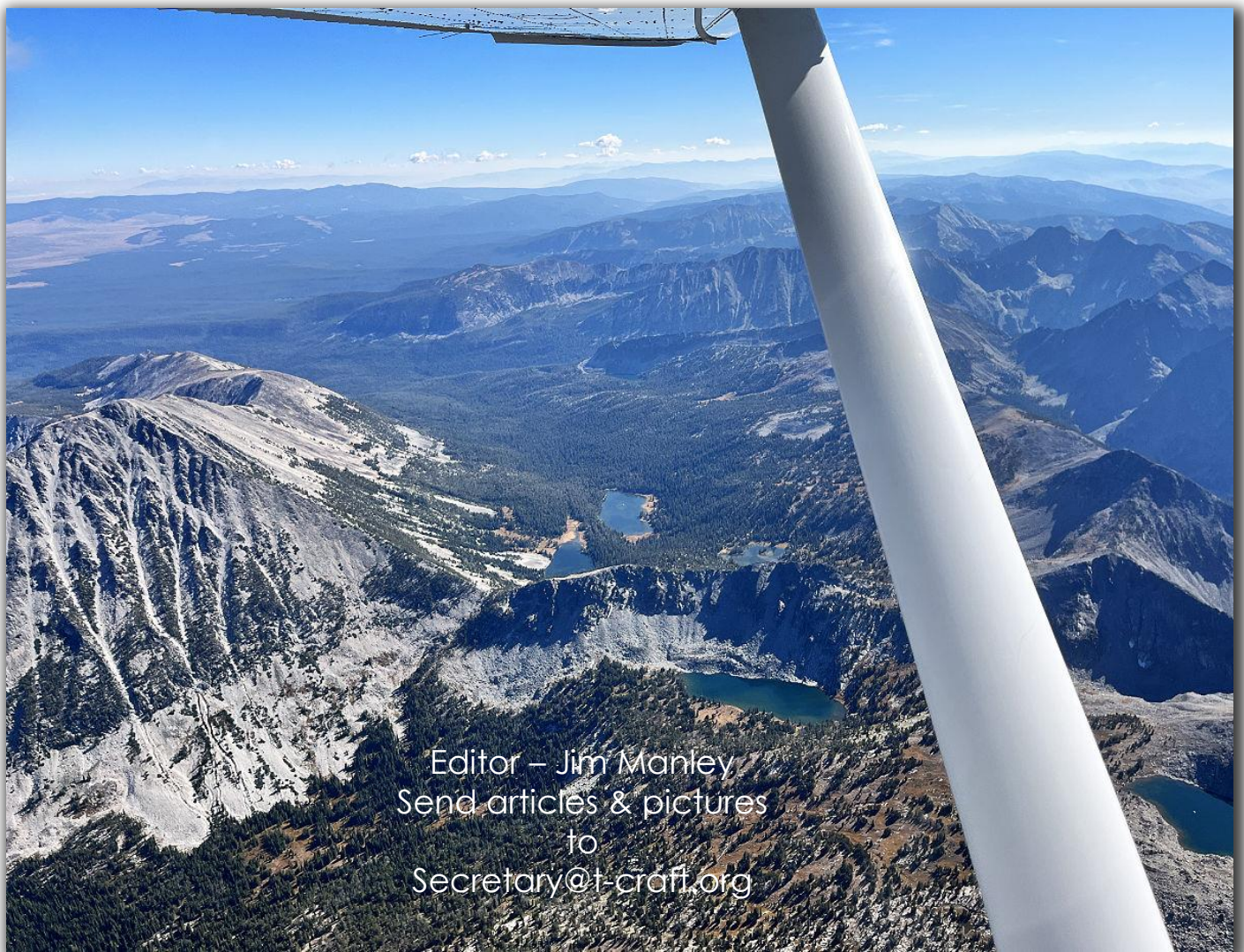


T-Craft Aero Club

Monthly Newsletter

Nov 2025

Putting Wings on Your Dreams



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

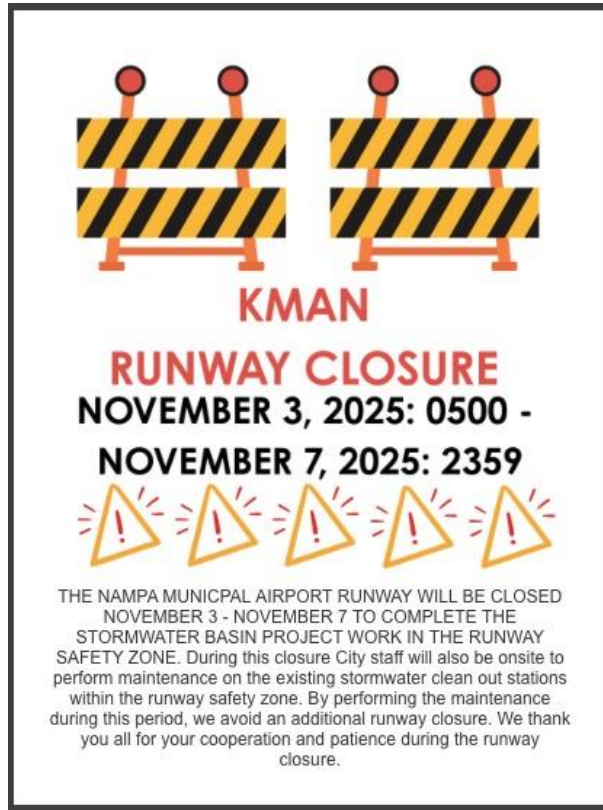
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IMPORTANT NOTICES

KMAN Runway Closed 3-7 November

(Submitted by Nampa Municipal Airport)



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More KMAN Ops Notes

(Submitted by Nampa Municipal Airport)

Vehicle Gate Access

We have been busy testing the vehicle gate card access system. AND..... success it works! The next step is to begin issuing cards to our tenants. This is going to be a slow process. Initial access cards will be issued to individuals who are listed on land lease and city hangar rentals at no charge. Landlords will need to authorize sublessee card access; each sublessee card will cost \$35. Jennifer will be reaching out to individual tenants to issue access cards. This process will take several months to get all of our users set up. Once all of our users are set up, pin code and remote access will be disabled.

Operations & Maintenance Notes

- The designated calm wind runway is "11"
- Check exterior hangar lights are operational
- Use and monitor CTAF 122.7 for announcement of takeoff, taxi, departure, and landing etc
- **Control FOD on the field by limiting vehicle use off pavements**
- Ensure the vehicle gate closes behind you went entering or exiting the airport
- Report gate issues to the admin office
- Speed limit for automobile vehicles on the airport is 20 miles per hour
- Pick up after dogs
- Keep kids within eyesight and off active taxilanes / taxiways

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President's Thoughts

(Submitted by Ben Rhoades, President)

