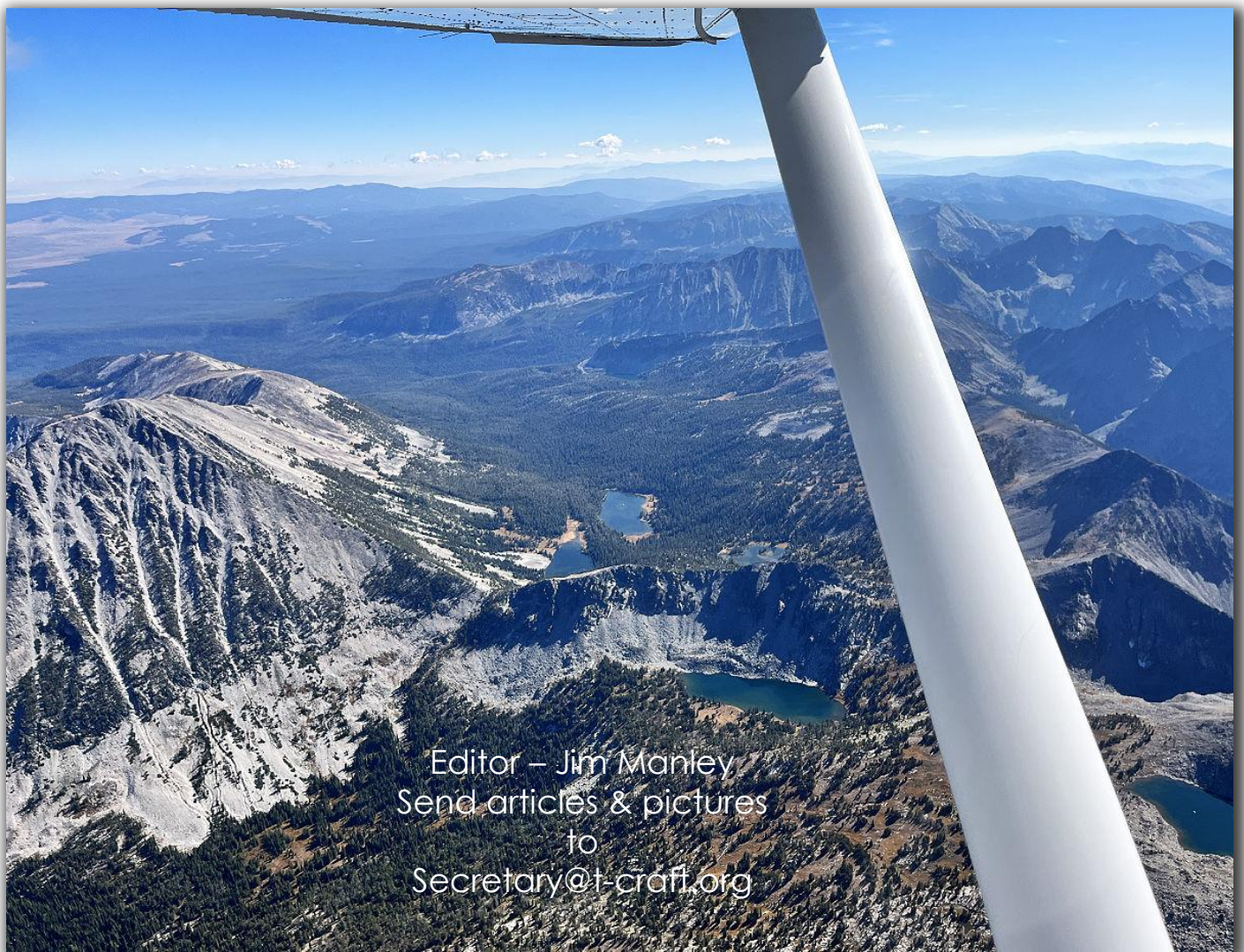


# T-Craft Aero Club

## Monthly Newsletter

April 2025

Putting Wings on Your Dreams



Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

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## IMPORTANT NOTICES

### Jim Hudson's Backcountry Seminar Links

(Compiled by Editor)

Jim Hudson presented his famous Backcountry Seminar at our March membership meeting on 25 March 2025. Here are the links to the documents and videos he refers to.

