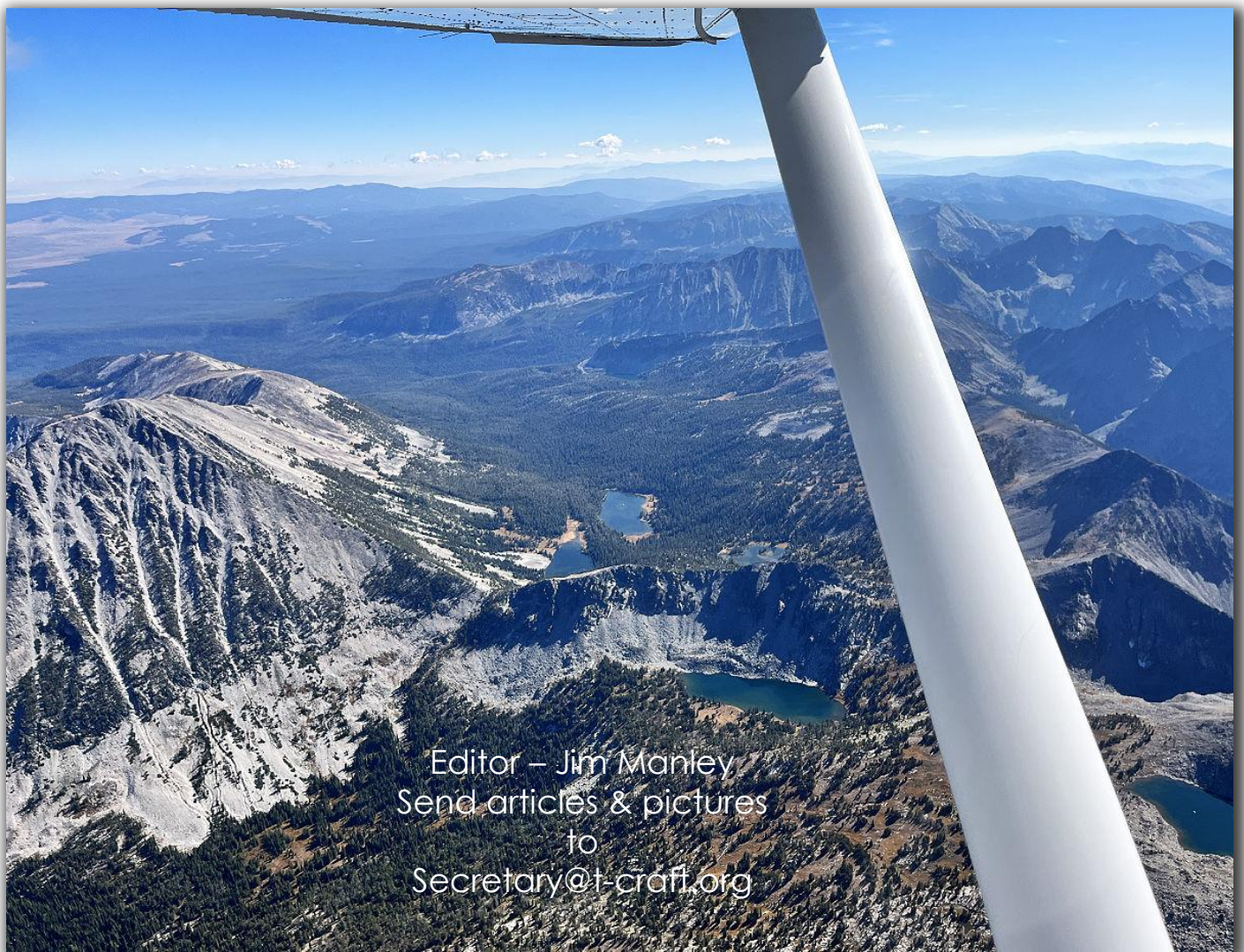


T-Craft Aero Club

Monthly Newsletter

Sep 2025

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

All Hands on Deck! – 25 Sep

(Submitted by Ben Rhoades, President)

It's already that time of the year for the semiannual plane wash! please mark your calendars for September 25th, 4 PM for the plane wash and general membership meeting. Leon Baker is in charge of the plane captains so if you want to be a plane captain, please contact him or Reggie. We would like to also have two members that are in charge of interior cleaning as well. There will be pizza and cookies for food and the fridge will be open for drinks. Bring family, friends or whoever you want, but let's take our beautiful airplanes and make them clean ready for the winter flying season.

