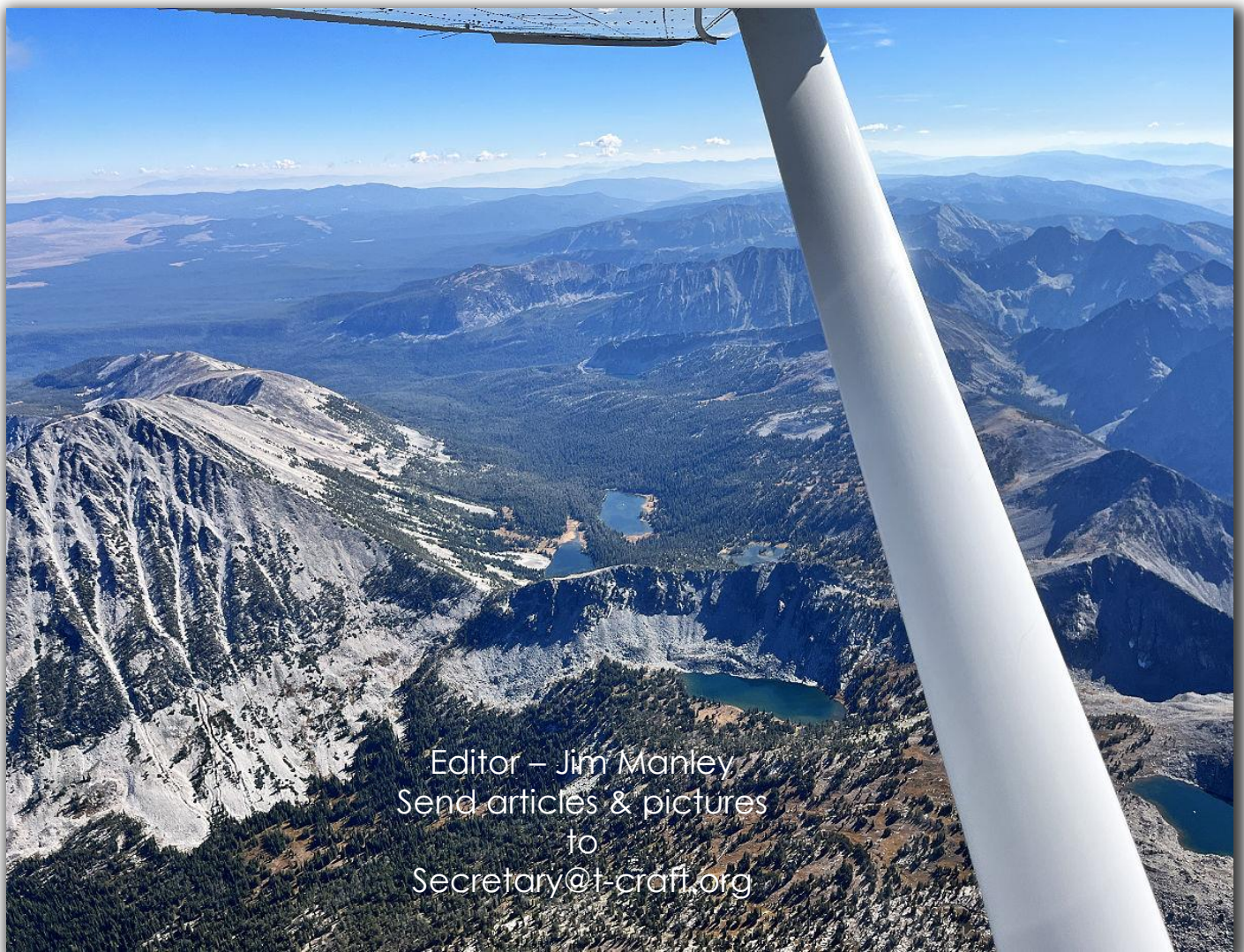


T-Craft Aero Club

Monthly Newsletter

May 2025

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Mary Erickson Passes Away

(Submitted by Len Erickson, former Director of Maintenance)

My wife Mary passed away this past Tuesday with my son Ted and I at her side. She fought a long and valiant fight against Lewy Body Dementia.

