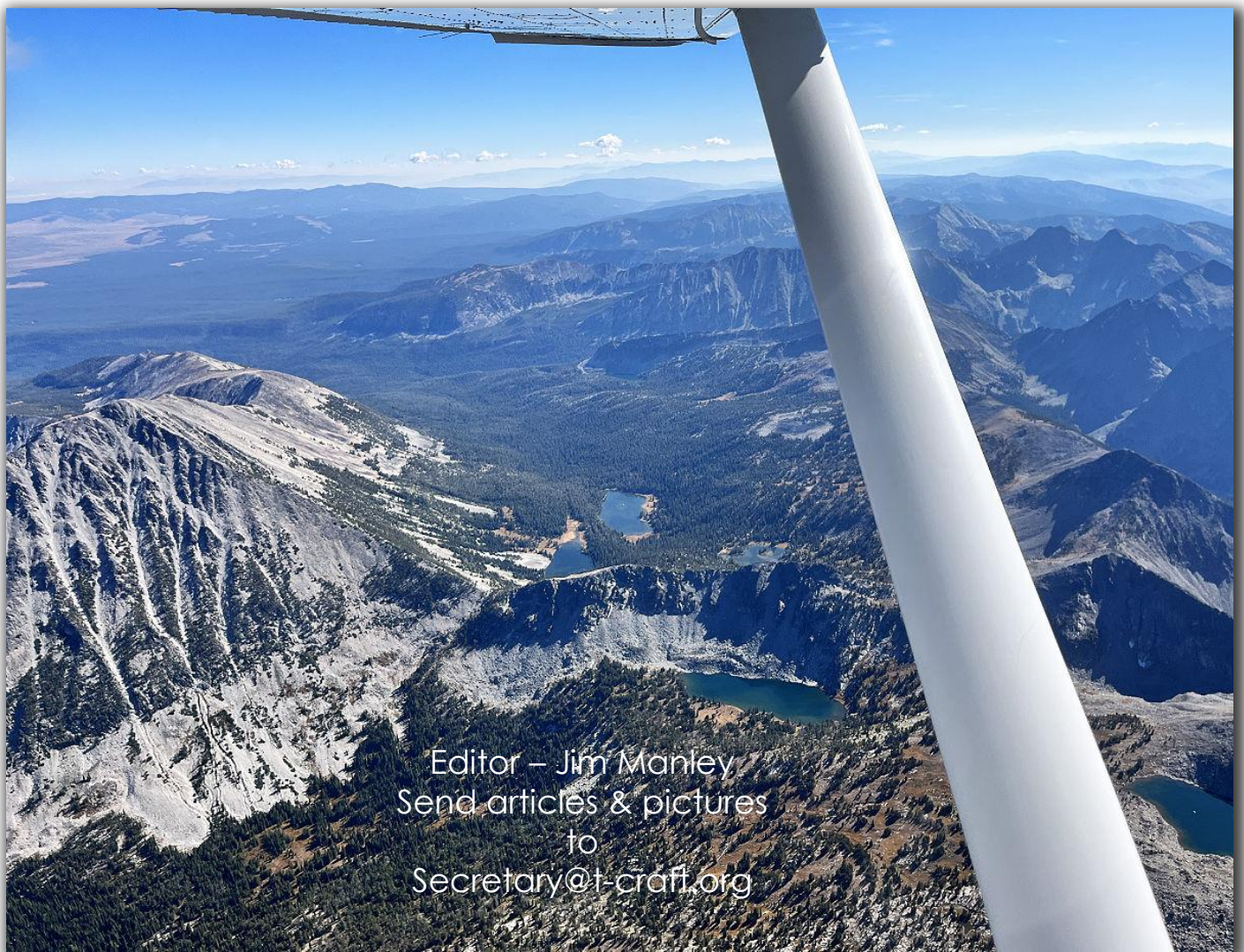


T-Craft Aero Club

Monthly Newsletter

Jul 2025

Putting Wings on Your Dreams



Editor – Jim Manley
Send articles & pictures
to
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IMPORTANT NOTICES

Bill to Stop ADS-B Misuse Introduced in Congress

(Reprinted from AOPA ePilot)

Legislation introduced in Congress, the Pilot and Aircraft Privacy Act, seeks to address growing concerns about the misuse of ADS-B, which has been increasingly used to collect fees from pilots. [Read more...](#)



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Safe Operation at Non-Towered Airports (webinar)

(Submitted by FAA FAAST Team)

Topic: Aircraft Operations at Non-Towered Airports

Time: Wednesday, 9 July 2025, 18:00 MDT

Description (Select Number GL13137416): FAA Certified Flight Instructor and Designated Pilot Examiner, Prof. H. Paul Shuch will share his over 5 decades of experience with you so you can be a safer and more knowledgeable pilot at non-towered airports. These days, most flight training occurs at towered airports, and new pilots may have limited experience operating in a non-towered environment. Yet some of the country's most interesting airports are non-towered. In this webinar, he will help you to become more self-reliant as you safely navigate the non-towered environment. By attending this webinar your knowledge of operating at a non-towered airport will be enhanced and ultimately safety will be enhanced.

