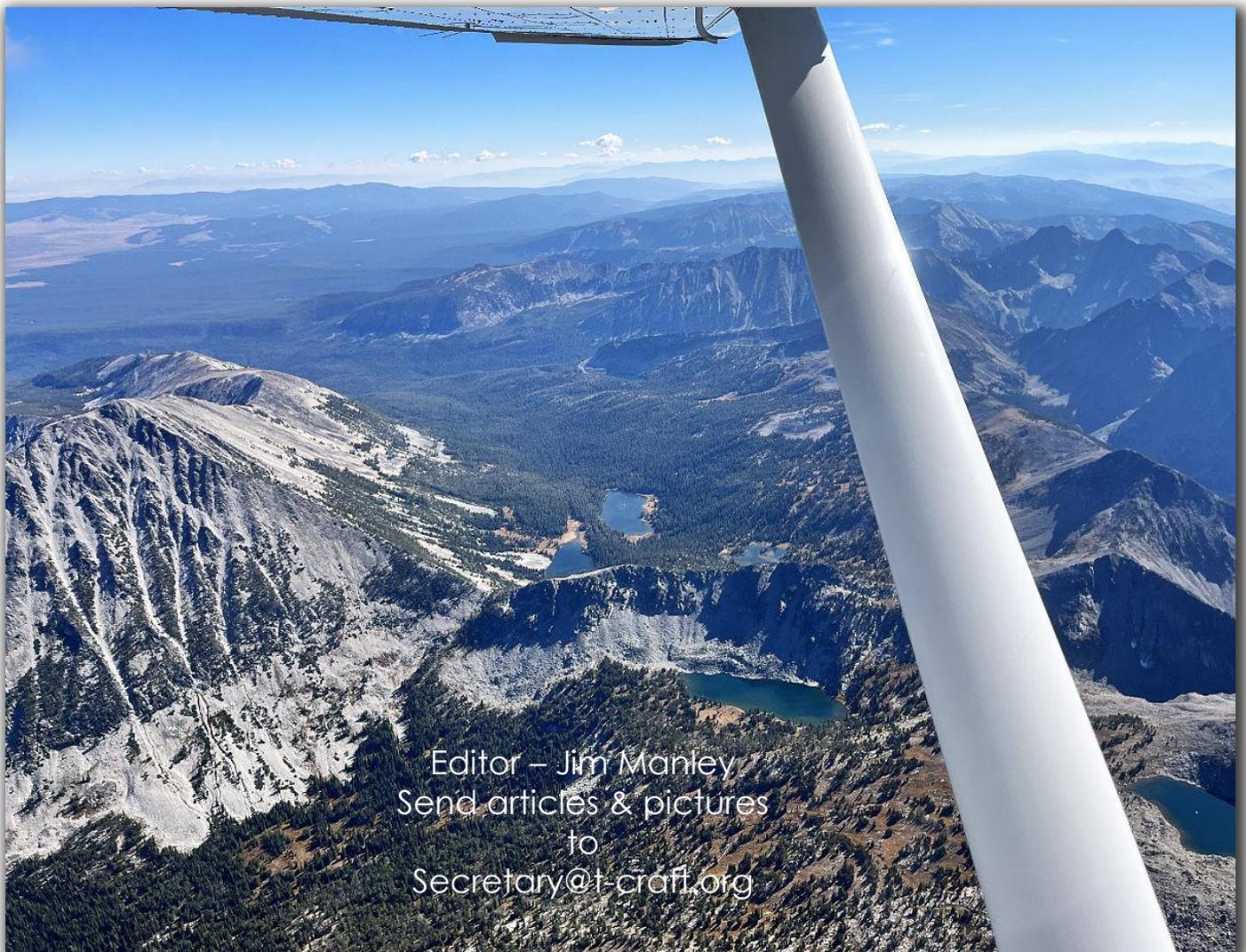


T-Craft Aero Club

Monthly Newsletter

June 2025

Putting Wings on Your Dreams



Editor – Jim Manley
Send articles & pictures
to
Secretary@t-craft.org

IN THIS ISSUE

IMPORTANT NOTICES	3
New KMAN Wind Indicator	3
Cockpit2Cowl – Temperature Talk (webinar).....	3
Maintenance Director’s Report	3
What’s in Your Pocket?	5
Plane Wash Thanks & Pictures.....	6
GARDEN VALLEY FLY-IN INFO	8
Garden Valley Fly-In & Contest Rules	8
Logging Procedure for Garden Valley Fly-In Aircraft.....	9
Noise Abatement Request.....	9
CALENDAR & CLUB STATS	10
New Members.....	10
Resigning Members	10
Inactive Requests.....	10
Member Accomplishments	10
Member Stats.....	10
Member Ratings	10
The Month Ahead.....	10
Coming Events.....	10
OPS PROCEDURES & POLICIES: CLICK HERE	10
FUEL REIMBURSEMENT PROCEDURES	10
AIRCRAFT	11
Aircraft Rates	11
Aircraft Data.....	11
Aircraft Scheduling	11
Maintenance Squawks	11
Aircraft Care	12
HANGAR SECURITY	12
TIPS, TRICKS, AND FUN	13
Experience in the Chair: Guiding a Twin Beech Home	13
Throttle Mismanagement: A T38 Lesson That Stuck	13
ADS-B Quiz: Test Your Datalink Weather Knowledge	13

IMPORTANT NOTICES

New KMAN Wind Indicator

(Submitted by Editor, Photo Credit, Pete Glick Director of Maintenance)

If the indicator is in this position, it's too windy to fly.



[Back to the Top](#)

Cockpit2Cowl – Temperature Talk (webinar)

(Submitted by FAASTeam)

Topic: Managing Temps in the Engine and the Cockpit

Time: Tuesday, 10 Jun 2025, 18:00 MDT

Description (Select Number SW19137498) “Cockpit 2 Cowl” with Brian Schiff and Jeff Simon is a program that explores General Aviation safety topics from the combined perspective of Flight Instructors, Pilots, and Mechanics, exploring both man & machine to make aviation safer and more enjoyable.

We will discuss tips, tricks, and techniques for keeping yourself and your engine cool during summer's hot months and continue our discussions about "what can get you." Attendees will learn about topical maintenance subjects, how to manage maintenance, handle emergencies, and improve communication between pilots and mechanics.

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

[Back to the Top](#)

Maintenance Director's Report

(Submitted by Pete Glick, Director of Maintenance)

The Golden Rule of Fractional Aircraft Ownership – “Leave it better than you found it.”

T-Craft Maintenance Items

1. Review aircraft squawks in Schedule Master during preflight prep.
2. Cies digital fuel sending unit installation for C-182. Awaiting Skyline scheduling.