Plane Washes: T-Craft members, I would like to first thank the 70 members that attended the fall plane wash in September. We wash the planes twice a year and if you fly them through the year, the board expects you to make at least one plane wash a year. So when the dates come out for 2026 please mark your calendars so you can try to attend at least one of them. At the last plane wash we cleaned the interiors before we washed the exteriors and I would like to continue this practice going forward. This will also provide an opportunity for members that can't make the afternoon to show up early (noonish) to help and get wash and attendance credit. Bottom line is, if you fly a plane throughout the year, you need to be at a plane wash.

Attendance: 90 day attendance can be challenging, but remember when you joined the club that in-person attendance was the only way to get credit. This is a club and not an FBO so it does take a little sacrifice to keep your attendance. But, showing up 4-5 times a year is not too much to ask to fly these amazing aircraft and be a part of this organization. We also have a snow removal committee and other events that you can either attend or be the lead to help gain credit.

Winter flying: Winter flying is approaching fast so remember to preheat the aircraft to save the wear and tear on the engines. This will also help you get the engines in the green faster and save on Hobbs time. Please familiarize yourself with the KASA app. If you have questions, reach out and ask. Winter flying also requires as much or more preflight planning than a normal flight. Checking the weather and throwing in an extra jacket could be lifesaving. Please be careful when removing or returning a plane in the hanger because a little frost, snow or ice could cause a terrible fall.