- [Calculation results from his homework assignment](#)
- [Takeoff & Landing performance adjustments from MAF instructor pilot, Erick Paradizo presentation](#)
- [2025 Backcountry Seminar video](#)
- [2025 Backcountry slides \(download\)](#)

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### N67375 Avionics Install Completed

(Submitted by Pete Glick, Director of Maintenance)

Our C-152, N67375, exited the avionics shop on 26 March. The new control yokes are on order and will be installed when they arrive (approx 1 hour's work). The newly installed AOA indicator will be calibrated soon.

The airplane needs a maintenance confidence test flight and appropriate log book entries completed. That should happen Thursday, 27 March. Watch for the announcement of its return to the schedule.



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### Your Chance to Serve: Poker-Run Director Needed

(Submitted by Ben Rhoades, President)



It's that time of year to put the snow shovels away get the sunglasses out and shake off the rust and get to flying in beautiful Idaho. There's not a better way to do that than a poker run to get you motivated and a chance to do something different.

With that said we need a member to take the reins and organize and run the event. It is completely up to the organizers to run the event in a way that they want to. So please if you are interested let one of the board members know. We usually have it in April, but I will leave the dates up to the person that steps forward to determine that and how the event is run.



## T-Craft Instructor Policy Change

(Compiled by Editor)

The Nampa Airport regulations for flight clubs based on the airport require us to change the club's policy regarding flight instructors charging for their services. The revised section 3.2 Instructor Requirements is copied below. The version posted on the website will be updated shortly. Non-member instructors currently on the Approved Instructor page will be notified of this change.

All instructors for members utilizing T-Craft aircraft shall;

**3.2.1 Complete and Submit the T-Craft Instructor Application and Agreement.**

All instructors providing instruction in T-Craft Aero Club, Inc. aircraft must be current members in good standing of the Club. Instructors are considered independent contractors and not employees of T-Craft Aero Club, Inc. Each instructor will determine instruction rates and those rates will be posted on the Club web page under Club Instructors. Instructors are responsible for scheduling their own students. Students are responsible for all aircraft scheduling. Student instructional fees are paid directly to their instructor.

**3.2.2 Complete the T-Craft Instructor Screening and Orientation**

**3.2.3 Be approved by the T-Craft Board of Directors**

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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.”**

**1. T-Craft Maintenance Items**

- a. Estimate for Cies digital fuel sending unit installation for C-182s. Estimate approved Skyline is ordering parts
- b. Estimate for AeroLED wingtip light on 21M/93S (install at same time as fuel senders)
- c. Several Aircraft need new fuel placards on top of wing. Will order some.
- d. Upcoming interior repair/remodel. Materials/Supplies on order.

**Scheduled Maintenance - \* As of 3/27/2025**

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	42	5/31/25	Avionics install completed except for new yokes (on order)
686	57	2/28/26	Fuel tank leak repaired
64R	24	1/31/26	
93F	40	1/31/26	
93S	13	3/31/25	Annual input Mar 27
21M	90	3/31/2026	Digital fuel send unit install TBD. Interior Mods planned for 1 <sup>st</sup> week of April
89E	35	2/28/2026	

## **2. Aircraft Maintenance Status/Actions Since Mar 2025 Board Meeting.**

<b>Aircraft</b>	<b>Discrepancy</b>
<b>375</b>	<ul style="list-style-type: none"><li>• Avionics install completed except for new yokes (on order)</li><li>• AOA needs calibration.</li><li>• Install heater at engine change</li><li>• Potential available engine core found. Will review logbooks 3/26.</li></ul>
<b>64R</b>	<ul style="list-style-type: none"><li>• Pilot's door window latch worn – window can come open in flight</li><li>• 12V DC cockpit power port inop</li><li>• Secondary seat stop intermittent</li><li>• Rt brake evidence of seepage</li><li>• Oil temp gauge inop. Oil temp gauge/send unit replaced</li></ul>
<b>686</b>	<ul style="list-style-type: none"><li>• Left fuel tank leak repaired</li><li>• Flap switch sticks when released from down position</li><li>• Tail light inop (Awaiting bulb arrival)</li></ul>
<b>93F</b>	<ul style="list-style-type: none"><li>• AOA reported erratic. Will schedule w/ Skyline to troubleshoot.</li><li>• Red interior light inop</li><li>• Pilot's microphone wire coil interferes with installation of control lock</li><li>• One static discharge wick missing left aileron</li><li>• DC Power port in instrument panel inop</li><li>• Front Passenger mic plug retaining nut missing. Located and reinstalled retaining nut.</li></ul>
<b>93S</b>	<ul style="list-style-type: none"><li>• GROUNDED for Annual Inspection</li><li>• Intermittent amperage reading on G3X repaired</li><li>• Carb temp read very high. Several subsequent flights were normal. Will monitor.</li><li>• Small crack in skin aft of right rear window (100 hr)</li><li>• Replaced left nav light bulb</li><li>• Both main tires will be changed at annual</li></ul>
<b>89E</b>	<ul style="list-style-type: none"><li>• External power port inop. Do Not use as avionics ground trainer.</li><li>• Battery too weak to start engine. Removed battery for desulficate/charge cycles x 3. Reinstalled battery. Aircraft started normally.</li></ul>
<b>21M</b>	<ul style="list-style-type: none"><li>• One vortex generator missing from left wing.</li><li>• Rt strobe inop.</li><li>• 1<sup>st</sup> aircraft for interior repairs/upgrades. Planned for first week of Apr.</li></ul>

