

Putting Wings on Your Dreams

T-CRAFT AERO CLUB

www.t-craft.org

Nampa Municipal Airport

Information Packet

- ☒ Club Policy
 - ☒ Operational Procedures
 - ☒ New Member Orientation
 - ☒ Backcountry Flying Policy
 - ☒ Membership Application
-

TABLE OF CONTENTS

Welcome!	3
T-Craft Aero Club Policy	4
1.0 Member/Applicant Documentation Requirements	4
2.0 Membership Classifications and Upgrades.....	5
2.1 Class I.....	5
2.2 Class II	5
2.3 Inactive Status	6
3.0 Requirements.....	7
3.1 Pilot in command Requirements.....	7
3.2 Instructor Requirements.....	7
4.0 Member Duties/Requirements and Expectations	7
5.0 Billing	8
6.0 Pinch Hitter Course	9
7.0 Scheduling and Logging out Aircraft	9
8.0 Removing Aircraft from the Hangar for Flight.....	10
9.0 Returning Aircraft to the hangar following flight	11
T-Craft Aero Club Backcountry Flying Policy	12
Backcountry Flying Privileges:	12
Backcountry Pilot Qualifications:	13
Relative Hazard Index.....	15
T-Craft Membership Application	16
T-Craft Board Approval Form.....	17

Congratulations on your decision to join T-Craft Aero Club.

T-Craft Aero Club was started in 1972 by 20 pilots with two aircraft and an immeasurable enthusiasm for flying. Today, the club has seven aircraft, more than five times as many members and the enthusiasm for flying has not waned.

Members use the fleet for local flying within the valley, flying across the state, across the country and even international trips. It is the goal of the club to maintain a fleet of safe aircraft for the private and student pilot, and to operate those aircraft at the lowest cost possible.

T-Craft Aero Club is owned by its members and is operated on a non-profit basis. Members do all administration and aircraft maintenance allowed by the Federal Aviation Regulations. An enclosed, locked hangar at the Nampa Municipal Airport protects the aircraft from vandals and the weather. We also have a heated office area for planning with computer and WIFI.

The following pages contain details regarding T-Craft Aero Club's policies and operation procedures as well as a Membership Application. All prospective members will need to attend a T-Craft Board meeting and a General Membership meeting to be accepted for membership. A list of upcoming meeting dates is available on the calendar page of the club website: www.t-craft.org

Follow the "Process for Joining" on the club website: <http://www.t-craft.org/new-member-info>

Please bring the following items to your T-Craft Board meeting interview.

Completed Membership Application (at the end of this document)

- ☒ Check payable to t-Craft Aero Club for the appropriate membership fee (\$800.00 for Class I, \$1,200.00 for Class II)
- ☒ A copy of your Driver's license (both sides)
- ☒ Your DMV record which can be purchased online from the Idaho Transportation Department (<http://www.itd.idaho.gov/dmv>)
- ☒ If you are a current pilot you will need to bring copies of your Medical Certificate, Pilot Certificate (both sides) and most recent Flight Review endorsement. New student pilots can provide a Student Pilot certificate after joining the club, however, applicants must have a current Medical Certificate prior to joining.
- ☒ All applicants must have a current Medical Certificate/Basic Med documents prior to joining.
- ☒ New Member Questionnaire
- ☒ Insurance Pilot History Form

