

T-Craft Aero Club

Monthly Newsletter

Aug 2025

Putting Wings on Your Dreams



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Send articles & pictures
to
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IMPORTANT NOTICES

What if I See a Forest Fire?

(Submitted by ITD Aeronautical)



What do I do?

Pilots have several paths available to relay information on fires they spot from the air.

First – Contact ATC. A nearby tower, approach control or center controller can take your information and get it to the right agencies.

Second – 122.9 – Forest service aircraft may be flying near you.

“Any forest service up 122.9?”

Third – Call Boise Interagency Dispatch at 208-384-3400

Fourth – there is no text option yet, but you can send Smoke Reports via email to: IDBDC@firenet.gov

What do I send?

Smoke Report

Location: Coordinates, VOR radial and distance, bearing and distance from an airport or geographic feature

Description (intensity): color of plume, height of plume, visible fire

Picture: if you have it (for the email option)

Example from July 10th:

“Smoke Report from N9438M

10 nm NE of Chamberlain (U79) along the main salmon

White smoke plume up to 7000 feet”

“Copy, that is the Big Bear Fire – we have assets enroute”

Fire Awareness

Not all fires will have TFRs, but they may still have fire fighting aircraft. Avoid smoke plumes and fire even if no TFR exists.

In addition to checking NOTAMs and TFRs, at Aeronautics we monitor for fires on apps like Watch Duty and OnX. You can set location-based alerts with systems like that as well. We use this like part of a weather briefing during fire season.

For information on prescribed burns, you can reference:

<https://nifc.maps.arcgis.com/apps/dashboards/282f07d487f640d1a75d5fee9fc0b389>

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Warbird Round Up – Warhawk Museum

(Submitted by Ken Kaae, Treasurer)

For more information, Click on the picture for a link to the Warhawk website and ticket information.



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Back Country Breakfast

(Submitted by FAA FFAST Team)

Topic: Back Country Flying - Safety of Flight in the Idaho Back Country.

Time: Saturday, August 9, 2025 at 08:00 Pacific Daylight Time

Location: Hillcrest Aircraft Company 540 O Connor Road Lewiston, ID 83501

Description (Select Number NM13138145): To promote Back Country flying and the recent develop safety campaign and posters developed by the FFASTEAM and the Idaho Division of Aeronautics. Highlighting the impact of higher-than-standard temperatures and density altitude at highly used airstrips within the State of Idaho.

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

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Last Thing Before Leaving Earth

(Submitted by Reggie Seller, Director of Billing)

Check Schedule Master Squawks just before you fly!

Recently, two club members tried to check out the same plane at the same time that neither of them had posted in Schecule Master. That means they didn't even check to see if their schedule had been superseded by maintenance grounding, squawks that would affect their flight, or determine if another member had the plane scheduled at the same time.

We can all imagine scenarios where we could fly an unairworthy, or take plane another member had scheduled.

Check Schedule Master Squawks just before you fly!

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End in Sight

(Submitted by Pete Glick, Director of Maintenance)

21M is back in service after a lengthy stall switch problem: 1) stall switch was sent away for rebuild. Was reinstalled and flight checked. While it was down, 2) LED wingtip nav lighting and strobe lights were installed, and 3) Cies digital fuel send units were installed and calibrated to the G3X. Be sure to continue to dip tanks as before. Please reports any abnormal fuel indications.

93S. Down for interior rebuild. While it's down, Skyline will install LED wingtip nav lights and strobe lighting. This will extend down time a little, but overall downtime should be diminished from that if done separately. 93S is the last interior to be done

We are nearly at the end of a two-year aircraft upgrade program and only have about a month and a half remaining to get it finished (hangar sale money). Most members have been quite patient through all this time.

Thank you to those volunteer members who have done the dirty work by helping to clean interiors along with masking door jambs for repainting. If you like the interior work accomplished, thank Jon Miller and Don Roberts. Without them, this would have taken much, much longer and been quite a bit more expensive.

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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

- **ALL 182s** have shown erratic fuel quantity readings when below ½ full. VERIFY fuel level by dipping tanks and MONITOR fuel flow during flight. New digital fuel senders may help this situation but not guaranteed.
 - When fuel is in BOTH, expect our older 182s to normally feed from the left tank more than the right (fuel vent on left side).
- **Oil pressure on restart** with hot engine. Expect oil pressure lower than when started cold. See POH for your airplane for the minimum/maximum oil pressure.
- **Cowl plug installation:**
Recommend installing cowl plugs with string across one prop blade as pictured on the right. This will keep the string from hanging up on the prop hub bolts (182) which can be difficult to free. Also, should any pilot forget to remove the plugs on preflight, the turning prop will quickly remove the plugs, eliminating the potential for an overheated engine.



Scheduled Maintenance - As of 8/03/2025

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	74	5/31/26	
686	15	2/28/26	
64R	62	1/31/26	
93F	91	1/31/26	
93S	77	4/30/26	Interior Mods in work – last one
21M	39	3/31/26	
89E	57	2/28/26	

- Cies digital fuel sending unit installation: 21M completed, 93S in progress. 89E awaiting Skyline scheduling.
- Aero LED wingtip lights on 89E/21M complete, 93S in-work.
- 6 of 7 interior mods completed. 93S in-work. Contractor is Fish House Upholstery of Boise.
- Tyler Rudy and Tom Christensen scanning logbooks.

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Aircraft Maintenance Status/Actions Since July 2025 Newsletter.