The Obituary will be posted on the Mueller website soon. <https://www.muellermemorial.com/>

Thank you for your thoughts and prayers,
Len

T-Craft sent flowers for her funeral mass on 2 May

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Important Volunteer Opportunities

(Submitted by Ben Rhoades, President, Reggie Sellers, Director of Billing)

Plane Wash, May 29th — Plane Captains Needed. BBQ Captain needed.

Who would like to run the BBQ and do the cooking? This will require you to get the food for approximately 75 people and do the cooking. Please let me know if you are willing to help out.

Contact Reggie Sellers: regluvs2fly@gmail.com

Garden Valley Fly In, June 14-15 — Breakfast Captain needed

Who would like to step up and cook breakfast the morning of the 15th? If you've been to this event in the past it's a great time and there's not a better way to start the event than breakfast.

Please let me know by email, text, or smoke signals: Benrhoades.a10@gmail.com or 208-850-3596

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T-Craft CFI Policy Clarification

(Submitted by Kent Muri, Membership Director)

Due to current Nampa Airport policies and some ongoing communications with Airport Management. The Board of Directors has determined that only Club Member Certified Flight Instructors will be allowed to provide instruction in T-Craft Aircraft effective immediately. All Non-Member instructors have been notified, and the website has been updated to remove all non-member instructors.

As a clarification of the above, if a member wishes to enroll / attend / participate in additional training / instruction i.e. Accelerated IFR Course, Mountain Flying Course etc. that originates and/or is conducted away from the Nampa Airport, the member is authorized to complete that additional training. [See section 3.2 of the T-Craft policies.](#)

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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

- Please continue to use engine heaters. Low temps in the 40s are still forecast.
- Review aircraft squawks in Schedule Master during preflight prep.
- Cies digital fuel sending unit installation for C-182. Awaiting Skyline scheduling.
- Aero LED wingtip lights on 21M/93S planned (install at same time as fuel senders)
- Ongoing interior repair/remodel. All aircraft have tentative schedule. Materials/Supplies on hand. Contractor is Fish House Upholstery of Boise.

Scheduled Maintenance - * As of 4/24/2025

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	38	5/31/25	Control Yoke replacement (input week of 28 April)
686	32	2/28/26	Interior Mods schedule 5/12
64R	90	1/31/26	
93F	99	1/31/26	
93S	88	4/30/26	
21M	86	3/31/26	Digital fuel send unit install TBD. Interior Mods should wrap up April 25
89E	9	2/28/26	Interior Mods scheduled start 4/28

1. Aircraft Maintenance Status/Actions Since Mar 2025 Board Meeting.

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> Control yoke/PPT replacement (expecting input to Skyline week of 4-2) Install heater at engine change Potential available engine core found. Pending negotiations - still.
64R	<ul style="list-style-type: none"> 100 Hr complete Pilots door window latch worn – (replaced) 12V DC power port inop (replaced fuse) Secondary seat stop intermittent (replaced stop cable/inertia reel) Rt brake evidence of seepage (replaced seal)
686	<ul style="list-style-type: none"> GROUNDING Small fuel leak near right tank drain. Fuel smell in cockpit during takeoff <ul style="list-style-type: none"> Leak in tank being welded. Expected resolution afternoon of 4/24 Flap switch sticks when released from down position
93F	<ul style="list-style-type: none"> Flat spot left main tire. (currently airworthy – monitoring) AOA recalibration complete. Red interior light inop (no power to receptacle- troubleshoot at annual when interior is removed) Pilot's microphone wire coil interferes with installation of control lock – (adjusted) One static discharge wick missing left aileron DC Power port in instrument panel (inop. no power to receptacle- troubleshoot at annual when interior is removed)
93S	<ul style="list-style-type: none"> Annual completed. <ul style="list-style-type: none"> Both main tires replaced Small fuel leak on fuel flow transducer (replaced transducer - warrantee item) Small crack in skin aft of right rear window (100 hr)
21M	<ul style="list-style-type: none"> Grounded Failed mag check. (Troubleshoot revealed #6 cyl inop on Rt mag check)

	<ul style="list-style-type: none"> • Interior repairs/upgrades expected completion 4-25. <ul style="list-style-type: none"> ◦ Most plastic interior panels needed repair/replacement • One vortex generator missing from left wing. • Rt strobe inop. (bulb replaced but still inop)
89E	<ul style="list-style-type: none"> • Pilots-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) • Both prop blades have small nick near end. (blended 4/16) • External power port intermittent. Do Not use as avionics ground trainer.