T-CRAFT AERO CLUB POLICY

1.0 MEMBER/APPLICANT DOCUMENTATION REQUIREMENTS

1.1 Membership Type

1.1.1 Individual

1.1.2 Family

- 1.1.2.1 Family memberships are available to the spouse or child of a club member in good standing. Family memberships are limited to 3 total members, the primary or sponsoring member and 2 additional *family* members. A family member is defined as the spouse or child of a club member in good standing. Family Membership members must meet the same obligations as an individual member with the following clarifications. A family member wishing to join may bypass the waitlist for membership if one exists.
- 1.1.2.2 Delinquent Member – If any member's account is delinquent all members of the family membership will be subject to suspension of flying privileges.
- 1.1.2.3 Inactive Sponsor Member – If the sponsor member is inactive the other members of the family membership will continue with full membership privileges.
- 1.1.2.4 Inactive *Family* Member – Family members may request inactive status and will be subject to the monthly fee but will not be charged the use it or lose it hour while granted inactive status.
- 1.1.2.5 Use it or Lose it – Use it or lose it applies to each member of the family membership.
- 1.1.2.6 Invoicing – Each member is invoiced separately, and a copy of each invoice is sent to the sponsor member.
- 1.1.2.7 Initiation Fee Refund – Initiation fee refunds are handled the same regardless of membership type.
- 1.1.2.8 Reservation Restrictions - During high use months June 1st – September 30th, members associated through the family membership option follows the 90 day advance reservation policy for the first aircraft reserved for a specific time period but may only reserve an additional aircraft for the same time period 7 days in advance.
- 1.1.2.9 Fee Structure:
 - 1.1.2.9.1 Individual (Sponsor) Current monthly dues (subject to periodic adjustment)
 - 1.1.2.9.2 Family membership \$25.00/month (Limit 2 per sponsor)

- 1.2 All members must supply the club with the following prior to joining the club;
 - 1.2.1 Photocopy of Drivers License or an approved government photo ID
 - 1.2.2 DMV (Division of Motor Vehicles) driving report
 - 1.2.3 New Member Questionnaire
 - 1.3 All pilot members must supply the club with the following additional documentation prior to joining the club:
 - 1.3.1 Photocopy of your Medical Certificate or Basic Med documents. (required for membership)
 - 1.3.2 *Photocopy of your Pilot Certificate (both sides).
 - 1.3.3 *Photocopy of your most recent Flight Review endorsement.
 - 1.3.4 *Photocopy of your logbook endorsement(s) for appropriate aircraft sign-off.
(C150/152, C172 and/or C182)
- *New student pilots can provide these documents to the club as they are earned.

2.0 MEMBERSHIP CLASSIFICATIONS AND UPGRADES

2.1 CLASS I

Class I members are eligible to fly the club Cessna 152 and Cessna 172's with the proper endorsements. Club policy requires that all members be signed off for the aircraft they will be flying by a club approved instructor. A class I checkout sheet is required to be completed by the checkout instructor for each model and a data sheet for each aircraft. It is not required to get checked out in each C172, however a data sheet, signed by an instructor is required for each aircraft.

Class I membership requires a onetime \$800.00 fee. Payment of this fee along with acceptance of your application by the board and general membership makes you a fractional owner in the club aircraft!

2.2 CLASS II

Class II members are eligible to fly any club aircraft. Club policy requires that all members be signed off for any aircraft they will be flying by a club approved instructor. No Student may fly solo in any C182.

Requirements for Class II membership are as follows:

- 2.2.1 \$1,200.00 membership fee.
- 2.2.2 For Class I members upgrading to Class II the fee is \$400.00 and the membership upgrade form (on the club website, index page) must be filled out and approved by the board before starting training.
- 2.2.3 Minimum of 100 hours total flight time to fly PIC in Cessna 182's
(can start training before reaching 100 hours)
- 2.2.4 Five hours minimum dual instruction in a C182 with a club approved instructor.
(may be less time with prior C182 experience). An Avionics G3X checkout is required to fly any of the C182's. A class II checkout sheet is required to be completed by the checkout instructor and a data sheet for each aircraft. N121M requires a separate checkout and may be included in the five-hour minimum.
- 2.2.5 Photocopy of High-Performance logbook endorsement sign-off on file with the club.

2.3 INACTIVE STATUS

Flying Status: All club members will by default have Active Flying Status unless moved to Non-Flying Status as noted below.

Non-Flying Status: Non-Flying Status is for members who are suspended or inactive.

Inactive: As per the Constitution and Bylaws, Inactive status is for members who are unable to fly. Usually this is for members who have an injury, medical issue, job situation, temporary re-location, military deployment or other reason that prevents them from active flying. Inactive status must be requested in writing to the [membership director](#) who will petition the board for approval. If the request to go inactive is made prior to mid-month, it will become effective for the current billing period. If after mid-month, it will start the next billing period.

While on inactive status, scheduling and flying privileges are suspended. membership dues are required to be paid monthly, but the minimum flight charge is waived.

