T-Craft Aero Club

Monthly Newsletter

Dec 2025

Putting Wings on Your Dreams

IN THIS ISSUE

IMPORTANT NOTICES

Winter Flying Hours Policy Reminder

(Submitted by Reggie Seller, Director of Billing)

Remember T-Craft's Winter billing policy starts this month. It applies to all billable flight hours in December, January, and February. The policy says:

> **Section 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.

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Missing Fuel Receipts

(Submitted by Reggie Seller, Director of Billing)

All members are part owners so, please be sure to collect and put fuel receipts into the red aircraft pouch. If the KMAN pumps do not present a receipt, write a short note for the red bag with date, aircraft ID, and gallon amount. Then inform the FBO about the malfunction.

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Snow Removal Committee Report

(Submitted by Tom Christensen, Committee Chairman)

Tom reports that the snow blower has been tested and is ready for the upcoming Winter season. He shares the following:

- Snow shovels are hanging from the hangar center column
- They are switching snow blower fuel to 100LL for longer shelf life
- Open for suggestions on operating procedures
- Helping with snow removal can count for the attendance requirement
- The committee is looking for 1 to 2 additional members (Contact Tom for more information)

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New Avionics Checkout Requirement for 93F

(Submitted by Kent Murri, Director of Membership)

The Board has determined that an Avionics Checkout will be required for N1293F. The checkout document must be completed by an approved avionics checkout member (See the C182 Avionics Checkout document under any of the 182's). I will update the website as soon as I can to get the checkout document uploaded. Once completed, please scan the PDF and email it to me. After I receive your checkout, I'll update schedule master with your new checkout.

This will be required for all Class I members that will be flying N1293F. The avionics checkout will also be required for any Class II member that have not completed the G3X checkout for the 182's. For any Class II member that has completed the G3X checkout for the 182's, you will not need the additional checkout for 1293F.

After January 1, 2026, if you have not completed the avionics checkout, you will not be authorized to fly 1293F.

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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. **It's preheat season:** IF YOU DON'T HAVE TIME TO PREHEAT YOU DON'T HAVE TIME TO FLY!! Please preheat your engines to keep them reliable and long lasting! Engines cost more than $40K upwards to more than $50K. General rule is that you need to wear a coat, preheat! If you forget to preheat, delay your flight.

B. **Scheduled Maintenance As of 17:00 11/25/2025**

2025 SCHEDULED MAINTENANCE			
N #	**100hr (til due)**	**Annual Due**	**Comments**
375	**38**	**5/31/26**	**Engine Build in-progress. Est March 2026 completion**
686	**99**	**2/28/26**	
64R	**45**	**1/31/26**	**IFR Cert** **Engine Build in-progress. Est March 2026 completion**
93F	**55**	**1/31/26**	
93S	**92**	**4/30/26**	
21M	**60**	**3/31/26**	
89E	**92**	**2/28/26**	

Aircraft Maintenance Actions Since October Membership Meeting

- See Schedule Master for entire Squawk list for each aircraft
- Rudder heel pads replaced with larger pads: 375, 686, 64R, 93F, 93S. Thank you Don Roberts!

Aircraft	Discrepancy
375	• Engine build at Ly-Con. Estimated March 2026 shipment.
64R	• 50 hr completed • Replaced cargo door seal • VFR only. IFR certification overdue. Awaiting Skyline input • VFR only. Turn Coordinator inop. Ball still works. Trying to resource rebuilt unit. (even though G5 has turn coordinator, G5 STC requires certified T/S indicator). UPDATE - Have a loaner from skyline for installation. • Engine build at Ly-Con. Estimated May 2026 shipment
686	• Comm 1 circuit breaker popping. Skyline could not duplicate. Will flight test 11/26 • Left brake dragging. Needs troubleshooting • 100 hr completed • Landing light flicker, secured loose connection
93F	• 100 hr completed • Multiple squawks completed during 100 hr
93S	• 100 hr completed. Nose tire change, Nose wheel bearings replaced. both landing gear fairings repaired, landing light replaced. • Zero airspeed reported. Loose pitot line was secured. (Skyline) • AHRS error – Magnetic anomaly – troubleshooting scheduled week of 01 Dec • AOA requires recalibration

21M	• Cabin Roof is oil canning during start and shutdown (Hold annual) • Center pedestal trimmed to clear rudder trim wheel • Glareshield, center pedestal light bulbs replaced • Multiple minor squawks
89E	• Auto Pilot pitch servo replaced. • #6 EGT troubleshooting. Swapped #5 and #6 probes and tightened connections. Monitor EGT and report any abnormalities. • External power port intermittent. Do Not use as avionics ground trainer

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Pro Tips for CFIs and Students

(Submitted by FAASTeam)

Topic: All Professionals Train in Simulators

Schedule: Wed, 3 Dec 2025, 18:00 MST

Description (Select number GL13140393): If you have not spent any time learning to fly in a simulator or taught in a one, then you are missing out and you will want to join us for this webinar!