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Pre-Heat Season is Here

(Submitted by David Thomas, Director of Hangar)

We will setup the aircraft engine pre-heaters as we complete the plane wash on 25 September. Remember to resume using them.

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Stabilized Approaches Using Guided Visuals (webinar)

(Submitted by FAASTeam)

Topic: Improving Safety for the Visual Approach

Schedule: Saturday, 6 September 2025, 08:00 MDT

Description (Select number GL15138228) Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR! Un-stabilized approaches are a leading cause of landing accidents. When aircraft deviate from stable speed, configuration, or path, the risk of hard landings, runway excursions, controlled flight into terrain (CFIT) and loss of control rises sharply. Flight Operations Quality Assurance (FOQA) data confirms that instability is most common at challenging runways, but also shows that when RNAV or FMS guidance is used, these events are nearly eliminated. Consistent, guided approaches lower workload, improve predictability, and help prevent accidents before they occur. Aviation safety will be discussed, and is central to the content of this presentation.

Many of our sessions are recorded and can be viewed on our YouTube channel, Saturday Morning Coffee and WINGS. Credit is not available if viewing the recording. Here is a link: [Saturday Morning Coffee and WINGS YouTube channel](#)

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

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Don't Ignore Flight Log Warnings

(Submitted by Reggie Sellers, Director of Billing)

Do not ignore warning dialog boxes on the Flight Log computer when checking an aircraft out to fly or back in. Correct the error before closing out the entry. If the error can't be cleared, call Reggie Sellers.

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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.”

A. Scheduled Maintenance As of 8/28//2025

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	65	5/31/26	
686	83	2/28/26	
64R	78	1/31/26	
93F	66	1/31/26	
93S	65	4/30/26	
21M	3	3/31/26	ELT battery 9/01/25. 100 hr. input 02 Sept
89E	24	2/28/26	Cies fuel send unit install/IFR Cert

1. Cies digital fuel sending unit installation: 21M/93S completed, 89E calibration in work.
2. Aero LED wingtip lights on 182s completed.
3. ALL seven interior mods completed! Will have small squawks show up and will begin resolving those.
4. Tyler Rudy and Tom Christensen scanned aircraft logbooks into digits! This is great insurance, should we ever lose a logbook for any reason. We will update each logbook at each annual.

B. Aircraft Maintenance Actions Since 24 July 2025 Newsletter.

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> • Engine build at Ly-Con. Estimated March 2026 shipment.
64R	<ul style="list-style-type: none"> • Pilot's door is difficult to lock. (Hold for 100 hr.). • Pilot window won't stay open. Parts on order • Instrument panel facia replacement (different than original. Looking at mount options) • 50 hr. completed • Landing light inop...replaced wire connector • Pilot window latch fell apart. Replaced roll pin/reassembled
686	<ul style="list-style-type: none"> • Left wing fuel leak repaired (welded tank crack) • Replaced flap switch. • Landing light inop. Disconnected, cleaned connector and reattached. Ops checked good. • 100 Hr completed
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 • Reattached Rt wing fuel cap chain.
93S	<ul style="list-style-type: none"> • Interior renovation completed <ul style="list-style-type: none"> ○ Several plastic panels required replacement ○ Repainted all door jams and cargo area paneling • Cies fuel sender installation completed. • LED wingtip nav and strobe replaced. Required new wingtips • Autopilot disconnect (red) button missing. Installed new one. • Right taxi light inop. (intermittent. Need to order one)