Suspended: Members are suspended automatically by Schedule Master for delinquent flight reviews, medicals, or 90-day attendance delinquency. Other reasons for suspension are; failure to submit the insurance questionnaire, late payments on their account, or by board action. A member that is suspended will remain suspended until the situation is corrected.

Members suspended for delinquent flight reviews, or medicals may request scheduling privileges in order to complete their flight review with an instructor.

Return to active Flying status: Any member on Non-Flying status (Inactive or Suspended) who desires to be reinstated to active Flying status must communicate their intent in writing to the membership director or billing director. All reasons for being suspended, except delinquent flight review, must be corrected before requesting a reinstatement.

3.0 REQUIREMENTS

3.1 PILOT IN COMMAND REQUIREMENTS

To act as PIC in T-Craft Aero Club aircraft a member shall meet the following requirements in addition to the applicable FARs for acting as PIC:

- 3.1.1 Have appropriate and current documentation on file with the club as described in Member/Applicant Documentation section of the T-Craft Aero Club Policy. Copies of updates to these documents must be provided to the club in a timely manner. Club members are responsible to update their contact information in schedule master and also notify the Billing Director.
- 3.1.2 Shall use only Club Approved instructors listed in the club web page. Board approval is required to use any CFI not listed on the club approved list.
- 3.1.3 Shall have attended a club meeting or function within the last 90 days
- 3.1.4 Shall have a current year's insurance questionnaire on file with the club (as required by our insurance company)

3.2 INSTRUCTOR REQUIREMENTS

All instructors for members utilizing T-Craft aircraft shall;

- 3.2.1 Complete and Submit the T-Craft Instructor Application and Agreement.

All instructors providing instruction in T-Craft Aero Club, Inc. aircraft must be current members in good standing of the Club. Instructors are considered independent contractors and not employees of T-Craft Aero Club, Inc. Each instructor will determine instruction rates and those rates will be posted on the Club web page under Club Instructors. Instructors are responsible for scheduling their own students. Students are responsible for all aircraft scheduling. Student instructional fees are paid directly to their instructor.

- 3.2.2 Complete the T-Craft Instructor Screening and Orientation
- 3.2.3 Be approved by the T-Craft Board of Directors

4.0 MEMBER DUTIES/REQUIREMENTS AND EXPECTATIONS

It is the responsibility of each member to abide by all club policies. Failure to do so will be cause for disciplinary action. Reference Article III, Paragraph 5, Constitution and By Laws.

- 4.1 There shall be No Commercial use of T-Craft Aircraft
- 4.2 All pilots regardless of flying time, desiring to use backcountry landing strips shall adhere to the T-Craft Aero Club Backcountry flying Policy.
- 4.3 All T-Craft aircraft shall be scheduled through Schedule Master.
- 4.4 No member shall schedule for another member.
- 4.5 Schedules may be made up to 90 days in advance
- 4.6 No member shall schedule more the 14 days consecutively, or 480 hours total time within a 90-day period without prior approval by the board.
- 4.7 All reservations shall be cancelled if the member is unable to keep the reservation (fly the aircraft). One hour per day at the scheduled aircraft rate may be assessed at the discretion of

- the board for failure to do so.
- 4.8 Reserved time shall be lost unless the member picks up the aircraft within 30 minutes of the scheduled reservation start time.
- 4.9 A member shall contact a board member if unable to return the aircraft as scheduled
- 4.10 The Hobbs Meter shall be used to determine flying time. If any part of the next number is visible, this is the number you will use to calculate your flight time.
- 4.11 Following a flight, members shall.
- 4.11.1 Clean and Spray wax all leading edges
 - 4.11.2 Clean all windscreens (use Pledge – no circular wiping, up and down)
 - 4.11.3 Remove all trash from the cabin of the aircraft
 - 4.11.4 Vacuum the cabin of the aircraft as necessary
 - 4.11.5 Failure to do complete items in 4.11 may result in a charge to the member's account of one hour of the hourly rate for that aircraft.
- 4.12 Out of town tie down fees are to be paid by the member flying the aircraft.
- 4.13 If any hazardous malfunction occurs, the pilot shall placard the aircraft and immediately notify the board member in charge of aircraft maintenance. If he cannot be reached the member shall notify one of the other board members.
- 4.14 No parking is allowed inside the hanger or next to the hanger on the north or south sides. Any city fines and towing fees will be the responsibility of the person cited.
- 4.15 The scheduling member is responsible for Hull Insurance deductibles. Any member that damages an aircraft due to their own negligence shall pay all cost for parts and labor up to the current insurance deductible; \$2,500 not in-motion or \$5,000 for in-motion accidents. Insurance deductibles subject to change. The Insurance policy is available upon request to a board member, or a hard copy may be made available upon request.
- 4.16 A member who continues to fulfill their obligations as directed by the club Constitution and By-Laws, Policies and Procedures and pays their flying account each month as agreed to by signature on the membership application, shall be considered a member in good standing.