3. Aero LED wingtip lights on 21M/93S planned (install at same time as fuel senders)
4. Ongoing interior repair/remodel. All aircraft have tentative schedule. Materials/Supplies on hand. Contractor is Fish House Upholstery of Boise.

Scheduled Maintenance - As of 5/30/2025

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	99	5/31/26	Annual insp completed. Input June 2 for Interior mods
686	14	2/28/26	Wrapping up Interior Mods
64R	27	1/31/26	Interior Mods schedule for June 16.
93F	58	1/31/26	
93S	50	4/30/26	
21M	54	3/31/26	
89E	83	2/28/26	

Aircraft Maintenance Status/Actions Since April 2025 Membership Meeting.

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> Annual completed 5/29
64R	<ul style="list-style-type: none"> Passenger seat pins difficult to lock Secondary seat stop intermittent (replaced stop cable/inertia reel) Repeat
686	<ul style="list-style-type: none"> Small fuel leak near right tank drain. Fuel smell in cockpit during takeoff <ul style="list-style-type: none"> Fuel tank replaced with serviceable tank. Flap switch sticks when released from down position (cleaned, but no change). Will order new switch
93F	<ul style="list-style-type: none"> Flat spot left main tire. (currently airworthy– monitoring) AOA recalibration complete. Seems an intermittent problem. Red interior light inop (no power to receptacle-troubleshoot at annual when interior is removed) One static discharge wick missing left aileron DC Power port in instrument panel (inop. no power to receptacle-troubleshoot at annual when interior is removed)
93S	<ul style="list-style-type: none"> Annual completed. Pilot door lock wouldn't lock (Lubricated lock and ops checked good) Pilot seat would not raise/lower. Replaced roll pin in seat mechanism Failed mag check. Replaced #6 lower spark plug with serviceable unit Left Nav light inop. Removed bulb, cleaned contacts, reinstalled and ops chkd Small crack in skin aft of right rear window (100 hr.)
21M	<ul style="list-style-type: none"> Failed mag check (rt side). (Replaced #6 spark lower plug wire) Interior repairs/upgrades complete <ul style="list-style-type: none"> Most plastic interior panels needed repair/replacement Rt strobe inop. (bulb replaced but still inop)
89E	<ul style="list-style-type: none"> Interior renovation complete Pilots-Monitor fuel flow. Please dip tanks after flight and report excess fuel imbalance. (Message to pilots in schedule master squawk. New digital fuel sending unit on hand...awaiting Skyline scheduling)