Thanks again for being a part of the best flying club around!

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"Hey Baby, It's Cold Outside"- Winter Ops Factors

(Submitted by Pete Glick, Director of Maintenance)

Heaters: It's time to get into the habit of preheating your airplanes. We've installed new and effective engine heating systems on all aircraft (except 375) that should make your preheating almost effortless. The **KASA** app makes it simple to turn the heater on and off from home using your smartphone. Not only is preheating good for the airplane, but preheating can save Hobbs time (your money) by reducing the time needed to get the oil temp into the green arc prior to takeoff. After the flight, help the person after you by hooking up the heater and ensuring the yellow junction box has a red power light on. Read this good article on engine preheating. <https://hartzellprop.com/why-preheat-your-aircraft-engine/>

Battery Care: Cooler/cold weather also quickly saps battery power, robbing battery performance and longevity. As you know, our hangar is unheated, so our batteries have a disadvantage. Here are a couple of tips to help us (you) get through the season without experiencing a dead battery at the hangar or cross country.

- a. Preheating the engine reduces the amount of power the battery must supply to turn the engine for starting.
- b. Conserve battery power. Reduce the battery load during the start by ensuring all unnecessary electrical components are off (except for the beacon) before the start.
- c. Be sure to use an external power supply (provided in the hanger) if you intend to practice with our new avionics. This will conserve battery power. Otherwise, the next cold start may turn out to be a dud.
- d. In our C-182s, prior to engine start, you can check the battery voltage on the engine page of the G3X. The battery should have a voltage of close to 12.0 volts before attempting a start.
- e. If you experience a battery that does not have enough energy to start the engine, please contact the Director of Maintenance. Unless you are on a cross country, the DOM (or alternate) will put a charger on the battery. A battery in a low-energy state has a higher risk of freezing and may require an expensive replacement.
- f. As each aircraft approaches its upcoming annual inspection, we plan to add wiring to allow the connection of battery tenders during the cold weather months.

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New Hangar Door Lock

(Submitted by David Thomas, Director of Hangar)

I installed a new door lock on the main hangar. It is completely electronic. The only change is that you will need to hit the # once you enter the code. Press the keypad once to wake it up, making sure that you hear an audible tone after pressing each number. Please let me know if you have any questions.



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Review T-Craft Aircraft Scheduling Policies

(Reprinted from T-Craft Aero Club Policies)

4.0 MEMBER DUTIES/REQUIREMENTS AND EXPECTATIONS

It is the responsibility of each member to abide by all club policies. Failure to do so will be cause for disciplinary action. Reference Article III, Paragraph 5, Constitution and By Laws.

- 4.1 There shall be No Commercial use of T-Craft Aircraft
- 4.2 All pilots regardless of flying time, desiring to use backcountry landing strips shall adhere to the T-Craft Aero Club Backcountry flying Policy.
- 4.3 All T-Craft aircraft shall be scheduled through Schedule Master.
- 4.4 No member shall schedule for another member.
- 4.5 Schedules may be made up to 90 days in advance
- 4.6 No member shall schedule more the 14 days consecutively, or 480 hours total time within a 90-day period without prior approval by the board.
- 4.7 All reservations shall be cancelled if the member is unable to keep the reservation (fly the aircraft). One hour per day at the scheduled aircraft rate may be assessed at the discretion of Revised – June 2025 Page - 8 - the board for failure to do so.
- 4.8 Reserved time shall be lost unless the member picks up the aircraft within 30 minutes of the scheduled reservation start time.
- 4.9 A member shall contact a board member if unable to return the aircraft as scheduled
- 4.10 The Hobbs Meter shall be used to determine flying time. If any part of the next number is visible, this is the number you will use to calculate your flight time.