5.0 BILLING

- 5.1 The billing period shall be from the 26th of each month to midnight the 25th of the following month.
- 5.2 Payment is due by the 10th of the month following the statement period.
- 5.3 A \$10.00 late fee is assessed to your account if your invoice is not paid by the 20th of the month following the billing date.
- 5.4 For active members in the monthly invoice shall consist of;
- 5.4.1 Monthly Dues
 - 5.4.2 Accrued flying charges
 - 5.4.3 "Use it or lose it" hour: In addition to monthly dues, members will be charged one of hour of 152 time at the scheduled rate if they don't fly the equivalent to that time during the month in any of the club planes. The "use it or lose it" hour is intended to encourage members to fly at least monthly to maintain some proficiency.
 - 5.4.4 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.
- 5.5 For inactive members the monthly invoice shall consist of;

- 5.5.1 Monthly Dues
- 5.5.2 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero 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.
- 5.7 Resigning members are responsible for payment through the last billing cycle but will be billed through the 25th of the current billing cycle if he/she chooses to fly prior to Board approval.
- 5.8 T-Craft Aero club Inc. shall reimburse pilots for offsite fuel purchases at the current monthly rate which T-Craft pays for fuel at Nampa. The difference will be the responsibility of the individual pilot. (Send your fuel receipt for offsite fuel purchase to the billing director, do not put the receipt in the airplane key envelope)
- 5.9 The Board of Directors is to select a responsible individual (any member in good standing) to conduct a quarterly audit of the Corporations.

6.0 PINCH HITTER COURSE

To promote flying and safety T-Craft Aero Club provides the opportunity for the immediate family of members to receive pilot training. To be eligible for this opportunity the individual shall;

- 6.1 Be the immediate family member of a T-Craft Aero Club member in good standing
- 6.2 Be approved in advance of the training by the board
- 6.3 Use a T-Craft approved Flight Instructor
- 6.4 Receive up to but not to exceed 10 hours of flight instruction in a T-Craft aircraft

7.0 SCHEDULING & LOGGING OUT AIRCRAFT

- 7.1 A member wishing to fly shall schedule the aircraft through Schedule Master and is responsible to cancel through Schedule master if the flight cannot be made. Schedule Master should be checked just prior to your flight for any squawks, or the aircraft being grounded.
- 7.2 No member may schedule for another member.
- 7.3 Aircraft shall be logged out using the electronic flight log application on the computer in the hangar or the computer in the office area. If computers are down due to power outage or other event log aircraft out using paper log sheet.
- 7.4 The aircraft shall be logged out before the aircraft leaves the hangar, noting the destination of the flight.
- 7.5 Keys for the aircraft shall be picked up from the lockbox on the counter in the hangar after the aircraft has been scheduled and logged out. The keys are in the bag along with the fuel card.
- 7.6 No vehicle or aircraft parking is allowed on the north or south side of the hangar, except for loading and unloading.

- 7.7 No vehicle parking is allowed in the hangar.
- 7.8 Entrance to the hangar shall be from the east door. After entry to the hangar members are required to roll the combination to zeros for security purposes.
- 7.9 The code of the door lock is changed each month on or about the 1st of the month. The lock code number will be in the email sent for the member's monthly billing statement.

SCHEDULING GUIDELINES

Sharing aircraft between as many as 14 individuals 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.
- You may not schedule more than 14 consecutive days without board approval.
- 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.
- 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 for other members.