- | | |
|--|---|
| | <ul style="list-style-type: none">• External power port intermittent. Do Not use as avionics ground trainer (Solenoid on order) |
|--|---|

Comments

1. We had a successful aircraft wash on May 29. It was good to see all the participation from members and the guests they brought. The aircraft look great and reflect your efforts. Thank You!
2. 375 was in annual and didn't get washed. If anyone wants to tackle this as time permits, let me know and I'll connect you with others who want to get it done!
3. It's gotten warm enough that preheating is no longer required, HOWEVER, please continue to plug the heaters in and cover the cowling. Some members appreciate being able to have the option to add preheat to reduce warm up time (and Hobbs time - \$\$). We've made it very easy to do this.

[Back to the Top](#)

What's in Your Pocket?

(Submitted by Ken Kaae, Treasurer, Idea by Gail Kaae)

Hunters, fishermen and all others.....PLEASE DON'T GET IN THE PLANE WITH TOOLS IN YOUR BACK POCKET! We don't need to have leather repair in the first 6 months.

[Back to the Top](#)

Plane Wash Thanks & Pictures

(Compiled by Reggie Sellers, Chris Nebrigich, and the Editor)

A big **THANK YOU** to everyone who shared the fun of our Spring Plane Wash.

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> ○ Wash Organizer <ul style="list-style-type: none"> • Reggie Sellers ○ BBQ Team <ul style="list-style-type: none"> • Clay Conner • DeAnna Roe ○ Wash Teams <ul style="list-style-type: none"> • Chris Nebrigich-Commander ○ Hangar Team <ul style="list-style-type: none"> ▪ David Thomas-Organizer ▪ Leon Baker ○ 64R <ul style="list-style-type: none"> ▪ Tyler Rudy – Captain ▪ Daniel Sigler ▪ Ben Rhoades ▪ John Moen ▪ Nick Lund ▪ Todd Goode ▪ Guest ▪ 2 Kids | <ul style="list-style-type: none"> ○ 686 <ul style="list-style-type: none"> ▪ Shaun Christensen – Captain ▪ Len Buchanen ▪ Mike Bingham ▪ Jesse Thomas ▪ Leon Baker ▪ Skyler Pierce ▪ Jeff Aebischer ▪ John Barsness ▪ Regina Manley ▪ 2 Kids ○ 93F <ul style="list-style-type: none"> ▪ Drake Fickes – Captain ▪ Mike Lloyd ▪ Kevin Harvey ▪ Brian Yoder ▪ 3 Guests ○ 93S <ul style="list-style-type: none"> ▪ John Baglien – Captain ▪ Russ Graves | <ul style="list-style-type: none"> ▪ Jason Martin ▪ Randy Nye ▪ Mike Cichoski ▪ Guest ▪ 2 Kids ○ 21M <ul style="list-style-type: none"> ▪ Jim Halcomb – Captain ▪ Woody Woodworth ▪ Don Roberts ▪ Jim Hudson ▪ Warren Kouba ▪ Nik Jones ○ 89E <ul style="list-style-type: none"> ▪ Hunter Hodges – Captain ▪ Kris Harig ▪ Tim Ferrill ▪ David McDaniel ▪ Joe Rowley ▪ James Patterson |
|--|--|--|



Executive Team



Hangar Work



What we all wanted to do...

More photos will be on the website soon. Not all team members were available for photos...and the photographer (Editor) missed some important shots such as the BBQ crew.



64R Team



686 Team



93F Team



21M Team



89E Team



93S Team

[Back to the Top](#)

GARDEN VALLEY FLY-IN INFO

Garden Valley Fly-In & Contest Rules

(Submitted by Jim Hudson, T-Craft Pilot and former Membership Director)

As you know, the annual Garden Valley Fly-in Breakfast and flying events are scheduled for Saturday, June 14th, with breakfast starting around 9:00 am. After breakfast, approximately 10:00 am, we will start the flying contest events.