	<ul style="list-style-type: none"> • Replaced several instrument panel light bulbs • Right strut cover bad. New one received. Waiting for paint/installation • Right window won't stay open • AOA requires recalibration
21M	<ul style="list-style-type: none"> • Stall warning switch and horn intermittent/inop. Stall switch sent off for rebuild and replaced stall horn. • Rudder trim indicator is hanging up on center pedestal. • 3 VGs missing (awaiting 100 hr.) • Left main tire/tube/wheel replaced
89E	<ul style="list-style-type: none"> • Muffler shroud broken • New digital fuel sending unit install complete...currently being calibrated. • External power port intermittent. Do Not use as avionics ground trainer. (Solenoid on order) • 50 hr. completed. • Much of glareshield and center pedestal lighting inop (bulbs) <div data-bbox="773 686 1049 1058" data-label="Image"> </div> <p>89E Muffler shroud</p>

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Cessna 182 Fuel Quantity Indications

(Submitted by Pete Glick, Director of Maintenance)

N9989E is our final C-182 to receive the new digital Cies fuel send units and is currently being calibrated. The new send units should give more accurate fuel indications. However, they will not resolve all the fuel quantity indication irregularities we see in our C-182s. After the expense of the parts and labor, why would we not have more accurate indications? In fact, sometimes we will, and sometimes we won't. The difference depends upon the way Cessna built their aircraft.

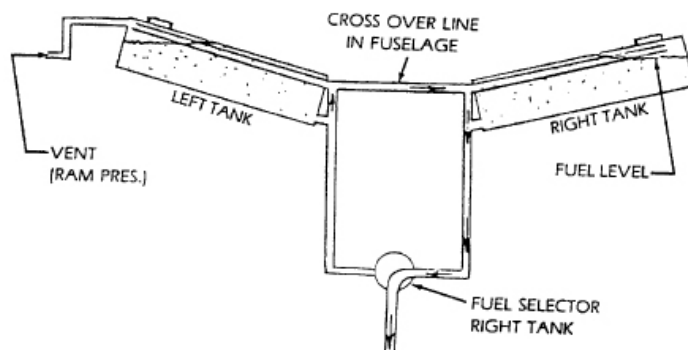
I've included a [link to a Tech Note](#) published by the Cessna Pilot's Association. The document is a very good description of the Cessna high wing fuel system and its inadequacies. Please take the time to read the document.

After some experience with 21M and 93S fuel indications, we have seen a couple of different situations that will surely apply to 89E as well. For a large part, wing dihedral and tank design is the issue. I'll try to explain:

1. **After topping off the tanks, the fuel indication shows full for as much as an hour of flight, despite seeing normal fuel flow on G3X.** This really is no different than before our changes. Our three C-182s have long range tanks. The tanks are long and slender toward the outboard end. The outboard end is higher than the inboard end due to dihedral. The fuel caps are at the higher outboard ends (where we dip the tanks to check quantity), while the fuel send units are at the lower inboard ends. The fuel level at the outboard end needs to drop a couple of inches before the fuel quantity sender senses any change.
2. **When the fuel level gets below about 1/3 tank, the G3X fuel quantity may show empty with RED Xs during a turn.** This is surely unnerving! During the turn, gravity pulls fuel from the inboard portion of the wing tank towards the outboard end of the tank. This uncovers the fuel quantity sensor at the inboard end and reads empty which signals an alarm. Conversely, fuel in the higher wing runs to the inboard end giving

a higher indication. The engine will continue to run because the fuel is drawn from the high wing tank. Once the wings level, the indication in both tanks returns to normal and the RED Xs disappear after a short time. Previously, all of this still happened, but the needles would just bounce around. We didn't worry until they quit bouncing.

3. **The Goldilocks level.** We've seen the fuel indications are quite accurate once the fuel level drops to a point where the fuel senders sense a level at and below their ability to detect the change.
4. **Some members find 'zero' fuel in a tank when dipping tank during preflight.** I'll go out on a limb and believe none of our members would return the aircraft with less than the minimum fuel requirement for day or night. Remember that our long-range tanks are somewhat higher at the outboard end due to the dihedral and the physical narrowing of the tank at the outer end. Even with no measurable fuel in the outboard end, there is still fuel at the lower inboard end that can't be measured with a dip stick.