We will have our panel of experts form Redbird Flight and EAA brief you on the advantages simulators offer to pilots and Flight Instructor alike. Your host Jurg Grossenbacher, Milwaukee FAA, will introduce you to Harvey Madison, Director, Instructional Design at Redbird and Jeremy Desruisseaux EAA Pilot Proficiency Director.

We will cover the following topics along with answering many of your questions:

1. Why bother with simulator instruction (Harvey)
2. Preparation is the key to great instruction, and it rests on the CFI (Jeremy)
3. Where can the CFI get help getting up to speed (Harvey)
4. The benefits of Simulators for the students (Jurg and Jeremy)
    1. Procedural Training
    2. Abnormal Procedures
    3. Emergencies
    4.

To view further details and registration information for this webinar, click here.

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Threat and Error Management

(Submitted by FAASTeam)

Topic: Maximize a Safe Operation

Schedule: Wed, 10 Dec 2025, 18:00 MST

Description (Select number GL13139553): Aviation Threat and Error Management (TEM) is a safety framework for pilots to proactively identify, manage, and mitigate risks during flight by recognizing threats, managing errors, and preventing undesired aircraft states. The goal is to maintain safety margins by breaking the "accident chain" of accumulating threats and errors before they lead to accidents. Join Ken Solosky as he presents these lifesaving safety concepts.

To view further details and registration information for this webinar, click here.

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CALENDAR & CLUB STATS

The Month Ahead

December 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 Dec 2025: Accounts due

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

20 Dec 2025: Accounts past due

NO DECEMBER MEMBERSHIP MEETING

25 Dec 2025: Last flight day in billing period

29 Jan 2026 Memership mtg, Idaho Pizza Co
7444 W Fairview, Boise

Click here for Full Club Calendar

New Members

None to report this month

Upgrades Class I to II

None to report this month

Resigning Members

None to report this month

Inactive Requests

None to report this month

Achievements

None to report this month

Member Stats

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

Member Ratings

5 Student Pilots
68 Private Pilots
30 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**
   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 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.

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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

What Happened to Stick & Rudder?

(Reprinted from Flyingmag.com)

"Anybody who learns to fly these days in an airplane without a Flight Simulator cockpit, an autopilot and a ballistic parachute is living in the last century," went the opening gambit from a student pilot I flew with recently.

Reasonably current and qualified in a variety of singles and light twins, I admit to having been dragged, kicking and screaming, into 21st century cockpits, and it's a challenge for me to stay up to speed in technically advanced aircraft (TAA). I qualified as a Cirrus instructor to have the knowledge and ability to fairly evaluate applicants, but I don't fly Cirruses often enough; these aren't airplanes you climb into once every six weeks and feel real warm and cozy about the systems and avionics, not to mention maintaining the skill to hand-fly them with precision.
Read more…

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How Tragedy Became Checklists

(Reprinted from ChecklistPro)

A single crashed aircraft in 1935 transformed aviation safety forever, leading to the creation of the preflight checklist that pilots worldwide rely on today. What seemed like a simple solution – a printed list of steps – proved to be one of aviation's most crucial safety innovations.

The story behind this standardized safety tool reveals how a tragic accident with the world's most advanced bomber forced the aviation industry to confront a hard truth: human memory alone cannot manage complex aircraft systems. Today, these systematic checks prevent countless accidents and serve as the backbone of aviation safety protocols. **Read more…**

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Stunning Aviation Photos

(Reprinted from jpcvanheijst.com)

Click on the picture to see more.

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Me and IFR

(Reprinted from Air Facts Journal)

Some never progress, some come up short, some feel overwhelmed, and others marshal through time and experimentation, forging micro-rebellions within their constitution to defy gravity and expose themselves to chance. Such is the pilot who seeks to fly in the wispy clouds of grey blindness and challenge himself or herself.