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

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Former DOM, Len Erickson, Sends Thank You

(Submitted by Reggie Sellers, Director of Billing)

Len Erickson, as many of you know was our DOM for a couple years but had to move to Minnesota due to the health of his wife Mary. She recently passed away after a long hard fought battle.

As a club, we sent flowers and our condolences to her funeral. I have attached a photo of Mary and a nice thank you card that Len sent to us.



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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

A. ALL 182s have shown erratic fuel quantity readings when below ½ full. VERIFY fuel level by dipping tanks and MONITOR fuel flow during flight. Fuel flow is separate from fuel quantity system. New digital fuel senders may help this situation, but not guaranteed.

B. Leather Seat Care:

1. Wipes now available for members to wipe down leather seats when they are soiled.
2. If needed, additional leather care products are available upon request for deeper cleaning
3. Please use caution with sharp objects in pockets or pens/pencils in knee boards, etc.

C. Heaters: It is no longer necessary to plug in aircraft. For those members to wish to continue to preheat, coordinate the heater connection with the pilot flying prior.

Scheduled Maintenance - As of 6/19/20-25

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	93	5/31/26	
686	85	2/28/26	
64R	2	1/31/26	Interior Mods in-work. Estimated completion 07 July
93F	12	1/31/26	Interior Mods sched for July 07 w/ possible delayed start
93S	12	4/30/26	Interior Mods schedule for July 21
21M	43	3/31/26	
89E	44	2/28/26	

1. Cies digital fuel sending unit installation for 21M in progress. Other C-182s awaiting Skyline scheduling.
2. Aero LED wingtip lights on 21M in progress (install at same time as fuel senders)
3. 4 of 7 interior mods completed. All aircraft have tentative schedule. Materials/Supplies on hand. Contractor is Fish House Upholstery of Boise.

Aircraft Maintenance Status/Actions Since April 2025 Membership Meeting.

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> Interior Mods completed. Engine core found at Lycon. Deposit sent for engine build. Estimated March 2026 completion and then engine swap.
64R	<ul style="list-style-type: none"> Passenger seat pins difficult to lock (100 hr upcoming) Secondary seat stop intermittent (replaced stop cable/inertia reel) Repeat. Ordered new instrument panel facia. (received 6/28) Interior renovations in work. Includes painting door jambs Pilots mic jacks intermittent. Tightened jack mount nuts. Ops checked good.
686	<ul style="list-style-type: none"> White nav lite (tail) intermittent Flap switch sticks when released from down position (cleaned, but no change). Part on order Interior renovation completed

	<ul style="list-style-type: none"> 100 hr complete
93F	<ul style="list-style-type: none"> Left main tire leaks air. Changed tire/tube. Corrected V speeds on G5
93S	<ul style="list-style-type: none"> 50 hr complete Autopilot disconnect (red) button missing. . Skyline has one. Will pick it up 6/30.
21M	<ul style="list-style-type: none"> Stall warning inop. Sent off transducer for rebuild = 5 weeks. \$10.7k (new) vs 3.5k (rebuilt). Skyline installing wingtip LEDs and digital fuel send units while down Rt strobe inop. (bulb replaced but still inop) – LEDs will fix this.
89E	<ul style="list-style-type: none"> Left main tire worn. Replaced main tire/tube. Amp indicator showed amps surging excessively. Torqued shunt wires. Ops checked good. Comm 2 very scratchy. Awaiting input to Skyline. <u>Pilots</u>-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) External power port intermittent. Do Not use as avionics ground trainer. (Solenoid on order)

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Watch for Pre-Flight Surprises

(Submitted by Ken Kaae, Treasurer)

Gail and I were anticipating her birthday breakfast flight to Smiley Creek (4,000' length at 7,100 feet elevation). While preflighting 93S, I found this small item on a propellor blade. We chose to drive to our local breakfast alternate.



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Garden Valley Fly-In Photos

(Photo Credits: Reggie Sellers, Ken Kaae, Cory Hajek of Aero Adventure Warehouse @ KEUL)



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**Bean Bag Drop – David Lamoreaux
(Gordon Hall accepting)**



Steve Fickes - Spot Landing and Top Gun



A special Thank You to Michael Cichoski and family who displayed most excellent skill AND service with the breakfast they prepared. Sadly, no picture of their hard work has surfaced, so thank them doubly.