For those who haven't been, it's a ton of fun for the entire family and a chance to get some backcountry experience.

Some members drive or fly up on Friday or sooner and camp out prior to the event on Saturday. Members who do not fly up can drive up on Saturday morning. Parking is not allowed in the campground, but there is a parking lot next to the pavilion on the West end of the airstrip.

The flying event consists of a bean bag drop on a target, followed by a spot landing contest. We launch 6-7 planes for each round of the event. We usually have 2 groups of 6-7 go each round, depending on how many want to participate.

For the bean bag drop, there's a designated bombardier who drops the bag while the PIC concentrates on flying. Each contestant gets 3 bags, three drops, followed by a spot landing. The closest bag to the X wins this event. The closest to the landing line, without being short, wins the spot landing. The combined shortest of both events gets the Top Gun Award. Winners of each event and Top Gun get one free hour of C152 credit.

Pilots who participate must be Level I backcountry, have the Garden Valley BC Exemption, or be accompanied by one of the club's BC flight instructors. Several of our flight instructors will be on hand to offer free instruction. All the planes will be available for club members to use, even if you didn't fly up. Members will be charged only for the time they participate.

We will be doing the contests like we did last year, which was safer and more organized. Pilots wishing to participate in the flying events MUST register in advance by letting Kent Muri know which plane you would like to fly and if you need an instructor. We will have a Zoom safety briefing a few days prior to the event for those participating, going over the flying guidelines: speeds, altitudes, pattern, etc. We'll review this again just prior to the event on Saturday. We will have an "Air Boss" coordinating all aspects of the flying.

We'll need some volunteers to help with the Bean Bag Drop. At least 3 people set up the target then measure/retrieve the bean bags and record the distances. Jim Manley and Chris Nebrigich will judge the Spot Landing event.

If you have any questions, let one of the board members know. This is one of the most fun events we have, so make sure you plan to attend. We will be sending out an RSVP for the breakfast head count.

Click here to see the Contest Rules: <http://www.t-craft.org/documents/Garden.Valley.Contest.Rules.2024.pdf>
[Back to the Top](#)



Logging Procedure for Garden Valley Fly-In Aircraft

(Submitted by Reggie Sellers, Director of Billing)

Please follow these instructions for logging aircraft during the Garden Valley Fly-In. The member that has the aircraft scheduled for the Fly-In is responsible **for making sure this procedure is followed.**

1. Take the Flight Log Sheet that has the TAIL NUMBER and Clip Board with you to the Fly-In. Make sure you have a pen that works.
2. Check the plane out using the Flight Log System as usual and PLEASE **ALSO USE THE LOG SHEET TO LOG THE FIRST FLIGHT** to the Fly-In.
3. Have members that fly your plane during the Fly-In **log their flight** on the Log Sheet.
4. Ensure that the **LOG SHEET IS FILLED OUT COMPLETELY. EACH BOX NEEDS TO BE FILLED OUT COMPLETELY FOR EACH FLIGHT INCLUDING THE RETURN TO NAMPA FLIGHT.**
5. Bring the COMPLETELY FILLED OUT Log Sheet back to the hangar and place it back on the table where it was picked up.
6. TAKE A PHOTO of the log sheet and text it to Reggie Sellers (208-861-6274). Reggie will then log all of the flights using the COMPLETELY FILLED OUT log sheet that is sent to him via text.
7. If nobody flies your plane, you may log your plane back into the Flight Log System. You still need to SEND A PHOTO of it to Reggie and leave it on the table in the Ready Room/Office and write on it that you LOGGED YOUR FLIGHT back in.

Please call Reggie if you have any questions.

[Back to the Top](#)

Noise Abatement Request

(Submitted by Karen Daniels, Director of Safety)

I just got a call from Tom Mahoney from the ID Dept of Aeronautics. Apparently, there's a landowner in Garden Valley that lives 1.5 miles west of the GV airport and is complaining about all the plane noise flying over his house. He (the landowner) wrote a very nice polite note asking for any help in this matter. Tom would like us to pass this on to our membership and just ask them to be as considerate as possible and maybe not do multiple touch-n-go's. It's a sensitive issue as the airport has been there forever and this guy is a NEW homeowner that obviously didn't know he was in the pattern to GV airport. Tom agrees that there isn't much we can do about it except to be aware and fly quietly when we can.