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Operating Past TBO & Leaning Procedures (video 01:32:47)

(Submitted by Pete Glick, Director of Maintenance)

1. Two of our T-Craft engines are being operated on condition past Time Between Overhaul (TBO) A good discussion about operating past TBO. Start video at 1:40.
2. A good discussion about leaning procedures. Start video at 27:15

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Interior Upgrade Help Includes Membership Perk

(Submitted by Pete Glick, Director of Maintenance)

Good Morning. As I write this, the new interior for 21M is being installed. It will be a couple more days to get all the small details sorted out, but it's looking decades newer. This has been a time consuming process for your interior committee members. This is where you can help.

89E is scheduled to begin interior overhaul on April 28 thru May 10. We request membership assistance. The first and last couple days are the busiest. The work consists of interior removal, bagging and labeling hardware; cleaning the acft floor decking and other accessible areas, cleaning plastic interior parts, headliner, etc. Some masking and painting may be required. Interior installation. There are 5 more aircraft after that.

This does require some flexibility in scheduling on your part as we are working within the interior contractor's schedule. In exchange for your time, Membership Director Kent Murri has agreed to reset your membership currency after two hours of your valuable time spent. Additional time spent should be logged and we can negotiate after that.

Let me know by text (208-724-5040) if you are interested and I will forward your name to the interior committee for scheduling.

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Interior Committee Report

(Submitted by Jon Miller, Don Robers, T-Craft Pilots)

In 2024 the board asked for volunteers to explore ways to improve the interiors of our fleet. As fall turned to winter, the interior committee was formed and expeditiously began researching various options to present to the board and to the president. Time was of the essence to come up with a plan to utilize capital prior to being saddled with an avoidable tax burden.

The committee researched, and then interviewed, seven different upholsterers, some local and some distant. We also looked at over 15 different interior options for everything from airbag seat belts, to cargo netting, to bulletproof (figuratively speaking) fiberglass plastic paneling. If you have ever researched remodeling an aircraft interior, the price can sometimes reach upwards of \$25,000 dollars for a bespoke approach. That could get us two planes done, but our goal was to enhance the contents of our entire hangar.

After some debate, we settled on partnering with a local, veteran-owned company who has worked on planes before. In fact, the owner's wife flies a 170. We trust you will be happy with the work of Fish House Upholstery. And if you like it, let's do them a favor and tell your friends. We were able to arrange a discounted price through fierce negotiation, arm wrestling, our incredible charm and due to the size of our large project.

The interiors were chosen to complement the external paint scheme of each airplane, as well as to fit their mission. For this reason, you will see Lonseal flooring (the same airplane flooring you'll see in the galley of a 737 on your next commercial flight) that can stand up to the rigors of backcountry trips in our two planes with STOL kits.

We have done our best to schedule the interior work in a deliberate fashion and to not disrupt any large trips already reserved on the schedule. In addition, we tried to avoid holiday periods. We understand it's never ideal to ground a plane, and we appreciate your grace. Here are the remaining tentative down days for your aircraft:

- 89E April 28 – May 10
- 686 May 12 – 23
- 375 June 2 – 12
- 64R June 16-27
- 93S July 21 – Aug 1
- 93F Aug 11 - 22

Special shout out to Pete Glick. Due to our small committee, and the need to do physical alterations to the plane, he has become more involved than he might have imagined before beginning this large undertaking. You can understand when you take a bunch of stuff out of a plane you might need to fix a few things. He has been seen trying to not inhale multiple chemicals while trying to repair plastic pieces in your airplanes.

You recently saw a message from Pete recruiting volunteers...if you are interested in getting involved on a few of the removal/install days then please reach out! You will not be exposed to the same number of carcinogens that Pete was subjected to.

Lastly, we included some before and after photos of 21M. It's not perfect. But it sure looks better than where we began. I hope we made Hanselman proud as the new stewards of his aircraft. As you will see in the coming months, each of our planes will have a slightly different look to them. We really hope you like the look and feel of each of them, but realize with such a large number of pilots; we will certainly have different tastes. If you really love the work being performed, then thank Pete. If you think the interiors look like crap – tell Jon or Don. If you really were hoping for plaid seats, circa 1950 – don't ask, we already ordered the materials.