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## CALENDAR & CLUB STATS

### The Month Ahead

April 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 Apr 2025:** Accounts due

**17 Apr 2025:** Board mtg 6:30 pm, T-Craft Hangar

**20 Apr 2025:** Accounts past due

**24 Apr 2025:** Membership mtg 6:30 pm, Idaho Pizza  
Co 7444 W Fairview, Boise.  
Backcountry Seminar

**25 Apr 2025:** Last flight day in billing period

**Annual Poker Run Dates To Be Announced**

**[Click here for Full Club Calendar](#)**

### New Members

None this month

### Resigning Members

None this month

### Inactive Requests

Mak Wethmann (effective 1 Apr)

### Member Accomplishments

None this month

### Member Stats

120 Members (after new members & resignations)  
29 Class I Members (24%)  
91 Class II Members (76%)  
13 Inactive (voluntary suspension)  
26 Suspended  
94 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)

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

### FUEL REIMBURSEMENT PROCEDURES (REVISED)

#### 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](mailto: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 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 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](http://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.

## MEMBER PIREPS

**Memorable Flights, Achievements, Reflections, & Lessons Learned from Difficult Flights**

**None submitted this month, but  
Your story could go here**

## TIPS, TRICKS, AND FUN

### I Am UNSAFE-Checklist—Lessons Learned on a Fateful Night

(Reprinted from Sporty's Fast Five)



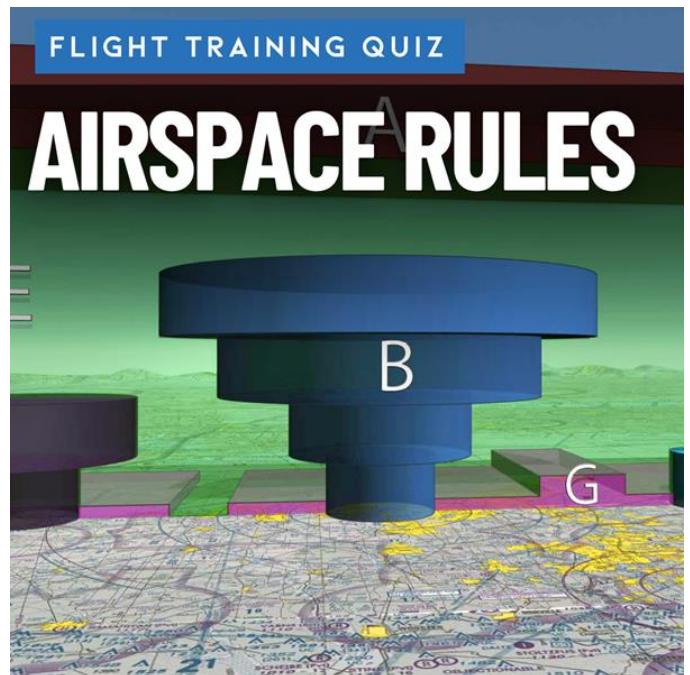
Very soon I was on the approach and thought I could still make 06C. The ATIS called out the overcast at 800' AGL, the minimum I needed (mistake #5—not mine, but it counted anyway.) I held at 800', assuming I'd see the runway lights below me and then I could continue to 06C. As I crossed the runway threshold, it was solid IMC and I had to go missed. I asked the Tower what the current ceiling was, and the response was that the ATIS was old and the ceiling was actually 400' and you'll have to go around. [Read more...](#)