(Editors note: I wonder how he'll react during fire season?)

[Back to the Top](#)

CALENDAR & CLUB STATS

The Month Ahead

June 2025

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 Jun 2025: Accounts due

13-14 Jun 2025: Garden Valley Fly-In

19 Jun 2025: Board mtg 6:30 pm, T-Craft Hangar

20 Jun 2025: Accounts past due

25 Jun 2025: Last flight day in billing period

No Membership meeting in June or July

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

None this month

Member Accomplishments

Clay Conner – IFR Written

Skyler Pierce – T-Craft CFI Approval

Member Stats

120 Members (after new members & resignations)

18 on Wait list. (estimate 18-24 months)

29 Class I Members (24%)

91 Class II Members (76%)

16 Inactive (voluntary suspension)

31 Suspended

89 Active flying members (cap: 14 x 7 = 98)

Member Ratings

6 Student Pilots

73 Private Pilots

28 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

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

FUEL REIMBURSEMENT PROCEDURES

1. Fueling at KMAN

- a. We account for EVERY fuel receipt that you put in the plane key pouches from the fuel island, so EACH receipt is important. We are missing a few each month which is an issue with our monthly reconciliation process. If the kiosk printer is inop, please leave a note to that effect in the key pouch and let one of the board members know quickly so we can notify the AvCenter. Please date the note and include your name, the tail number and gallons pumped.
- b. 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.

2. Fuel receipts from other airports

- a. T-Craft will reimburse you \$5.48 per gallon for fuel purchased at a field other than KMAN
- b. Send receipts by email to regluvs2fly@gmail.com in a timely manner so you can get reimbursed. We also use them in our fuel burn rate calculations each month. Emailing is best for me. Paper gets lost and texts aren't as good.

[Back to the Top](#)

AIRCRAFT

Aircraft Rates

(Rates Effective 26 Jan 2025)

- C-152 (110hp) N67375 \$ 70.00/hr
- C-172 (160hp) N13686 \$ 82.00/hr
- C-172 (160hp) N4464R \$ 82.00/hr
- C-172 (180hp) N1293F \$ 92.00/hr
- C-182 (230hp) N9989E \$ 135.00/hr
- C-182 (230hp) N7593S \$ 135.00/hr
- C-182 (230hp) N121M \$ 135.00/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.

[Back to the Top](#)

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

[Back to the Top](#)

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 cowling, 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.

[Back to the Top](#)

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)
 - The aircraft logs are secured in the office safe and the combination is the same as the door code.
 - Heaters set up correctly (in season)
 - Check that the red light is on at the yellow outlet box
 - Do not tie any knots in the pull cord for the yellow electrical box.
 - Never release the yellow box and allow the cord to retract without resistance.

- **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

Experience in the Chair: Guiding a Twin Beech Home

(Reprinted from Air Facts Journal)



The pilot's navigation capability was falling off with the ice buildup on his antennas, but I was able to receive a strong bearing from his voice transmissions. The centre controller advised the pilot it was time to contact me in the control tower. From then, I was able to begin the process of guiding him to the airport following headings I provided. He was at full power but slow and unsure what would happen if he pulled power back. [Read more...](#)

[Back to the Top](#)

Throttle Mismanagement: A T38 Lesson That Stuck

(Reprinted from Air Facts Journal)



Have you ever been in a car or plane where the person driving or piloting is constantly adjusting the throttle? In the early '90s, I carpooled to the Pentagon with a guy who had only two speeds: pedal-to-the-metal or full coast. On the days he drove, he not only got us to work—he also drove us crazy.

I once had a T-38 student pilot who flew the traffic pattern the same way. Although he was flying at or near the proper airspeeds for an overhead pattern, he was constantly moving the throttles—from near idle to near full thrust within seconds. At least he didn't light the afterburners! [Read more...](#)

[Back to the Top](#)

ADS-B Quiz: Test Your Datalink Weather Knowledge

(Reprinted from Sporty's iPad Pilot News)

The free datalink weather component of the ADS-B network has been a big hit with iPad pilots flying with portable ADS-B receivers. But how well do you really know the system? Test your knowledge here in our latest quiz. [Take the quiz...](#)



[Back to the Top](#)