

T-Craft Aero Club

Monthly Newsletter

July 2024

Putting Wings on Your Dreams



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Send articles & pictures
to
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IMPORTANT NOTICES

Fuel Quantity Indication in G3X Equipped Aircraft

(Submitted by Pete Glick, T-Craft Maintenance Director)

T-Craft pilots/owners/members continue to gain experience with the capabilities of the G3X systems in our C-182 aircraft. As we gain a great deal of data and accuracy, we come to expect even more data and accuracy. There are still, however, some limits.

We are finding that the fuel flow/fuel used indication is “reasonably” accurate. However, primary method for fuel use calculations should still be expected fuel flow calculations over planned flight duration, as we learned in flight planning lessons.

Some pilots have noticed that fuel indications of left and right tanks do not match what is seen on the fuel quantity stick when left and right tanks are dipped on preflight. Pilots should be aware of the WARNING in the G3X Pilots Guide, available in the aircraft, and on T-Craft Fleet Page under the aircraft tail number. The WARNING states: “WARNING: Do not rely solely upon the fuel quantity indications or calculated fuel quantity. It is the responsibility of the pilot to perform proper flight planning and verify that indicated fuel quantity values are accurate prior to each flight.”

The aircraft still has the notoriously unreliable fuel quantity sending units as there was no requirement to change them during the modification.

There are several other WARNINGS, CAUTIONS, and NOTES in the G3X Pilots Guide. Please take the time to familiarize yourself with them. “A Good Pilot is always learning” Anonymous.

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Scheduled Maintenance

(Submitted by Pete Glick, T-Craft Director of Maintenance)

As of 20 June 2024

2024 SCHEDULED MAINTENANCE					
Acft	100hr (til due)	Annual	Rieff Heater Install	Avionics Mod Estimated Start*	Avionics Installer
375	79	5/30/25	At engine change	TBD	Skyline
686	69	1/31/25	Complete	TBD	Skyline
64R	25	1/31/25	Complete	TBD	Skyline
93F	78	1/31/25	At engine change	#1	Skyline
93S	42	3/31/25	Complete	Complete	
21M	12	2/28/25	100 hr	Complete	
89E	70	5/31/25	Complete	6/03/24	TAS KTWF
* Subject to receipt of equipment and shop schedule					

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Garden Valley Congratulations (Photos)

(Submitted by Ben Rhoades, T-Craft President)

(Photos by Scott Henscheid, T-Craft Pilot)

I just wanted to say thank you for all those that attended the Garden Valley fly in. I heard it was a great event and a huge success with 27 members, over 46 guest and spectators lining the road.

I would like to throw a special thanks out to Scott Lewis and his family for doing the breakfast. The board approved to credit him 2 hours of C-172 time for his efforts and time. Thank you Scott!

Michael Cichoski also volunteered to pull the IAA trailer up to Garden Valley with all the supplies to pull off the breakfast and event so the board will credit him 1 hour of C-172 time. Thank you Michael for your efforts!

The board also approved last night to award 1 hour of C-152 time to the event winners and overall winner. Kevin Harvey won the landing competition and David Thomas won the bomb dropping. Top Gun was David.

Events like this are what make us the greatest flying club in the country! I say this because I fly with professional pilots that either own or are club members of clubs across the states and when I tell them about T-Craft they can't believe what we have. Remember we are all owners of 7 airplanes and a hanger so make sure and cleanup both when you fly your airplane out of your hanger!

Remember the weather is heating up and density altitude will creep up on you and it won't be forgiving. Stay professional and smart so if you are questioning if you should stay or go and the TOLD is questionable keep it on the ground, notify and be safe. If you have an accident you or the plane aren't worth it.