Flying in the clouds is like flying a moonless night over an unlit, mountainous, watery, or uninhabited landscape. It is the single most important certification that signifies aviation skill. And it is always a good idea to fly by Instrument Flight Rules at night. **Read more…**

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My Role in Safety

(Submitted by Josh Brandt, T-Craft Pilot)

"…two-two-four-two Zulu, wind: three-zero-zero at three, visibility: more than one-zero, sky condition: clear below one-two-thousand, temperature: five Celsius, dewpoint: one Celsius, altimeter: three-zero-one-eight inches of…" The rest of the Nampa Municipal AWOS is cut short as you punch the "COM2" monitor button and get back to listening to local traffic. It's a beautiful, cool, fall morning and the flying will be wonderful. You didn't do much for planning other than remembering to pre-heat the engine, checking the weather for the day and getting an up-to-date altimeter reading from the AWOS just before your runup. Let's be honest, that's more than necessary to be able to safely perform the glorious transition of weight from wheels to wings. Taxiing and takeoff usually don't take much to perform safely. However, within just a few hours, you could be at any one of several hundred airstrips in several thousand square miles of the Pacific Northwest preparing for a much trickier transition.

Moving weight from the wings back to the wheels is often the defining characteristic of how a flight went. It might be a little rough out there but if you nail the landing "Oh, I bounced around a bit, but it was a greaser of landing!" This final hurdle in a flight is made that much more difficult if my previously mentioned planning is all that I've done. The weather in between, as well as at my final destination at the time of arrival, is a huge piece of information that I need to include in my preflight planning. In addition to weather, the runway configuration, amenities on the ground, windsock location, pattern direction, AWOS frequency, local hazards, etc. (you know, all those things you had to discuss with your instructor before your first solo cross country?) are monumentally important to know **BEFORE** I arrive.

Due to recent events, a paved field may end up requiring a checkout by an instructor before landing. This absolutely makes sense from the perspective of liability and doing our best to install "administrative controls" to prevent mishaps in the future. However, I feel strongly about safety and firmly believe that if we stake our safety solely on the actions of others, we will undoubtedly fall prey to disaster.

As pilots we must remember to make safety an absolute priority! This starts with proper preparation. I truly want to reach the reader in reminding you to take your preflight planning from the moment you enter the hangar (this includes at what time you wish to enter it), all the way to the conclusion of flight and putting your faithful bird to bed. This goes for more than just backcountry flights! A paved field to paved field flight deserves the same amount of diligence and preparation. Don't believe me? Go try to land at John Day, the only airport I've been to where all three windsocks can point at each other, and the 80-degree offset runways can have simultaneous 90-degree, gusting crosswinds!

So how can we be safer? I will not bore you with a list of things that might help, rather, I would like to give you two and hope that you look for more on your own. The first is planning. Take time to fully plan your entire flight. The second is to take someone with you who is familiar with the area you're landing until you are comfortable with going there on your own. There is nothing wrong with reaching for a little experience from those who have it to give. Take safety as a personal responsibility, because at the end of the day, it absolutely is.

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…Tired of…Accidents After Engine Failures on Takeoff?...

(Reprinted from Flyingmag.com)

I was scribbling on the blank half of a magazine page with an ad for bed pillows as I thought about this column. It seemed appropriate to use "Me, Too" instead of "Us, Too" since it's remotely possible some readers might disagree with me.

I'm a plain-Jane, single-engine-land private pilot with an instrument rating now, but I spent many years and lots of flight time instructing, testing, and examining, both in and out of the FAA. And, heaven knows, as well as the FAA and a large part of the flying and nonflying world, that I don't always play by the rules. But there's a particular emergency that bothers me and needs discussion because tragic accidents related to it keep happening. **Read more…**

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Carbon Cub UL Climbs Above Altitude Record

(Reprinted from AOPA ePilot)

The airplane, N14UL, was flown by Alaska pilot Jon Kotwicki and climbed for 62 minutes to where the outside air temperature was minus 51 degrees Fahrenheit.

The turbocharged, 160-horsepower Rotax 916iS engine was operating at 100 percent power and turning 5,826 rpm at 23.2 inches of manifold pressure when the airplane topped out at a pressure altitude of 35,720 feet. Its indicated airspeed was 61 knots (113 knots true airspeed) at the top of the climb. **Read more…**

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Takeoff and Landing Performance (video 00:04:14)

(Reprinted from AOPA ePilot)

In this episode of Reality Check, we set out to see how well the POH numbers (and now ForeFlight numbers) on takeoff and landing performance measure up to actual performance experienced in the aircraft. We have ASI Executive Director, Richard McSpadden, in a Cessna 182 and Dave Hirschman, AOPA Editor-at-Large, in an '89 Bonanza. **See the video…**