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KMAN DISPATCH

In this issue:

- 2025 Airfield Projects
- 2025 Airport Events
- Airport Commission Vacancy

Nampa Municipal Airport Newsletter April 2025

After a couple of false springs, Spring is really here in the Treasure Valley!

With the warming temperatures the airport is getting busier. Please use extra caution when driving on the airport. Also, please be mindful of our residential neighbors when flying, many individuals are opening their windows for fresh air and are very sensitive to noise.



2025 Airfield Projects

AWOS Hangar
1,500 sqft hangar will be constructed. New AWOS equipment will be installed on the roof. Construction is anticipated to begin June 2025.

Stormwater Retention Basin
This project will eliminate the stormwater discharge point into Mason Creek and retain stormwater on the airport. Construction is anticipated to begin fall of 2025.



OPERATIONS & MAINTENANCE NOTES

- ♦ The designated calm wind runway is "11"
- ♦ Use your radio to announce take off, taxi, departure, and landing etc on CTAF 122.7
- ♦ Listen to your radio to hear others announce take off, taxi, departure, and landing etc on CTAF 122.7
- ♦ Control FOD on the field by limiting vehicle use off pavements

2025 EVENTS AT THE AIRPORT

June 21, 2025 - Mission Aviation Fellowship 80th Anniversary

July 12, 2025 - Spirit of Flight Foundation- Spirit of Flight Day

August 23&24, 2025 - Warbird Round-Up Airshow

Do you live in Nampa or the Nampa impact area? Are you interested in guiding the airport with future planning, budgeting and growth? Have you ever considered volunteering to be an Airport Commissioner?

Now is the time! The Airport Commission has one vacancy. If you are interested in serving on the Airport Commission, please visit [Boards & Commissions | Nampa, ID - Official Website](#) to complete an application to serve on the Airport Commission.

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CFIs, Be Sure You're Making the Correct Endorsement!

(Submitted by Karen Daniels, Director of Safety)

We had a situation with a CFI not signing off one of our members for a Flight Review with the correct endorsement and now he is having to get that CFI to put that endorsement in his logbook correctly. Per CFR 61.56 (c) (2), the CFI must indicate certain language in the logbook entry; "CFR 61.56 (c) (2) - A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review". The underlined should be the minimum language that appears in the logbook to comply with CFR 61.56 (c) (2). This is specific to Flight Review endorsements, please review all other endorsement for similar minimum language and make sure that endorsements comply with FAA regulations.

[Click here to see and download AC 61-65J, for correct CFI endorsements.](#)

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Advisory Circular

Subject: Certification: Pilots and Flight and Ground Instructors

Date: 10/30/24
Initiated by: AFS-800

AC No: 61-65J
Change:

This advisory circular (AC) provides guidance for pilot and instructor applicants, pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.


Robert Ruiz for
Lawrence Fields
Executive Director, Flight Standards Service

CALENDAR & CLUB STATS

The Month Ahead

May 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 May 2025: Accounts due

15 May 2025: Board mtg 6:30 pm, T-Craft Hangar

20 May 2025: Accounts past due

25 May 2025: Last flight day in billing period

**29 May 2025: Membership mtg/Plane Wash & BBQ
4:00 pm, T-Craft Hangar**

[Click here for Full Club Calendar](#)

New Members

John Walborn-CFI

Resigning Members

None this month

Inactive Requests

Mak Wethmann (effective 1 Apr)

Member Accomplishments

Jon Miller – CFII checkride

Member Stats

120 Members (after new members & resignations)

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

29 Class I Members (24%)

91 Class II Members (76%)

17 Inactive (voluntary suspension)

31 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)

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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 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
- 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**

Security Violation

(Submitted by Robert Star, T-Craft Pilot)

I recently read an opinion article that I thought was worth bringing to the attention of the membership. The article is entitled "Security Violation", by Mike Busch, and was in the April 2025 issue of AOPA Pilot, page 98.