Contest results:

Beanbag Drop – David Thomas @ 3'

Spot Landing – Kevin Harvey @ 24'

Top Gun - David Thomas @ lowest distances combined



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CFIT-Avoiding Controlled Flight Into Terrain (Webinar)

(Submitted by FAASTeam)

Topic: Controlled Flight Into Terrain

Schedule: Wed, 10 July 2024, 18:00 MDT

Description (Select Number GL13129321) We tend to think of controlled flight into terrain (CFIT) as being caused by the pilot not paying attention. In fact, these altogether avoidable accidents can arise from many causes. In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will discuss how weather phenomena, mechanical failure, pilot fatigue, incapacity, or simple pilot error can all contribute to unplanned contact with terra firma, and what you can do to prevent it.

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

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Remember! Avionics Check Required

(Compiled by Editor)

As more of our fleet is equipped with upgraded avionics, remember that a separate checkout is required for the C-182s equipped with the Garmin G3X. The following members have been approved to complete member avionics checkouts:

- Gordon Hall (208) 250-9365
- Kent Murri (208) 860-4365
- Pete Glick (208) 724-5040
- David Nejely (208) 398-3292
- David Thomas (208) 573-6913

Also, the G3X replaces the traditional Tachometers and Hobbs meters. In lieu of recording Tach Time and Hobbs Time, the G3X records Engine Time (Tach) & Total Time (Hobbs). Remember to enter Engine Time & Total Time into the Flight Log System.



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CALENDAR & CLUB STATS

The Month Ahead

July 2024

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 Jul 2024: Accounts due

18 Jul 2024: Board mtg, 7pm, T-Craft Hangar

20 Jul 2024: Accounts past due

25 Jul 2024: Last flight day in billing period

No Membership meeting in June or July 2024

29 Aug 2024: Member mtg, 7:00 pm, T-Craft Hangar

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

Bill Iuliano– Class I

Inactive Requests

Mark Slusher – Medical

Achievements

Logan Schwisow – Commercial Pilot (CFI Gordon Hall)

Member Stats

120 Members (after new members & resignations)
 16 on waitlist-(14-18 month wait)
 32 Class I Members (26%)
 88 Class II Members (74%)
 12 Inactive (voluntary suspension)
 19 Suspended (19%, Includes 11 inactive)
 101 Active flying members (cap: 14 x 7 = 98)

Member Ratings

9 Student Pilots
 71 Private Pilots
 27 Commercial Pilots
 13 Air Transport Pilots
 50 Instrument Rated Pilots (not all are current)

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[OPS PROCEDURES & POLICIES: CLICK HERE](#)

BILLING

Members! Read this section to answer your questions. Help reduce the monthly call rate!

Dates

- The monthly billing period ends at midnight of the 25th
- Payments are due on the 10th of the following month
- Payments are past-due on the 20th

Billing Procedures

- Your account documents are emailed to you shortly after the 25th
- Pay the amount due shown on your STATEMENT, not the invoice or credit memo
- Statements paid after the 20th will be assessed a \$20.00 late fee
- Accounts over 30-days past due will also be assessed a finance charge (see club policies)
- For on-time credit, mail checks to T-Craft's street address
 - T Craft Aero Club 135 Municipal Dr. Nampa, ID 83687

Fuel Reimbursement Procedures

T-Craft will reimburse you \$5.81 per gallon for fuel purchased at a field other than KMAN

Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted to Reggie Sellers, T-Craft Billing Director. Do not leave them in the office.

REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the red key bag. Do not share T-Craft's bulk rate with others.

Logging

- 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. Use a flashlight if necessary to see all the numbers. Four 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.
- FlightLog & Schedule Master not interconnected:
 - 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.