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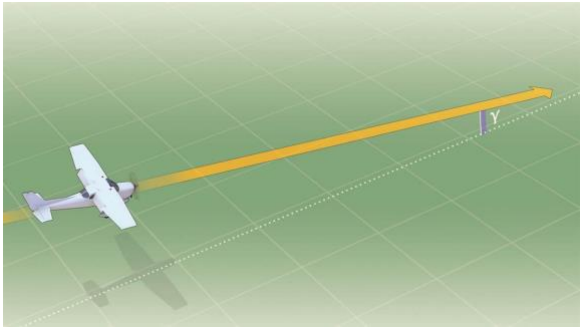
Optimizing Performance in a Glide

(Reprinted from AOPA ePilot)



Best glide airspeed, V_G, is the one that guarantees the minimum descending glide angle or, equivalently, maximum glide ratio (above). Pilots are taught to immediately pitch for V_G on engine failure but often lack nuanced information that could increase the likelihood of reaching a viable landing spot. We'll discuss how V_G is determined, what it is and what it isn't, and why the optimal airspeed is rarely the value published in the POH. **Read more…**

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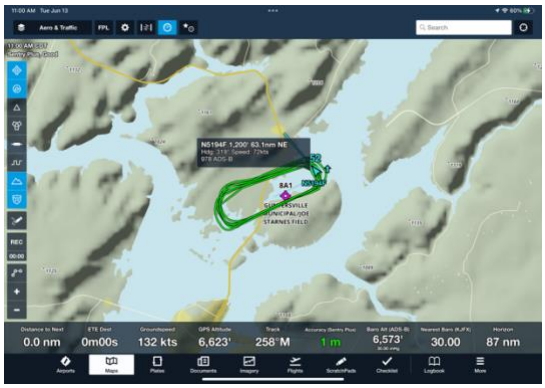
6 ForeFlight Features You Probably Aren't Using

(Reprinted from iPad Pilot News)

Most pilots open ForeFlight to check the weather, file a flight plan, or download charts for their next trip. Those core functions are so useful that it's easy to stop exploring beyond the basics. But tucked away inside the menus and tabs are dozens of smaller tools—features that can save time, reduce workload, or even add a layer of safety. If you haven't poked around in a while, here are six hidden gems worth a closer look. **Read more…**



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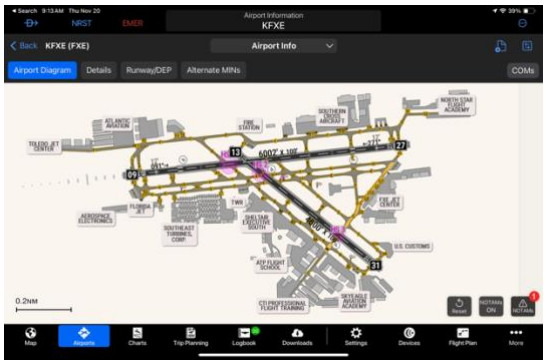
Garmin Pilot Adds Graphical NOTAMS to SmartCharts

(Reprinted from iPad Pilot News)



Garmin debuted its innovative SmartCharts feature earlier this year, a fully interactive version of instrument approach charts and runway diagrams, accessible from the Garmin Pilot EFB app. In our first look at this feature, we did a deep dive to show how SmartCharts compare to FAA approach charts and improve the approach briefing process.

In addition to instrument approach charts, SmartCharts are also available for airport diagrams, which display a full-color airport runway and taxiway map, complete with depictions of lighting, signs, pavement markings, and more: **Read more…**

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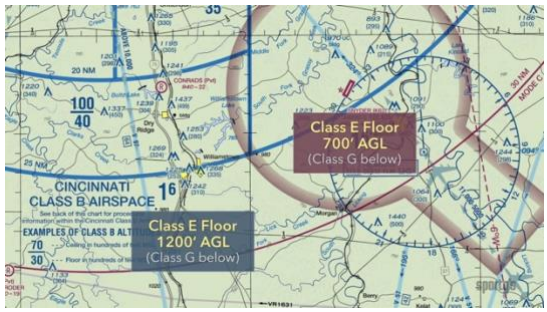
Pilot's Guide to Class E Airspace

(Reprinted from Sporty's Pilot Shoop)

Class E airspace is some of the most common airspace pilots encounter, yet it can confuse pilots because it's not always clearly marked on sectional charts. It's controlled by ATC but doesn't require clearance to enter under VFR conditions. Knowing where it starts and ends helps you stay compliant and confident in flight. **Read more…**



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