The quick synopsis of the story is that Mike went to his airport (SMX) early in the morning (still dark) for a flight and didn't notice that the security gate did not close behind him. Later, the airport manager contacted him indicating his violation of 49 CFR 1540.105 (Code of Federal Regulations). When a security gate doesn't close, it is the user's responsibility to report this to airport management. The gate remained open about ½ hour before it was noticed and corrected – fortunately no unauthorized entries occurred during that time (and of course this was all on video). Mike was lucky and only had to take a remedial security training class and pay \$100 to reinstate his gate badge. But some other pilots weren't so lucky.

At the same airport, a transient pilot used a folding bicycle to ride to a nearby restaurant. On his return trip, he "tailgated" a car (driven by an airport employee) through the security gate. The incident was ultimately reported to the TSA and the pilot received a \$14,000 fine. In another case, a pilot climbed over a fence to open a pedestrian gate from the inside to allow his passengers to enter. That resulted in an unhappy TSA and a \$25,000 fine.

Even though Nampa doesn't have airline service, we are still responsible for security when we come and go. And keep in mind that your destination airport might be much more security conscious than Nampa. You never know if the TSA or some other government official is making a spot check and hoping to make an example of someone.

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TIPS, TRICKS, AND FUN

I Nearly Had a Midair...(video 00:06:51)

(Reprinted from The Finer Points)

Pilots often have a very difficult time determining where they actually are. They have a tendency to look out the forward window and say "I'm over the thing I can see," when in reality with slant range they might be 2 or 3 miles away from that location. Watch me share a few important tips to keep you safe in the pattern. [Watch video...](#)



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Buffalo Hunting with Airplanes

(Reprinted from Air Facts Journal)

This is not a Wild West story involving Buffalo Bill. Rather it's from when I was a Forward Air Controller (FAC) flying the OV-10 Bronco in Southeast Asia from Nakhon Phanom (NKP) Royal Thai Air Base (KOP) in Northeast Thailand.

"Buffalo Hunters" was a callsign associated with a DC-130 unit whose unique mission was carrying Ryan Firebee drones under its wings. After launching in-flight, the Firebees flew pre-programmed routes while taking pictures of the terrain below them. [Read more...](#)



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The Starlink Era is Here—Will We Regret It?

(Reprinted from Air Facts Journal)



This promises to be a major advancement in cockpit technology, with benefits for pilots and passengers alike. But before diving headfirst into the Starlink pool, it would be wise to pause for just a moment and contemplate what we might lose. Don't worry, I'm no Luddite and I'm not here to scare anyone away from an exciting new gadget. I am, however, an observer with enough experience to have seen technological breakthroughs bring unintended consequences. I fear that may happen here. [Read more...](#)

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Pilot's Aviation App Directory-2025 Edition

(Reprinted from Sporty's Fast Five)

Click on the image to see the directory



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How to Recover From a Bounced Landing (video 00:04:01)

(Reprinted from Sporty's Fast Five)

Not every approach and landing will be by the book during your training, and you'll inevitably encounter situations when you round out too high, overshoot the touchdown point or bounce after the initial touchdown. This is perfectly normal and learning how to recover from these scenarios will improve your confidence and help you make better landings in the long run. [Watch the video...](#)



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How to File an IFR Flight Plan in ForeFlight

(Reprinted from Sporty's Fast Five)



ForeFlight offers a variety of ways to plan a flight, and if you're like most pilots, you start the trip planning process on the Maps screen. The touch-planning tools make it easy to quickly enter departure/destination airports, determine the optimum route and altitude, and calculate time en route and fuel burn using stored aircraft profiles.

When it comes time to file an IFR flight plan, though, you'll need to head over to the Flights section of the app. The good news is you can use flight data entered on the Maps screen to start the filing process. Simply tap the "send-to" button on the bottom left of the Route Editor and select "Flights". This will create a new entry on the Flights screen and save you the hassle of entering the same

data again in preparation for filing the flight plan. [Read more...](#)

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GPS Facilitates Ocean Rescue

(Reprinted from AOPA News)



A Canadian pilot hired to fly an ocean wildlife survey off the coast of the Baja peninsula in Mexico was rescued April 18 with his passenger just a little more than two hours after ditching their Cessna 182 a few miles from shore. [Read more...](#)

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