Hopefully, this helps explain the fuel quantity indications you may experience. Please read the Cessna Pilots Association document for a deeper dive into our fuel systems. There are other reasons to have erroneous fuel indications but are outside the scope of this article. As always, refer to the aircraft Pilot's Operating Handbook for managing the aircraft fuel supply.

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Interior Committee Report

(Submitted by Jonathan Miller, Chairman-Interior Committee)

Don Roberts and I (and Pete) wanted to thank each of you for entrusting us with the rehabilitation of your aircraft. It was a great challenge finding the best options for improving the interiors of our Cessna fleet. We tried to get the best bang for your buck and get all seven aircraft done with a budget that, by all accounts, should have only let us get three planes completed. Part of this success was due to an incredible investment of man hours. Over 320 hours of volunteer time went into completion of this project. If you factor in what the going shop rate is for labor, that equals over \$32,000 dollars saved. As such, it is our humble request that we work together to preserve these aircraft for the next generation of T-Craft Members.

How can you do this?

Please check your pockets. If you think you live in the Wild West, and you have a side arm at your 5 o'clock waist - take your pistol off. If you fly with knives in your back pocket, take it out. If your kids kick the back of the seats, then take their shoes off. If you are wearing really dirty clothes after camping, consider a change of clothes you dirty hippy! If you RTB and notice a smudge on the leather, please take the time to utilize some leather cleaner to spruce things back up (you'll see it in the cabinets near the cage).

Two of the backcountry aircraft were equipped with ultra durable Lonseal flooring. This is the same floor you will look at while in the lavatory on your next 737 flight. This floor should outlast you. Just about the only danger of this flooring is water. If for some reason you spill water or get in with snowy boots and a bunch of water gets under it then let someone know. It may need to be pulled up and aired out. Folks that operate on floats do not use Lonseal because water can get under it and then lead to corrosion. If you get the floor muddy, vacuum it up and clean it up with damp cloth - not a wet one!

Realize that we will have some small squawks, as to be expected, after such a huge undertaking. We'll work on polishing up these in the near future.

airplanes, when combined, gained only 11 pounds. If you think 93S looks a little skinnier, she lost almost five pounds when the new W&B was calculated. Most planes gained between 0.3-4.3 lbs. You should not need to re-run your take off and landing data.

Working with plastic is a huge pain in the keister. Please, as you load gear in and out of planes, be gentle with it. Take your time. Use the cowl blankets, or blankets from home, to protect the plastic from your mountain bikes or rifle cases. While we now know how to replace plastic, isn't cheap and it is super time consuming.

A special shout out to a few of you that came in for a few hours to help us out! We appreciate you! If I missed your name, or you secretly came in to scrub grime away from the floor panels, then thank you too!

- Robby Bond
- Hunter Hodges
- Eric Kraska
- David Nejely
- Randal Brunello
- Amelia Miller
- Mike Bingham
- Michael Lloyd
- Chris Nebrigitch

A huge shout out goes to Pete Glick, who by virtue of his position was constantly juggling schedules and helping with removal and installation of product. I don't think any of us estimated the time it would take to complete this on such an impressively tight timeline. But with Pete's guidance it got done. Tell him thank you next time you see him.

In closing, thanks to all of you for your patience. We realize that some of you had flight reservations cancelled. We hope that, in hindsight, we can all feel like this effort was worth it! Just last month I took a friend from Hawaii for a flight over, you guessed it, the Owyhees. He opened the door to 89E and said it looked like a Bentley. I hope your friends and family make similar comments, and that their sentiment makes you proud to be a member of this great club.