80 REMOVING AIRCRAFT FROM THE HANGAR FOR FLIGHT

- 8.1 Prior to start up, the aircraft shall be pulled out of the hangar to the taxi way and turned 90 degrees from the doors to eliminate prop wash into the hangars.
- 8.2 Bay doors shall be closed and locked (including chains), lights turned off and the entrance door shut and locked.
- 8.3 The pilot is responsible for ensuring adequate fuel for each flight.

9.0 RETURNING AIRCRAFT TO THE HANGAR FOLLOWING FLIGHT

- 9.1 Aircraft shall be returned to the hangar, chalked, gust locks, and pitot tube cover installed. A through post flight inspection should be performed to note any damage during flight.
- 9.2 Pilot shall clean windows and interior of the plane.
- 9.3 Pilot shall clean and apply spray wax to all leading edges (wings, struts, nose and tail).
- 9.4 Pilot shall note time indicated on Hobbs and Tach times and lock both aircraft doors.
- 9.5 Pilot shall enter Hobbs and Tach times in electronic flight log application (or log sheet in the event of a technology failure).
- 9.6 Pilot shall note oil quantity if oil was added.
- 9.7 Pilot shall return keys, fuel card, fuel receipt(s) and aircraft bag to the key box.
- 9.8 Before exiting the hangar the pilot is responsible for noting all hazards/concerns on the squawk page in schedule master.
- 9.9 Hangar lights shall be turned off, doors shut and locked.
- 9.10 The director of maintenance shall be notified of any maintenance concerns as soon as possible.

T-CRAFT AERO CLUB BACKCOUNTRY FLYING POLICY

PURPOSE: Flying in the Idaho and Northwest Backcountry provides a unique opportunity to access some of the world's most spectacular mountains, rivers, and canyons. This type of flying also has some of the most challenging and hazardous flying for the untrained or overconfident.

Backcountry flying requires a more advanced skill level than the private pilot practical test standards. The T-Craft Aero Club policy establishes entry levels of experience, training, and currency required to use our aircraft in the backcountry. These types of standards are widely accepted by backcountry flight schools and backcountry flight instructors.

Although our policy establishes entry level standards, the backcountry flight instructor has the final decision on matters of safety and pilot proficiency during the backcountry checkout process. It is also the responsibility of the individual T-Craft pilot to meet and maintain proficient standards.

The following policy has been developed to help members safely fly the backcountry.

BACKCOUNTRY FLYING PRIVILEGES:

- ☐ Minimum hours (with instructor checkout and T-Craft Board approval) to fly in the backcountry:
 - 150 total hours
 - 50 hours PIC in make and model
 - 5 hours PIC in the past 60 days in make and model required for the initial instructor backcountry checkout for each level. This flying should have emphasis on mountain flying techniques including slow flight, short field takeoffs and landings, go-around, weight and balance, and airplane performance charts. The 5 hours PIC may be included as part of the instructor directed checkout.
 - After completing instructor checkout/approval for any of the three backcountry levels, pilots are expected to maintain currency (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days before returning to the backcountry.
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
- ☐ Experienced backcountry pilots may be grandfathered in by receiving a one-time backcountry check flight from a club approved CFI or with the approval of the T-Craft Board of Directors.
- ☐ The Board of Directors may revoke a member's use of club aircraft for backcountry flying, if deemed necessary.

BACKCOUNTRY PILOT QUALIFICATIONS:

Three levels of pilot qualifications for three levels of progressively more difficult backcountry airstrips.

- ❑ **Level I:** 150 total hours, 50 hours PIC in make and model.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as part of the instructor directed checkout.
 - Satisfactory completion of Level I backcountry check flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level I airstrips.
 - Fly to any Level I airport that the pilot has been approved to fly by a club appointed CFI.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
 - All members participating in mountain flying are required to complete an annual (calendar year) mountain flying ground school, taught by a certified flight instructor.
 - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 9 except with a club approved CFI.

- ❑ **Level II:** 250 total hours, 75 hours PIC in make and model, 20 takeoffs and landings at a minimum of 7 different Level I backcountry airports.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.
 - Satisfactory completion of a Level II backcountry check-flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level 2 airstrips.
 - Fly to any Level I or II airport that the pilot has been approved to fly by a club approved CFI. It is strongly recommended that a check-out flight be taken in any higher number Level II strips that the member has not flown into.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
 - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 19 except with a club approved CFI.