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> Engine rebuild at Lycon. Estimate March 2026 shipment
64R	<ul style="list-style-type: none"> Landing light inop. Pilot's door is difficult to lock. Lubed, but no change. Patience is the key. Pilot window won't stay open. Parts on order Instrument panel facia replacement (different than original. Looking at mount options) Secondary seat stop replaced stop cable/inertia reel, again. 100 hr completed Right rear passenger mic jack wire repaired.
686	<ul style="list-style-type: none"> Minor fuel leak, left wing near drain. (awaiting 100 hr) Flap switch sticks when released from down position (cleaned, but no change). Part on order
93F	<ul style="list-style-type: none"> Interior mods completed. <ul style="list-style-type: none"> Right door seal replaced Cargo door seal replaced Door jams / plastic interior panels painted Right seat air vent repaired.
93S	<ul style="list-style-type: none"> Interior renovation in-work <ul style="list-style-type: none"> Several plastic panels require replacement Repaint all door jams and cargo area paneling Cies fuel sender installation in progress LED wingtip nav and strobe replacement in-work. Requires new wingtips 100 hr complete Autopilot disconnect (red) button missing. Waiting for installation Right taxi light inop. (intermittent. Need to order one) Right strut cover bad. New one received. Waiting for paint/installation
21M	<ul style="list-style-type: none"> Stall warning inop. Sent off transducer for rebuild. Also replaced stall horn. Wingtip LEDs and digital fuel send units installed Rudder trim indicator is hanging up on center pedestal.
89E	<ul style="list-style-type: none"> 100 hr completed. Much of glareshield and center pedestal lighting inop (bulbs) <u>Pilots</u>-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) External power port intermittent. Do Not use as avionics ground trainer. (Solenoid on order) Comm 2 very scratchy. (Is much more clear when not monitoring Comm 1) Rear nav light out. (intermittent) Cleaned contacts, replaced bulb. Checked good Right mag failed preflight check. Ran lean for several minutes to clear. Several subsequent mag checks were good.

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CALENDAR & CLUB STATS

The Month Ahead

August 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 Aug 2025: Accounts due

20 Aug 2025: Accounts past due

21 Aug 2025: Board mtg 6:30 pm, T-Craft Hangar

25 Aug 2025: Last flight day in billing period

28 Aug 2025: Membership mtg 6:30 pm, Idaho Pizza Co 7444 W Fairview, Boise.

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

None this month

Member Accomplishments

Rick Corn – First solo

Member Stats

118 Members (after new members & resignations)

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

28 Class I Members (24%)

90 Class II Members (76%)

15 Inactive (voluntary suspension)

30 Suspended (BFR, Med, Attendance, etc)

88 Active flying members (cap: $14 \times 7 = 98$)

Member Ratings

6 Student Pilots

72 Private Pilots

29 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)



Rick Corn – 1st Solo at S78, Emmett

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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.

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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 Data
[Click Here](#)

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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 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.
- 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

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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.

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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)
 - 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

Close Encounters

(Submitted by Shaun Christensen, T-Craft pilot)



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Stick & Rudder

(Reprinted from Air Facts Journal)

When I first read *Stick and Rudder*, I had just started flying lessons. The lessons were going well, and my curiosity about aviation had turned into full-blown infatuation. I wanted to know everything, so I was consuming everything—magazines old and new, Reddit posts, YouTube videos. Somewhere in a best-of list, I found *Stick and Rudder: An Explanation of the Art of Flying*, by Wolfgang Langewiesche. [Read more...](#)



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Revenge at 4,000 Feet

(Reprinted from Air Facts Journal)



But this rainy afternoon, neither of us was contemplating our future with Skyway. We were scheduled to fly the afternoon shift in a Beech 18 over the eastern half of our route system, and it promised to be a long and difficult day. We would fly 11 legs—nearly eight hours of flying without the aid of an autopilot. What would really make it stressful was the weather.

[Read more...](#)

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Avoiding Power-On Stalls (video 00:08:14)

(Reprinted from AOPA ePilot)

Year after year, unintended stalls are among the leading causes of fatal aviation accidents. The "departure" or "power-on" stall is practiced during flight training, but in a controlled, coordinated scenario at a high altitude. Unexpected stalls during takeoffs or go-arounds are sudden, sharp, and frightening. At low altitude, even a brief loss of aircraft control may be unrecoverable. This video explains the differences in power-on stall training versus real-world scenarios, the aerodynamics of how stalls occur during takeoffs and go-arounds, and techniques pilots can use to prevent them.

[See the video...](#)



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Next Steps for ATC Modernization

(Reprinted from AOPA ePilot)



The tragic midair collision in January in Washington, D.C., between an airliner and a military helicopter further underscored the need for a new and modern system. The \$12.5 billion included in H.R.1 has been described by Transportation Secretary Sean Duffy as a "down payment" toward a broader modernization effort, which some estimate could ultimately cost more than \$30 billion. Here is how the initial funding will be used: [Read more...](#)

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Does Your Approach Use the Wrong Minimums?

(Reprinted from Sportys Pilot Shop)

It's visibility that controls whether we can land or not. While on paper that's a number we have or don't, it's not so simple in real life. We must make a rapid judgment call—sometimes based on a glance—as to whether we're getting enough visual information to call the flight visibility half a mile. Or three-quarters of a mile, or two miles, or whatever.

[Read more...](#)



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Video Tip: VFR Communications (video 00:07:15)

(Reprinted from Sportys Pilot Shop)

Talking on the radio can be intimidating for new pilots, but with a few tips in mind it doesn't have to be hard. In our latest video tip, we give you a few basics to remember so you can sound like a pro when you talk to tower or on the CTAF. If you know what to expect, you'll be a lot more confident.

[Watch the video...](#)



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iPad Frequently Asked Questions for Pilots

(Reprinted from Sportys iPad News)



The most common questions about the iPad, from basics like the difference between WiFi and Cellular models to advanced user tips. Add your own questions too.

[Read more...](#)

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