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AIRCRAFT

Aircraft Rates

(Rates Effective 26 Mar 2024)

- C-152 (110hp) N67375 \$ 76.00/hr
- C-172 (160hp) N13686 \$ 83.00/hr
- C-172 (160hp) N4464R \$ 83.00/hr
- C-172 (180hp) N1293F \$ 97.00/hr
- C-182 (230hp) N9989E \$ 134.00/hr
- C-182 (230hp) N7593S \$ 134.00/hr
- C-182 (230hp) N121M \$ 134.00/hr

Aircraft Data

- Aircraft information and documentation can be found on the club website by [clicking here](#)

Aircraft Scheduling

- **Guidelines**
 - Schedule aircraft online at [ScheduleMaster.com](#) (login required)
 - Schedule aircraft only for the time you intend to use it. Blocking out an aircraft so it will be available "just in case" makes it very difficult for other members.
 - 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
- **Trouble scheduling aircraft?**
 - 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 consecutive days, 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.
- **90-Day Attendance Requirement**
 - Schedule Master (under the Status tab) has a field that shows 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 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 count as credit for attendance.

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Maintenance Squawks

- **How to check squawks**
 - Login to [ScheduleMaster.com](#)
 - Click on the colored triangle immediately to the left of the aircraft's registration number
 - Read the open squawks
 - Green = low urgency
 - Yellow = medium urgency
 - Red = aircraft grounded
 - Click on an individual squawk for details
 - to amend or comment on the squawk. entry unless
- **How to register a squawk**

- Click on the colored triangle immediately to the left of the aircraft's registration number
- Click on the + sign to the right of the word "Squawks"
 - If it's a new squawk
 - Give the squawk a title
 - Enter a description
 - Click your estimation of the urgency
 - Click OK
 - Notify Pete Glick, T-Craft Director of Maintenance, by text or telephone if urgent, email if routine
 - Amend an existing squawk (Do not duplicate existing squawks)
 - Click on the squawk name
 - Click on the + sign to the right of the squawk name
 - Enter your comments in the New Comment space
 - Click OK

Aircraft Care

- Pre Flight
 - Use the aircraft checklist
 - Do not fill oil to POH level, use T-Craft checklist level
- Post Flight:
 - Install control lock
 - Install pitot tube cover
 - Place elevator trim in takeoff position
 - Place rudder trim in center position (C-182 only)
 - Place fuel selector on both
 - Open cowl flaps (C-182 only)
 - Confirm Master Switch off
 - Clean up aircraft interior
 - Fasten seat belts
 - Shut windows
 - Clean windshield
 - Clean the windshield only with Pledge in the yellow cans.
 - Use only vertical strokes. Do not use circular strokes.
 - Debug leading edges of wings, struts, engine cowlings, and spinner
 - Lock all three aircraft doors
 - Place key and aircraft credit card in red bag
 - Place fuel receipts (from KMAN) in red bag
 - Return red bag to key box in hangar office
- Check Lists:
 - Aircraft checklists are available on the club website - [click here](#)
 - You are encouraged to print out your own checklist.

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HANGAR SECURITY

- **Hangar (Preflight and Post Flight)**
 - Always flush bolt the doors (wings and mains) when removing an aircraft from the hangar
 - Always flush bolt the doors (wings and mains) when returning an aircraft to the hangar
 - Always make sure that all flush bolts are engaged after closing the doors (leaving or returning)
 - Note that aircraft logs are secured in the office safe and the combination is the same as the door code.
 - Heaters set up correctly (in season)

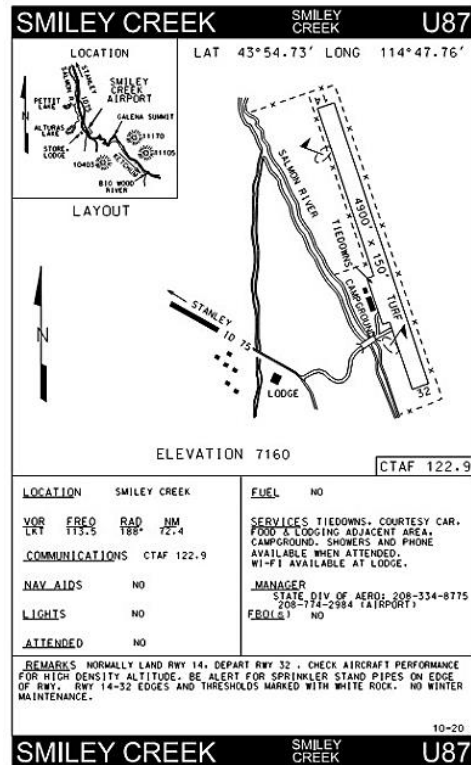
- **Tug:**
 - You must be checked out on the yellow Tug before using it. Please contact a board member for checkout if needed. Checkout form must be completed, signed and on-file.
 - Always park the tug in its assigned location and plug it in for charging.
 - Always take your time with the tug. It will move quick and that can cause problems if not careful.