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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. Scheduled Maintenance As of 10/30//2025

2025 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	97	5/31/26	
686	10	2/28/26	
64R	67	1/31/26	IFR Cert
93F	99	1/31/26	
93S	2	4/30/26	100 hr in-progress
21M	71	3/31/26	
89E	99	2/28/26	IFR Cert

B. Aircraft Maintenance Actions

Aircraft	Discrepancy
375	• 50 hr oil change complete • Engine build at Ly-Con. Estimated March 2026 shipment.
64R	• Fuel leaking from gascolator. Replaced o-ring around plunger • VFR only. IFR certification overdue. Awaiting Skyline input • Left Main tire worn but within limits. Watching • Engine replacement. LYCON has our acceptance of their estimate
686	• Landing light inop. (Very dim) awaiting troubleshooting • Replaced aft nav light bulb
93F	• 100 hr completed • Multiple squawks completed during 100 hr
93S	• Currently in 100 hr. Nose tire change, left gear fairing repair • Zero airspeed reported. Loose pitot line was secured. (Skyline) • Auto pilot kicked off. Likely result of airspeed problem. In flight ops check was good after airspeed repair. • AHRS error – Magnetic anomaly • AOA requires recalibration. (will schedule after 100 hr)
21M	• Cabin Roof is oil canning during start and shutdown (Hold annual) • Multiple minor squawks
89E	• Auto Pilot INOP. Placarded. Pitch servo received. To be worked 10/31/25 • VFR only. IFR certification overdue. Awaiting Skyline input • External power port intermittent. Do Not use as avionics ground trainer. • Oil Pressure read zero. Oil Pressure transducer was replaced

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Another Great Plane Wash! (photos)

(Compiled by Editor)

A big THANK YOU to the 70 T-Craft members who participated in this year's September Plane Wash. Now our birds are ready to face winter's challenges. Please note that not all team members were available when the photos were taken. **Other Plane Wash pictures will be available online shortly. Watch for the link.**

375 Team	64R Team	686 Team
Tom Christensen – Captain Len Buchanan John Santo Chris Rood Logan Schwisow Blair Schwisow	Mike Bingham – Captain Adrian Fenner John Baglien David Blood Alex Blood Julia Blood Michael Lloyd	Clay Conner – Captain Rick Corn John Moen Eric Bridges Paxton Bridges Taylor Bridges Slay Windham
93F Team	93S Team	21M Team
Tyler Rudy – Captain John Walborn Mike Piedt Clay Crigg Christopher Harig Cassie Harig Caroline Harig Jonathan Harig Christopher Harig	John Walborn – Captain Steve Turney Kevin harvey Eric Kraska Hunter Hodges Loren Dahl John Barsness Olivia Barsness Oakley Barsness Jeff Adams Woody Woodberry	Mike Bracke – Captain Gordon Hall Joe Rowley Zach Bateman David Bettis Jim Hudson Greg Herbert Jeff Aebischer Gerard Cattin
89E Team	Interior Team	Hangar Team
Robbie Bond – Captain Don Roberts Doug Phillips Herb Lewis Jeff Norris Michael Cichoski Nolan Cichoski Logan Cichoski John Wambolt	Deanna Roe - Captain Don Roberts Robbie Bond	Andy Toth – Captain Ben Rhoades



Leon Baker (L) – Commander Reggie Sellers (R) - Organizer

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375 Team



64R Team



686 Team



93F Team



93S Team



21M Team



89E Team



Hangar Team

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Pro Tips for CFIs – Why Aircraft Stall

(Submitted by FAASTeam)

Topic: Stalls and Stalling Speeds

Schedule: Wednesday, 5 Nov 2025, 18:00 MST

Description (Select number GL13139971) **“Stalls and Stalling Speeds” If you struggle with aerodynamics then this webinar is for You!** Prof. Dr. Nihad Daidzic, will take us through the discussion of advanced aerodynamics. Professor Daidzic teaches at the Minnesota State University, he holds an ATP, CFI-IA, MEI-IA, CFI-RH, CFI-G. and is a current FAASTeam Representative.

Objective: In this 60-minute presentation, we will discuss aerodynamic stalls and various stalling speeds. To understand stalls, we need to understand boundary layers and their separation. Stalls are fundamental phenomenon in aerodynamics or heavier-than-air flights but also in many propulsive devices. Various stall speed definitions will be introduced and discussed. We will see how various structural, aerodynamic, and operational parameters affect stalling behavior and ultimately piloting techniques.

