

John Baglien



1700 hours total time. Passionate about flying since college (1972). Retired Forest Service District Ranger. Now flying charter (turbo 206) for McCall Air Service through the summer and ski instructing at Bogus Basin through the winter. Extensive (1200 hours) real-world cross country experience in light aircraft to share.

Drew Gwynn



The fascination with aviation started at a young age for Drew. As a little boy, he would fly with his grandfather for business trips held in Wyoming and Colorado. He followed his dream and attended Embry Riddle Aeronautical University where he graduated with a Bachelors Degree in Aeronautical Science with minors in Aviation Weather and Aviation Safety. After earning his CFI certification, he looks forward to the following years in Aviation as an instructor where he can advance his knowledge and skill with aviation.

Jim Hayden



I have been interested in flying for as long as I can remember. I was always the kid with his face pressed against the window as my parents drove by the airport. When I got a private pilots license in 1990 I knew that I also wanted to be an instructor. I got my instructors rating in 1992 and have been actively instructing since. I have over 7,600 hours total time with a little over 3,500 hours of that being instruction. I teach tailwheel, instrument, commercial, backcountry, aerobatics, and have signed off six initial instructors for their CFI check rides. I did on demand charter for seven years in single engine aircraft for Rocky Mountain Air. I have ferried airplanes across the country several times and brought a Maul back from Alaska last year. I have given instruction in most of the single engine aircraft that you find on the ramp of a general aviation airport. I enjoy instructing and hope to fly for at least another 20 years.

Jim Hudson



I've had a passion to fly since I was a kid, building and crashing model planes, pretending and fanaticizing that I was a pilot. I started pursuing my "dream" at a later stage in life after my kids left the nest. After earning my private certificate, I found that I wanted to pursue flying the Idaho Backcountry (to support my other interest, fishing). I've taken several back country flying clinics and have 10 years experience flying into many of the Idaho backcountry strips. I also fly charity flights for Angel Flight West, and am a mission orientation pilot and Idaho Assistant Wing Leader for Angel Flight West.

My interest in instruction began when my job as an engineer at HP was "downsized", which gave me the opportunity to pursue this career.

I have been flying for 15 years, with 2150 total hours, 8 years and 1150 hours instructing.

My goal is to teach my students to be safe and proficient pilots, emphasizing good judgment and decision making skills. I teach more than the minimum and teach things that I never learned as a student, but wish my CFI would have taught me. For instance, I'll take you into grass strips and do spin training if you want, which are not required, but I feel important. I also realize that flying is expensive and I strive to make the best use of a student's time and money. Please call for references.

My youngest student: I start them at a very young age!! (My Granddaughter Allie)



Preston Riley



I have been interested in aviation for as long as I can remember. I became actively involved in aviation in 2001 when I began working for Skystar Aircraft Corporation in Caldwell, Id. During my employment at Skystar and at Kitfox Aircraft I learned a lot about aerodynamic design, engineering standards, aircraft construction, and I developed a deep passion for aviation.

In 2008 I decided to continue my formal education by perusing a Bachelor's degree in Aviation Science - Professional Pilot through Utah Valley University. I passed my private pilot check ride on December 7th 2008 with 40 hours of flight time accumulated over a 6 week period. I added the instrument rating in 2010, and the Commercial and CFI this year. I will graduate in December 2011 and have thoroughly enjoyed the degree curriculum covering diverse subjects such as aviation law, air traffic control, crew resource management, meteorology, and advanced aerodynamics to name a few . I am a very inquisitive person and like to understand the "why" aspect of everything we do in flight. I consider myself a perpetual student of aviation. I enjoy learning from others and sharing my passion of flight.

Learning to fly has been one of the most satisfying things I have ever done and I love helping others realize their aviation goals. My goal is to provide you with high quality instruction focused on safety and real world application of skills while using a relaxed demeanor and having fun.

Jim Taylor – CFII



24 years NG CW4 (RET)

Flying 53 yrs, received private rating in August 1956, 20,000 + hrs.

Commercial Pilot Airplane Single engine land, Rotocraft Helicopter

Instrument airplane and helicopter, type rated BV234 (Chinook).

34 yrs crop dusting pilot of which 13 yrs combination of day and night..

Started spraying in Super Cubs, moved up to 450 Stearmans, Navy N3N's, Ag Cats and Thrush Commanders.

During that time I only had to walk home 3 times because of engine failures.

Bill Zerfas CFII



I Began flying at the age of 45 and instructing at age 49. I did all my training right here in Nampa. Thanks to T-Craft Aero Club.

SAFETY IS MY JOB ONE! I can teach you to be a safe competent pilot!

I received training from many of the best instructors in our area. I found each to have unique qualities that I have been able to meld into my own teaching style. Giving me a combination of old school stick and rudder skills matched with safety and a love for the technicalities of modern IFR avionics.

I will help you to perform at your highest level. All the while having fun doing it.

Over 1,500 hours in Cessna's

Factory Trained by Cessna Aircraft on the Garmin Avionics and the 182.

Added Multi Engine Commercial in 2010. Will Add MEI in 2011

Civil Air Patrol Mission Pilot, Instructor and Check Pilot

Special Rate to T-Craft members is \$40 per hour paid to AvCenter. (Normally \$55)