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CALENDAR & CLUB STATS

The Month Ahead

July 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 Jul 2025: Accounts due

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

20 Jul 2025: Accounts past due

25 Jul 2025: Last flight day in billing period

No Membership meeting in June or July

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

None this month

Member Accomplishments

Daniel Sigler – Commercial Pilot check ride

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%)

16 Inactive (voluntary suspension)

30 Suspended

90 Active flying members (cap: 14 x 7 = 98)

Member Ratings

6 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: [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

- T-Craft will reimburse you \$5.48 per gallon for fuel purchased at a field other than KMAN
- 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 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 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

Respect the Rudder

(Reprinted from AOPA ePilot)

Are you guilty of rudder neglect? Check out this quick [reminder](#) on the importance of yaw recognition and coordinated flight. [See the video...](#)



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Scan the Glass

(Reprinted from AOPA ePilot)



The primary flight display showcases numerous flight parameters the pilot needs to monitor including horizontal and vertical speed, altitude and attitude, heading and coordination—along with radio frequencies and a variety of system-health alerts. Meanwhile, the multifunction display shows engine, fuel, and oil parameters as well as maps and traffic, and more. [Read more...](#)

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Beware of Thin Air

(Reprinted from AOPA Flight Training)

High altitude, high temperature, and high humidity create less dense or thinner air that contribute to high density altitude and impact aircraft and engine performance. If you're flying in high terrain and into and out of airports at higher elevations pay close attention to the density altitude, especially between midmorning and midafternoon, as flight may be inadvisable. High density altitude—an inherent hazard in high terrain—can significantly degrade aircraft performance and surprise pilots during takeoff, climb, cruise, and landing. It's therefore advisable to fly during the cool hours of the day. [Read more...](#)



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Garmin SmartCharts: a Pilot's Guide to Interactive Instrument Charts

(Reprinted from Sporty's iPad Pilot News)

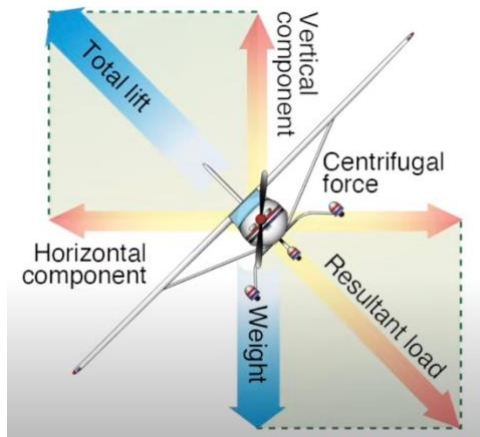
After nearly a decade of work, avionics giant Garmin has released SmartCharts, a fully interactive version of those familiar approach plates that is accessible in its Garmin Pilot EFB app. This seemingly modest change is actually the result of sophisticated software development, rigorous testing, and exhaustive validation work. In other words, it's a big deal—a Jeppesen Airway manual moment for the EFB age. Here's how it works. [Read more...](#)



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Perfect Steep Turns! (video 00:04:07)

(Reprinted from The Finer Points)



Learn the secret to steep turns – which is really the secret to all visual maneuvers. Where do I look? And when do I look there? [See the video...](#)

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Best iPad for Pilots - 2025 Edition

(Reprinted from Sporty's iPad Pilot News)



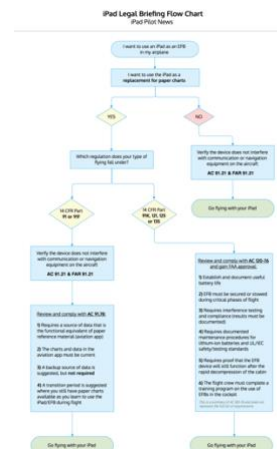
The original Apple iPad was released nearly 15 years ago on April 3, 2010. Since then Apple has continuously improved the tablet, making upgrades to its storage capacity, screen resolution, processor, connectivity options and form factor. The iPad Pro 11" and 13" are the top-end models currently available for sale today, and represent an enormous leap in performance over the original iPad.

While these high-performance pro models would suit (and honestly exceed) most pilots' needs in the cockpit, there are some other options and features worth considering [Read more...](#)

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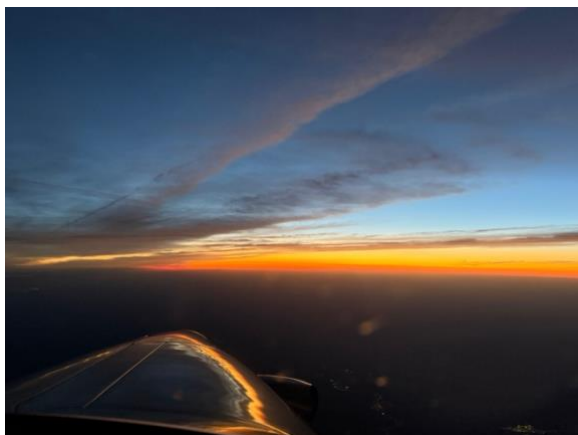
(Reprinted from Sporty's iPad Pilot News)

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(Submitted by David Thomas, Director of Hangar)

Take course...



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