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

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ProTips for Pilots – Winter is Just Around the Corner (webinar)

(Submitted by FAASTeam)

Topic: Winter Weather for All of Us

Schedule: Wednesday, 12 Nov 2025, 18:00 MST

Description (Select number GL13140038): **Don't let the winter weather stop you from flying.** Many of our pilots find this time of the year the most beautiful time to enjoy a flight across the frozen land. This Pro Tips webinar will be lead by Retired Meteorologist, Professor Fred Remer who will talk about the finer points fo winter weather pre-flight, in flight briefings. Winter weather can adversely affect your flight and Professor Remere will discuss:

- Flight Planning
- Pr-flight
- Starting an engine in the cold
- In-flight;staying out of the Ice
- Descent and Landing on contaminated Runways
-

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

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Check Fuel Caps BEFORE You Climb In

(Submitted by Kent Murri, Director of Membership)

64R was recently found to have flown with an unsecured fuel cap. Damage was limited to scratched paint (and possible lost gas). Remember to visually check that both fuel caps are secured before climbing into the airplane for flight. The pilot has been notified.



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CALENDAR & CLUB STATS

The Month Ahead

November 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 Nov 2025: Accounts due

13 Nov 2025: Board mtg 6:30 pm, T-Craft Hangar

20 Nov 2025: Accounts past due

25 Nov 2025: Membership mtg, 6:30, Idaho Pizza Co, 7444 W Fairview, Boise

25 Nov 2025: Last flight day in billing period

[Click here for Full Club Calendar](#)

New Members

Brandon Clyde
Keith Watts

Upgrades Class I to II

None this month

Resigning Members

Justin Robinson
Shaun Christensen

Inactive Requests

Mark Werthmann

Achievements

Daniel Sigler – CFI, Multi-Engine rating
Logan Schwisow - CFI

Member Stats

118 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)
39 Suspended (BFR, Med, Attendance, etc)
79 Active flying members (cap: 14 x 7 = 98)

Member Ratings

6 Student Pilots
70 Private Pilots
30 Commercial Pilots
13 Air Transport Pilots
50 Instrument Rated Pilots (not all are current)



Logan Schwisow (L) and Dan Sigler (R)
Earned their CFI ratings on the same day

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Dan Sigler earned his MEL rating

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 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.

TIPS, TRICKS, AND FUN

Helping Nervous Flyers Conquer Their Fear

(Reprinted from Air Facts Journal)



I was recently asked by a fellow flying club member to take his wife—a fearful flyer—on a flight. Spoiler alert: the flight went well, and my friend's wife got out of the airplane grinning from ear to ear. Here's what I did before and during the flight, and what I learned. [Read more...](#)

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Journey Around the World's Ultimate Flight Path

(Reprinted from Air Facts Journal)

I was part of a four-person crew that completed a Polar Circumnavigation Diploma flight in May 2025 in a 1976 Learjet 36A, S/N 022, N31GJ. If the application is accepted, it will be the fourth aircraft to meet the FAI Polar Circumnavigation Diploma requirements. The flight served as a fundraiser for the Classic Learjet Foundation, which is currently restoring Learjet 23 S/N 003, the first Learjet delivered to a customer in 1964. The now-vintage Learjet 36A completed the 26,291-mile flight without any issues or maintenance delays. [Read more...](#)



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Only at T-Craft

(Submitted by Leon Baker, T-Craft Pilot)

Only in America...Only at T-Craft. How Blessed are We?



Thursday the 9th of October will go down as one of the Best 15 days in my life. Soooooooooo Goooooooood!

I write Home Loans for a living, and have a couple of former Managers, who have now retired, who live in Eagle. I have a friend who also works for Guild Mortgage, and he lives in Coeur d'Alene. For the last 5 years, we've talked about this trip but never put it together...until Last Thursday...when we were able to experience an Exceptionally Good Day.

