

## Todd Aebischer

I have had a lifelong passion for flying, obtaining my first rating at the age of 17. I quickly followed this with my commercial, instructor, Airline Transport as well as Airframe and Powerplant ratings. I was initially enamored with flying because I dreamed of traveling, and flying has provided an avenue to this dream. I have been blessed to have had the opportunity to fly as a corporate pilot, for the Forest Service in aerial attack and recon, law enforcement drug surveillance, 3 years in the SW Pacific and Asia as a medical evacuation and government contract pilot, 3 years as chief pilot and designated FAA check pilot for a regional airline, 5 years as a mission pilot throughout Western, Central, and Southern Africa, and as pilot flying long range and back country twin engine charters for McCall Air, based in central Idaho. My life-long best friend and wife of 21 years and 4 children, have lived this adventure with me.

After 5000+ flight hours and 25 years of flying in some of the most remote and challenging environments in the world, I have developed a real sense for doing the “right thing” with regard to safety in aviation. Many times flying doesn’t afford a “second chance” after critical errors. My focus is on encompassing all relative elements of flying, from weather and regulations to planning and precision. Presently I am pursuing an MD in Family Medicine through the University of Washington, and am available May through September for instructing.



## John Baglien



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

## Jim Hayden



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

## Jim Hudson



I've had a passion to fly since I was a kid, building and crashing model planes, pretending and fanaticizing that I was a pilot. I started pursuing my "dream" at a later stage in life after my kids left the nest. After earning my private certificate, I found that I wanted to pursue flying the Idaho Backcountry (to support my other interest, fishing). I've taken several back country flying clinics and have 8 years experience flying into many of the Idaho backcountry strips. I also fly charity flights for Angel Flight West, and am a mission orientation pilot and Idaho Assistant Wing Leader for Angel Flight West.

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

I have been flying for 14 years, with 1900 total hours, 7 years and 950 hours instructing.

My goal is to give my students the best training I possibly can, and continue to improve my teaching skills and methods as I learn from my students. I teach more than the minimum and teach things that I never learned as a student, but wish my CFI would have taught me. For instance, I'll take you into grass strips and do spin training if you want, which are not required, but I feel important.

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



## Jim Taylor – CFII



24 years NG CW4 (RET)

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

Commercial Pilot Airplane Single engine land, Rotocraft Helicopter

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

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

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

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

## Bill Zerfas CFI



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

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

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

Also, I understand what it's like to pay-pay-pay as you go. I love flying and love to share that with others, but I am sensitive to the cost students have to bear to achieve there goals. I as your instructor will do my best to minimize your overall cost while enhancing your overall skills, knowledge and safety.

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

I offer the first hour for free, so you can check me out without any obligation.

Special rates for T-Craft Members \$30.00/Hour

Bill Zerfas 288-1000

## Drew Gwynn



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