I going? Whether departing from or arriving at an airport, cockpit distractions, confusing airport layouts, and miscommunications can spell trouble. Add surface vehicles and airport blind spots to the mix and you've got a complex environment in which to operate. Improve your situational awareness and communication habits with practical, down-to-earth guidance offered in this course. Real-world scenarios and case studies underscore intricacies of airport surface operations. Take the course…

Back to the Top

Camels and Airplanes

(Reprinted from AOPA ePilot)

Transportation has come a long way, from ancient camel rides and small wooden sailboats to modern-day high-performance, glass cockpit aircraft, but there's a lot in common among them. "How's that?" you ask incredulously...Read more…

Back to the Top

Weather Wise: Air Masses and Fronts

(Reprinted from AOPA ePilot)

Are you planning a quick local flight or a weeklong cross-country adventure? Understanding the large-scale forces that create weather makes it easier to come to the right decisions about flying in weather. For example, hazardous weather associated with fronts can include thunderstorms, icing, low ceilings and visibilities, and wind and turbulence. It's also good to remember that forecasts are not guarantees of what the weather will be, so compare them to actual conditions and pay attention to trends. Read more…

Back to the Top

Do the Right Thing: Personal Minimums

(Reprinted from AOPA ePilot)

It's a sad fact of aviation that, every year, approximately 75 percent of all aircraft accidents are caused by pilot error, with a very large number the direct result of poor decisions. Good decision making is about *avoiding* the circumstances that lead to really tough choices. Most of the time, the really tough decisions don't just "sneak up" on pilots. In fuel exhaustion accidents, for example, virtually all the pilots knew that that they were cutting into their fuel reserves when they still had a chance to divert. The good news is that making superior decisions about flying doesn't require superhuman skill or exceptional judgment—just the ability to anticipate and recognize basic problems, and then take timely action to correct them. Read more…

Back to the Top

Mismanaging Hands can Lead to Disaster

(Reprinted from Air Facts Journal)

From taxi to takeoff, to the aerobatics, stall and upset situation recoveries, the flight was outstanding. This young man was acing his checkride including the return to Vance AFB for the patterns and landings, but that's where the "wheels came off." Read more...

Back to the Top

My Near Fuel Emergency

(Reprinted from Air Facts Journal)

The extra RPMs to compensate for the half-opened carb heat, a probably too conservative mixture, and of course stronger than forecasted winds aloft resulted in a much higher fuel burn than expected. Surprisingly, the FBO pumped 34.5 gallons into our Skyhawk! That calculates to only 3.5 gallons remaining. Read more…

Back to the Top

Strategies for Maintaining Instrument Proficiency

(Reprinted from Sporty's Pilot Shop)

While your instrument flying skills, cockpit management techniques, and risk management processes will no doubt be sharp when you earn your instrument rating, like anything in life, if you don't use it, you lose it. I submit we have two paths to follow with an instrument rating: 1) gain real instrument experience in a controlled environment and commit to maintaining that proficiency level, or 2) commit to personal minimums with honest, consistently demonstrated abilities. Read more…

Back to the Top

Flying IFR with ForeFlight (Quiz)

(Reprinted from Sporty's Pilot Shop)

The iPad and ForeFlight take a lot of the guesswork out of flying IFR, thanks to smart flight planning tools and digital instrument chart organization features. Our latest quiz will test your knowledge of where to find key preflight and inflight data in ForeFlight needed for IFR flying, including popular routes, takeoff minimums, and icing forecasts. Take the Quiz…

Back to the Top