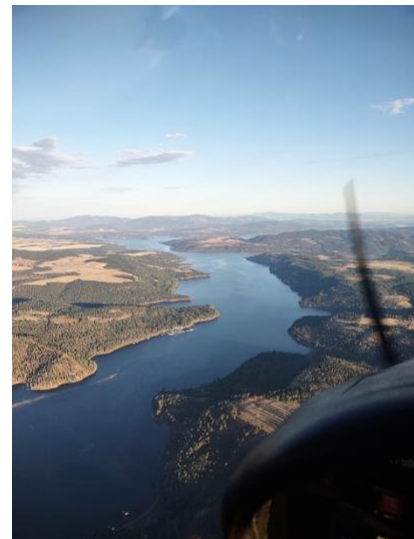
It's difficult to catch the rare break where the weather is VFR locally, as well as up in the Panhandle of Idaho, but we found one, and it was perfect. I LOVE the Fall in Idaho...temperate...beautiful...and just out of the Convection Oven of flight we call Summer.

We met at the Airport, where I had been busy prepping 93S, and gassed up. We loaded the airplane – the 3 of us snugged in with a bit of gear – and we were off the ground at 7:15, just able to see the outline of the local mountains, still lit by the moon showing just over 50% of its face, and off we went. As we flew over Sweet & Ola, then High Valley, Cascade and McCall came into our view. The sun was up as we transited North over McCall, and the morning colors were magnificent. A bit out of our way, but everything I'd hoped for.

The winds carried us North at 8,500 feet, and for the majority of the trip, we were getting 152-161 knots of ground speed. Next thing you know, we're over the mountains, breaking out onto the vast Palouse...farms forever. Dworshak on our right, and then Lake CDA below us...Wow! Soooooooooo Beautiful.

North of CDA, we entered a right downwind as called for, and landed on runway 2, taxied, and shut down...2.0 hours on the nose. Fantastic!

My friend picked us up at the airport, and drove us over to the Coeur d'Alene Resort course, where he's a member. They treated us like Kings,





and the course is Sensational. The weather was beyond perfect when we teed at 9:30, as you can see from the glassy lake shots on the famous #14 Island Green. Yes, my first ball went in the water, but then I hit it to about 14' (I think it was playing 186 that day...not bad). We had a ball...Nick the Caddie was great, and time with my friends was excellent. How'd I play...at 92...not bad for the first time being there. I have been saying that I couldn't play very well because my smile was so wide I could barely see the ball.

Once done playing, we had lunch on the deck near the clubhouse, right on the lake. Once satisfied, rested, and ready, and then headed back to the airport. It went so fast...can we play another round?

We prepped the airplane, jumped in, started up, and flew back in 2.4, including a brief stop at Slate Creek (1S7) for a Touch & Go. Landing back home just as the sun was down and tucked her in the hangar. My friends took off, and I started wiping down one of our very best. It's a little therapeutic after an Amazing Day...bugs off, inspecting, waxing...Sooooo Good. A few more minutes remembering events from a perfect day...with my time machine.

So where else in the world can you just get in and go wherever you want to – weather permitting – essentially on a whim. And if you could, do you get to see anything as beautiful as our Majestic State? God spent a few extra minutes crafting Idaho. And our Club...WOW! Are you kidding me??? Pampered Beauties, who are ready to take us to places near and far, that we can trust and enjoy. I got to sleep in MY BED both nights and somehow avoid a 15 hour round trip driving. Surreal. As Jim Manley reminded me, that wasn't even possible 120 years ago.

Take a minute and consider a reasonable cost for such a trip. Touring the heart of our Incredible Idaho, a round of golf on an immaculate course, and a return flight on the same day???

Well, we booked 4.4 hours on the rounder, the golf was \$110 for the round, \$50 each for the Caddie...and someone bought my lunch. \$354 in total. Seriously???

Sooooo Gooooood!
Only in America...and only in T-Craft. How am I doing?
Better Than I Deserve...for Sure!
Sooooooooooooooooooooooooooooo
Gooooooooooooooooooooooooooooo!



Thank You for being part of a Club that makes this all possible; something we do for each other, right? I'm Abundantly Grateful.

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