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CALENDAR & CLUB STATS

The Month Ahead

September 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				

Coming Events

10 Sep 2025: Accounts due

18 Sep 2025: Board mtg 6:30 pm, T-Craft Hangar

20 Sep 2025: Accounts past due

25 Sep 2025: Last flight day in billing period

25 Sep 2025: Plane Wash & Membership mtg 4:00.

[Click here for Full Club Calendar](#)

New Members

None this month
Upgrades Class I to II
None this month

Resigning Members

None this month

Inactive Requests

None this month

Achievements

None this month

Member Stats

117 Members (after new members & resignations)
18 on Wait list. (estimate 18-24 months)
28 Class I Members (24%)
89 Class II Members (76%)
15 Inactive (voluntary suspension)
30 Suspended (BFR, Med, Attendance, etc)
87 Active flying members (cap: 14 x 7 = 98)

Member Ratings

5 Student Pilots
72 Private Pilots
29 Commercial Pilots
13 Air Transport Pilots
50 Instrument Rated Pilots (not all are current)

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Ops Procedures & Policies

[Ops Procedures & Policies
Click Here](#)

FUEL REIMBURSEMENT PROCEDURES

1. Fueling at KMAN

- 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.
- 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](https://www.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 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)
 - 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

Frank & Gerald's Last Ride

(Reprinted from Air Facts Journal)



It turned out they were closer to shore than they'd reckoned—close enough that NVA soldiers were sniping at them. Gerald cut his life raft free and hunkered down in his water wings. Frank had scrambled into his raft, just like at Water Survival School, and was getting ready to contact the inbound Jolly when he started to take fire. [Read more...](#)

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Polar Pumpkin Flights to the Poles – ITD Presentation

(Submitted by Erik Kraska, T-Craft Pilot)



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Dad's Logbooks: Keeping a Daughter on Course

(Reprinted from Air Facts Journal)



I wriggled around my dad's legs and tried to peer over the car hood as he wrote in his sailplane logbook. He picked me up and stood me on top of his sturdy brown shoes. With his ballpoint pen as a pointer, he helped me read: "Thermals off second ridge, contacted weak wave over rock pile. Increased to 3-4 kts. Landed at sundown." But as a six-year-old, the meaning was as inscrutable as his organic chemistry quizzes. [Read more...](#)

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Chain of Trust

(Reprinted from Air Facts Journal)

If there is one aspect of general aviation I've learned over my relatively short stint aloft, it's that the safety of any flight is not just dependent solely on the decisions I make, but also on the ones others have made for me—without my knowledge or even consent. In fact, all of general aviation relies on an implicit chain of trust that, when broken, can and does result in dire consequences. [Read more...](#)



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Rare Beechcraft Flew Classified Missions (video 00:05:13)

(Reprinted from AOPA ePilot)

The QU-22B, a rare Beechcraft unlike any other was built in secrecy for a classified Vietnam War mission known as Igloo White. Out of just 27 ever made, only one flies today. Owner David Valaer shares the aircraft's remarkable history, unique modifications, and why he chased it for 20 years. [See the video...](#)

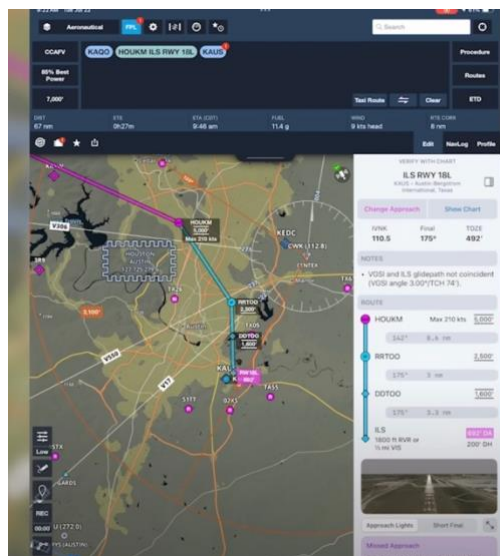


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ForeFlight Streamlines IFR Flights (video 00:14:09)

(Reprinted from AOPA ePilot)

[See the video...](#)



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