- ❑ **Level III:** 325 total hours, 125 hours PIC in make and model, 50 takeoffs and landings at a minimum of 8 different Level II backcountry airports.
 - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.
 - Satisfactory completion of Level III backcountry check-flight or Board approval. The check flight with CFI shall consist of flying into a minimum of 6 different Level III airstrips.
 - Fly to any airport that is reasonably within the capabilities of the pilot and the airplane. **It is strongly recommended that a check-out flight be taken into any Level III strips that the member has not flown into.**
 - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
 - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).

BACKCOUNTRY AIRPORT CLASSIFICATION:

- ❑ Backcountry airport definition: an airport that poses higher than normal danger due to its runway surface, runway length, location in mountains, canyons, and/or high altitude.
- ❑ One commonly used reference for airport classification is the **Fly Idaho!** book which is available from www.flyidaho.com or by calling 800-574-9702 (**Fly Idaho!** Hailey, Idaho: Q.E.I. Publishing, 1998).
 - This book assigns a Relative Hazard Index (RHI) number to each airport, and also provides a worksheet (see page I-23) to calculate the RHI for any airport.
 - The airport classifications used in this policy are based on the RHI numbers published in **Fly Idaho!**
 - This information is reproduced here with the permission of the author.
- ❑ Note that we have not published a “non-approved” airport list since it is not possible to list every airport that is considered unsafe. **T-Craft members are prohibited from operating at airports that exceed the capabilities of the pilot or the aircraft.**
- ❑ The RHI number is just a guideline. The actual difficulty of an airport could increase based on changing runway conditions, weather, aircraft loading, pilot performance, etc.
- ❑ Off-airport landings are prohibited except in the case of emergencies.

RELATIVE HAZARD INDEX

Level I Airports* RHI 1-9	Level II Airports* RHI 10-19	Level III Airports* RHI 20-28
3 Priest Lake (67S) 4 Smith's Prairie (2U0) 4 Murphy Hot Springs (3U0) 5 Carey (U65) 5 Cavanaugh Bay (66S) 5 Magic Reservoir (U93) 6 Elk River (ID85) 6 Midway (U37) 6 Bear Trap (1U0) 6 Fairfield (U86) 7 Laidlaw Corrals (U99) 7 Grasmere (U91) 7 Cox's Well (U48) 7 Big Southern Butte (U46) 7 Stanley (2U7) 7 Garden Valley (U88)*** 7 Idaho City (U98) 7 Smiley Creek (U87) 7 Antelope Valley (U92) 7 New Meadows (1U4) 8 Hollow Top (0U7) 8 Copper Basin (OU2) 8 Picabo (ID82) 9 Warm Springs (0U1) 9 Henry's Lake (U53) 9 Bruce Meadows (U63)	10 Slate Creek (1S7) 10 Memaloose (25U) 10 Landmark (0U0) 11 Twin Bridges (U61) 12 Chamberlain (U79) 12 Magee (S77) 12 Pine (1U9) 13 Elk City (S90) 13 Flying B (12ID) 13 Lazy H Ranch** 14 Big Creek (U60) 14 Donnelly (U84) 14 Johnson Creek (3U2) 15 Lord Flat (OR9) 15 Sulphur Creek (ID74) 15 Indian Creek (S81) 16 Red's Horse Ranch (6OR9) 17 Warren (3U1) 18 Orogrande (75C) 18 Cayuse Creek C64) 18 Mackay Bar (ID28) 19 Atlanta (55H) 19 Dixie USFS (ID05) 19 Owyhee Reservoir (28U) 19 Pelican Point (28U) 19 Reed Ranch (I92)	20 Cold Meadows (U81) 20 Graham (U45) 20 Hungry Ridge (37ID) 20 Minam River (7OR0) 20 Weatherby (52U) 20 Root Ranch ** 21 Deadwood (ID86) 22 Bernard (U54) 22 Krassel (24K) 22 Upper Loon Creek (U72) 23 Rogersburg (ID69) 24 Moose Creek (1U1) Short runway / 14 Long RW 24 Thomas Creek (2U8) 25 45 Ranch ** 26 Dixie Town** 26 Fish Lake (S92) 26 Cougar Ranch (D47) 27 Dug Bar (OR8) 27 Pittsburg Landing (O68) 27 Wilson Bar (C48) 28 Shearer (2U5) 28 Big Bar (1DA) 28 Mahoney Creek (0U3) 28 Cabin Creek (I08) 32 Soldier Bar (85U) 36 Lower Loon (C53)