TIPS, TRICKS, AND FUN

Ken & Gail Kaae Getaway to Smiley Creek

(Submitted by Ken Kaae, T-Craft Treasurer)

Ken texted from Smiley Creek: "Greetings from LAX, I mean Smiley Creek! Multiple fly ins taking place today. When Gail and I flew in, there were three other planes in the area/pattern.

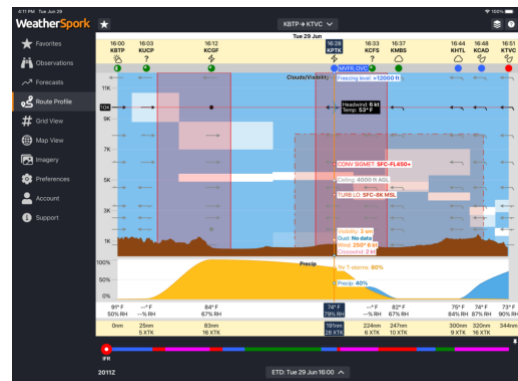


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Top 10 Aviation Weather Apps

(Reprinted from iPad Pilot News)

There are thousands of weather apps for the general public, from free to quite expensive. These are great for deciding whether you need a jacket tomorrow, but when it comes to aviation weather—looking at thunderstorms, ice, turbulence, visibility and so much more—these apps just aren't enough. So we'll focus on apps that offer more for pilots, both free and paid. [Read more...](#)



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National Championship Air Races Move to New Mexico

(Reprinted from AOPA ePilot)



The announcement caps off a lengthy search for a new home for the races and airshow after organizers announced in March 2023 that the **Reno/Stead Airport** in Nevada would host the **final event** in September 2023. That event marked RARA's fifty-ninth year at the "Biggest Little City in the World." Challenging economic conditions, rapid area development, and public safety were cited as reasons leading to the decision to leave Reno. [Read more...](#)

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Prepare Your Passengers (video 00:16:24)

(Reprinted from AOPA ePilot)



This AOPA Air Safety Institute video covers often-overlooked items that should be part of every preflight passenger briefing. [See video...](#)

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Be Heard on Your Checkride

(Reprinted from AOPA ePilot)



When I was young, if you heard someone talking to themselves, you crossed the street to avoid them. You know, out of an abundance of caution. Those people could be dangerous, or so it was thought back then.

But there's an exception: On your checkride, I want you to talk to yourself. Out loud. [Read more...](#)

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Living the Dream

(Reprinted from Air Facts Journal)



My immune system apparently had no resistance to daydreaming about flying. As a kid in the '50s, I found myself thinking about flying pretty much all the time. Some neighborhood kids had dads or uncles who flew during the war. Stories about flying exploits were not hard to come by. What could be more fascinating to a kid? [Read more...](#)

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Flying IFR with ForeFlight (Quiz)

(Reprinted from AOPA ePilot)



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. [Read more...](#)

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FAA Updates Datalink Weather Advisory Circular

(Reprinted from Sporty's Pilot Shop)



A new advisory circular outlines how pilots can benefit from flying with ADS-B datalink weather. We pulled out several key points that both existing pilots and those new to ADS-B should remember. [Read more...](#)

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