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### Airspace Classifications and Rules: Quiz

(Reprinted from Sporty's Fast Five)

You'll likely pass through several classes of airspace on every flight, whether it's your first solo or a cross-country flight to the beach. Each class of airspace is depicted with unique markings on the sectional chart and different VFR weather minimums and equipment requirements. Take our latest quiz and test your knowledge of the U.S. airspace system. [Take Quiz...](#)



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## Teaching International Student Pilots

(Reprinted from Air Facts Journal)

After busting a major milestone in their training (the initial solo or any of the three checkrides they had to pass in the T-38 syllabus), students would get one or two extra flights with an experienced IP. They would then fly an “Initial Progress” check with a squadron supervisor. If they passed that check, they continued with the program. Failing the Initial Progress check meant they got additional flights with another experienced IP and then flew a “Final Progress” check. If they failed that flight, they would be eliminated from the program. [Read more...](#)



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## 11 Must-Do Adventures After Earning Your License

(Reprinted from Air Facts Journal)



You worked hard, paid a lot of money and earned your pilot's license. Congratulations! Now what do you do? It's a question that comes up more often than most pilots care to admit. Sure, you'll want to take friends and family up for a ride, but once you've done that a few times, you may find yourself looking for new missions.

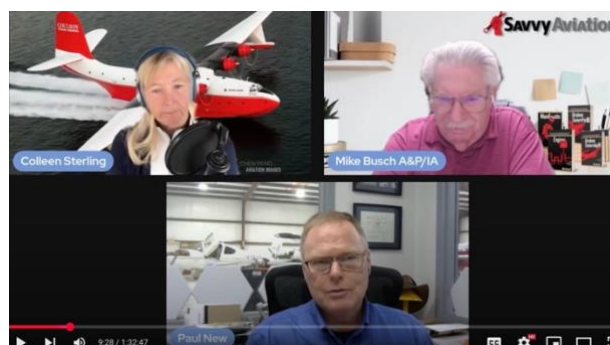
The good news is that your flying adventures are limited only by your imagination (and to a certain extent, your budget). When you think about it, this is probably one of the main reasons you learned to fly—the unbelievable freedom and possibilities that come with the title “pilot in command.” [Read more...](#)

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## Ask the A&Ps Ep. 43 – How to Lean for Takeoff (video 01:32:47)

(Reprinted from AOPA ePilot)

Our experts discuss how to lean for high-altitude takeoffs, a pilot's problems with flaps, and how to remove a wasp nest. [Watch the video...](#)



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## Heads-up, Hands-free: How to Use iPad Audio Alerts

(Reprinted from Sporty's iPad Pilot News)



The iPad is an engaging visual tool, but many pilots forget about its many audio uses. Especially for those pilots who worry about spending too much “heads-down” time with the iPad, it’s worth understanding how apps use audio to make flying more efficient and safe. Let’s look at some of the options, and how to set up an audio connection to your headset.

ForeFlight can display many pop-up alerts to provide time-sensitive, location-based information. These alerts include runway proximity, traffic, cabin altitude, destination weather, terrain, airspace and TFRs, carbon monoxide and more. There’s even an alert for weight and balance when your center of gravity is out of limits. Many pilots may not realize that ForeFlight also provides audio alerts with these notifications. Here’s a rundown of what you might hear. [Read more...](#)

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## Managing Your Speed Near the Airport

(Reprinted from Air Facts Journal)

The NTSB recently released its final report ([NTSB ERA22FA318](#)) on a midair collision involving a turbine-powered Piper PA46 (JetProp DLX) and a Cessna 172 at North Vegas Airport (KVGX) in July 2022. Four people aboard the two aircraft died.

This tragedy haunts me. I briefly met the owners of the Piper JetProp the day before the midair. They were among about 50 PA46 owners at a safety meeting at Coeur d’Alene, Idaho (KCOE) where I gave a presentation. I didn’t get to know them—we just exchanged pleasantries. But the next day....[Read more...](#)



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## IFR Quiz Hour: Quiz (video 00:48:37)

(Reprinted from Sporty's Fast Five)



10 questions to test your instrument flying knowledge. [Watch the video and take the quiz...](#)

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