* Listed in order of difficulty ** No Airport Identifier *** BC Policy Exception

*** *Garden Valley BC Policy Exception*

Garden Valley is a well maintained grass strip with a good safety record. In an effort to provide additional training and increase safety in the back country T-Craft Aero Club provides a special exception to the general back country policy. If the following requirements are met and confirmed by a Level 1 Backcountry CFI listed on the T-Craft Aero Club approved instructor list a member in good standing may land and take-off at Garden Valley (U88) using T-Craft Aero Club aircraft.

- Thorough Review of the current Standard Operating Procedure as published by the Idaho Division of Aeronautics <http://itd.idaho.gov/aero/Publications/publications.htm>
- Ground Training including Density Altitude and Performance Calculations
- A minimum of two separate flights with an instructor to U88, not to be completed on the same day and preferably under different weather conditions
- 1 flight must be entirely planned and executed by the member
- Minimum of 10 take-off and landings within the training period

Limitations

- Departing to the East on runway 10 is strongly discouraged, wait for better conditions
- Operations at U88 with temperature above 85 degrees Fahrenheit or 7 kts is strongly discouraged.
- This exemption is NOT available to student pilots

T-CRAFT MEMBERSHIP APPLICATION

(Please Print Clearly)

Name: _____ Home Phone: _____
Address: _____ Work Phone: _____
City, State, ZIP: _____ Cell Phone: _____
E-Mail Address: _____
Driver License #: _____ Date of Birth: _____
Employer: _____ Occupation: _____

Membership Requested:

- ☐ Class I
(C152 & 172 only)
- ☐ Class II
(C152, 172 & 182)

Pilot Rating:

- ☐ Student
- ☐ Private
- ☐ Instrument
- ☐ Commercial
- ☐ CFI
- ☐ ATP

Copy of Current Documents Presented:

- ☐ Medical
- ☐ BFR logbook endorsement
- ☐ DMV report
- ☐ Driver License
- ☐ Pilot Certificate (if certified)
- ☐ HP Logbook endorsements
- ☐ Insurance Pilot History
- ☐ T-Craft Questionnaire

Flying Experience:

Aircraft Type: _____
Hours in Type: _____

Total Hours

Flown

RECENT FLIGHT INSTRUCTOR REFERENCE:

CFI Name: _____ Phone: _____

I, THE AFOREMENTIONED APPLICANT, HEREBY APPLY FOR MEMBERSHIP IN THE T-CRAFT AERO CLUB, INC. AND DO FULLY UNDERSTAND THE REQUIREMENTS FOR MEMBERSHIP, AND GIVE THE BOARD OF DIRECTORS PERMISSION TO CHECK MY CREDIT AND OR BACKGROUND; THAT MEMBERSHIP IN THE T-CRAFT AERO CLUB IS A TWO YEAR COMMITMENT; THAT PAYMENT OF FEES FOR CLASSIFICATION OF MEMBERSHIP APPLIED FOR DOES ACCOMPANY THIS APPLICATION; THAT I HAVE READ AND UNDERSTAND THE CLUB'S POLICY MANUAL, CONSTITUTION, FACT SHEET(S) AND THIS APPLICATION AND AGREE TO MAKE PAYMENT IN FULL OF MY ACCOUNT BY THE 10TH OF THE MONTH FOLLOWING THE 25TH BILLING DATE OF EACH MONTH AND THAT ACCOUNTS PAST DUE 30 DAYS CAUSES THE MEMBER TO BE GROUNDED UNTIL THE BALANCE IS PAID IN FULL; MEMBERSHIP REQUIRES PARTICIPATION IN CLUB MEETINGS AND EVENTS, FAILURE TO ATTEND A FUNCTION WITHIN 90 DAYS MAY RESULT IN BEING GROUNDED. TO HELP IN THE CARE AND MAINTENANCE OF THE CLUB'S EQUIPMENT; THAT SALE OF ONE'S MEMBERSHIP SHALL BE ONLY THROUGH THE BOARD OF DIRECTORS, AFTER PAYMENT OF ALL FEES DUE, AS SET FORTH IN ARTICLE V OF THE CONSTITUTION AND BY LAWS; THAT THE CLUB SHALL BE ENTITLED TO 25% COMMISSION FROM THE MEMBERSHIP FEE FOR THE SALE OF THAT MEMBERSHIP AFTER THE TWO YEAR COMMITMENT. WITHDRAWAL FROM T-CRAFT WITHIN TWO YEARS OF THE DATE ON THIS APPLICATION WILL MEAN FORFEITURE OF ALL APPLICATION FEES. TO FULFILL THESE REQUIREMENTS FOR MEMBERSHIP IN ORDER TO REMAIN A MEMBER IN GOOD STANDING, I AGREE TO THESE TERMS AND CONDITIONS. PLEASE DO NOT PAY FEES, DUES OR PAYMENTS IN CASH.

Signature: _____ Date: _____

Member: _____

FOR T-CRAFT BOARD PROCESSING ONLY

Date of Action: _____ ☐ APPROVED ☐ REJECTED

Board of Directors Present:

_____	_____	_____
_____	_____	_____
	_____	_____

Sponsor: _____ **Date of Orientation:** _____

Payment Received with Application:

- ☐ Class I (C152 & C172) \$800.00
☐ Class II (C152, C172 & C182) \$1,200.00

Board Interview

Checklist:

- ☐ Application
☐ Policy Manual
☐ Operational Procedures and New Member Orientation
☐ Backcountry Flying Policy
☐ Oral Explanation of Club Rules, Policies & Procedures
☐ Applicant's questions answered

Applicant Interview & Background Check Remarks:

Date	Revision Description	Approved by
December 2013	Added Social membership. Family membership was added earlier in the year.	Unanimous vote at the 2013 October general membership meeting.
January 2015	Added Tailwheel Policy	Board Meeting 1/10/2015
September 2015	Added Garden Valley BC Exemption Policy	Board Meeting 8/8/2015
June 2016	Revised BC Policy to require specified landings for each lever. Other changes to reflect the addition of the champ and scheduling guidelines.	Board Meeting 5/10/2016
February 2018	Removed Aeronca Champ and taildragger policy, updated use-it-loose-it verbiage, Removed Social Member	
October 2018	Changed Membership Rates	Board Meeting 10/9/2018
August 2020	Added Inactive Status policy, cleaned up old contact, rate info. Update with current practices.	
7/14/2021	Updated Backcountry Airport Listing	Jim Hudson
October 2021	Clarified Class II upgrade. Scheduling, no member schedule for another member, new web page links	Board 10/21/2021
December 2021	Corrected some errors on web links from last revision, Insurance deductibles.	Jim Hudson
March 2022	Added 14 day consecutive day scheduling limit as approved by the Feb 2022 board. Updated scheduling guidelines, fixed web links.	Jim Hudson
October 2022	Updated Insurance deductibles to match policy, added exclusion for students flying solo in C182's. Family member wishing to join can bypass waitlist, updated BC Airport Listing	Jim Hudson
April 2023	Deleted Section 2.3 Ratings Upgrade Incentive Renumbered Section 2.4 Inactive Status to 2.3 Modified Table of Contents to reflect this change	Board 4/20/2023
May 2024	Updated Section 4.15 Insurance deductibles for new policy. Added Post Flight Inspection to 9.1 Updated 9.4 and 9.5 to include Tach Time	Jim Hudson

July 2024	Updated BC Listing. Added Carey, Donnelly, and Cougar Mountain. Added identifiers to several that didn't have any.	Jim Hudson
2/13/2025	Updated Inactive status from date of board meeting to mid-month for active status to take effect. Added Avionics Ck out requirement for Class II. Added 45Ranch to BC listing	Jim Hudson
3/20/2025	Updated section 3.2.1 to comply with the Nampa Airport management's requirement regarding charging for instruction in club aircraft.	Board of Director action at March 20, 2025 board meeting.