

# T-Craft Aero Club

## Monthly Newsletter

Jan 2026

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

### Board Elections at January Membership Meeting

(Submitted by Editor)

At our 29 January membership meeting, we will hold elections for the Board of Directors positions listed below. If you would like to nominate someone or run for any of these positions yourself, please contact the election Marshall who will be announced soon in a separate email. Nominations will also be accepted from the floor just prior to the election.

Board positions up for election:

- President, 1-year term, Incumbent Ben Rhoades **will** stand for reelection.
- Secretary, 2-year term, Incumbent Jim Manley **will** stand for reelection.
- Director of Maintenance, Incumbent Pete Glick **will** stand for reelection.
- Director of Hangar Maintenance, David Thomas resigned this position, so the Board appointed Drake Fickes to serve in his stead until the January 2026 election. Drake is standing for election to fill the rest of the vacated term (ends January 2027).

We will also present the 2025 annual report.

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### Remember the T-Craft Winter Billing Policy

(Submitted by Editor)

Remember T-Craft's Winter billing policy starts this month. It applies to all billable flight hours in December, January, and February. The policy says:

**Section 5.6 Winter flying hours:** During the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three hours of 152 time in February, the December, January and February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months they will be charged for three hours of "use it or lose it" time in the February billing period.

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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."**

It's preheat season: Please preheat your engines to keep them reliable and long lasting! Engines cost more than \$40K upwards to more than \$50K. The general rule is that if you need to wear a coat, preheat! If you forget to preheat, delay your flight.



**Scheduled Maintenance As of 6PM 17 Dec 2025**

N #	100hr (til due)	Annual Due	Comments
375	37	5/31/26	Engine Build in-progress. Est March 2026 completion. ELT Jan
686	89	2/28/26	ELT Jan
64R	31	1/31/26	IFR Cert Engine Build in-progress. Est April 2026 completion
93F	36	1/31/26	ELT Jan
93S	79	4/30/26	ELT Jan
21M	56	3/31/26	
89E	82	2/28/26	ELT Jan. Ignition switch AD Feb.

\*All CO detectors replacements due end of Dec.

**Aircraft Maintenance Actions**

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> <li>Engine build at Ly-Con. Estimated March 2026 shipment.</li> </ul>
64R	<ul style="list-style-type: none"> <li>VFR only. IFR certification overdue. Awaiting Skyline input</li> <li>Engine build at Ly-Con. Estimated May 2026 shipment</li> <li>Turn Coordinator replaced with airworthy loaner unit from Skyline.</li> <li>Pilot window retainer spring replaced.</li> <li>Right brake master cylinder bled and serviced.</li> <li>Install LED wingtip/tail lights at annual</li> </ul>
686	<ul style="list-style-type: none"> <li>Comm 1 circuit breaker popped x 2. Skyline found chaffed wire and repaired</li> <li>Install LED wingtip/tailights at annual</li> </ul>
93F	<ul style="list-style-type: none"> <li>50 hr completed.</li> <li>Multiple squawks completed during 100 hr.</li> <li>Windshield very foggy. To be replaced at annual. Part on order.</li> <li>Multiple squawks to be worked at annual.</li> <li>Install LED wingtip/tailights at annual</li> </ul>
93S	<ul style="list-style-type: none"> <li>AOA calibration check. Within calibration.</li> <li>AHRS error – Magnetic anomaly – hasn't duplicated</li> <li>Erratic Amp readings (normal to 400+ amps). Check and torqued alternator shunt connections. Checked both shunt fuses. Flight checked good</li> </ul>
21M	<ul style="list-style-type: none"> <li>Cabin Roof is oil canning during start and shutdown (Hold annual)</li> <li>Glareshield, center pedestal light bulbs replaced</li> <li>Multiple minor squawks</li> </ul>
89E	<ul style="list-style-type: none"> <li>External power port intermittent. Do Not use as avionics ground trainer.</li> <li>Multiple minor squawks to work at annual.</li> </ul>

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## TSA Flight Training Security Program (webinar)

(Submitted by FFASTeam)

**Topic:** TSA Flight Training Security Program

**Schedule:** Wed, 7 January 2026, 18:00 MST

**Description** (Select number GL 13140785): **If you are instructing new a pilot you will not want to miss this presentation!** Our Subject Matter Expert, Hal Sommer from the Transportation Security Administration (TSA) will discuss what you need to know before you start teaching a new pilot.

Mr Sommer will cover: The Flight Training Security Program was authorized by the Aviation and Transportation Security Act of 2001 to ensure non-U.S. Citizens/Nationals pursuing new pilot ratings/certificates or recurrent flight training did not pose a threat to aviation or national security. As a result, interim rule, 49 CFR 1552, was implemented in September 2004 and the 49 CFR 1552 Final Rule was implemented in July 2024. This presentation will discuss the Flight Training Provider Security Responsibilities required under the Flight Training Security Program (49CFR1552).

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

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## Mountain Flight Training Workshop (hybrid event)

(Submitted by FFASTeam)

**Topic:** Enhance your Flying Skills and Performance for Mountainous Terrain

**Schedule:** Sat, 17 January 2026, 07:00-10:00 MST

**Description** (Select number EA61140338): We are excited to announce that Laconia Flight Academy will be conducting a mountain flight training workshop on Saturday morning, January 17th, 2026. The 3-hour workshop will run from 9am until 12:00pm EST and will be hosted at the Laconia Airport terminal. We will also be live-streaming the workshop for those who want to attend remotely.

Laconia Flight Academy's Assistant Chief Flight Instructor, Mark Donovan (CFII), and retired USAF Colonel Bill Moran (CFII), with over 50 years of flying experience, will be teaching the course.

Key Topics to be Discussed Include

- Mountain Weather
- Flight Planning
- Aircraft Performance
- Human Factors
- Navigation and Terrain Awareness
- Performance Maneuvers
- Techniques for Crossing Ridge lines
- Landing and Take-off Techniques
- Emergency Procedures
- Go-no-Go judgment

Preview the course [here](#) or copy and paste this into your browser: [https://youtube.com/shorts/1zrseE2uJOM?si=fhzayjvCT\\_1GAezj](https://youtube.com/shorts/1zrseE2uJOM?si=fhzayjvCT_1GAezj)

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

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## CALENDAR & CLUB STATS

### The Month Ahead

January 2026

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 Jan 2026:** Accounts due

**15 Jan 2026:** Board mtg 6:30 pm, T-Craft Hangar

**NOTE THE CORRECTED BOARD MEETING DATE**

**20 Jan 2026:** Accounts past due

**25 Jan 2026:** Last flight day in billing period

**29 Jan 2026** Membership mtg, Idaho Pizza Co  
7444 W Fairview, Boise

**Click here for Full Club Calendar**

### New Members

None to report this month

### Upgrades Class I to II

None to report this month

### Resigning Members

None to report this month

### Inactive Requests

None to report this month

### Achievements

None to report this month

### Member Stats

117 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)

28 Suspended (BFR, Med, Attendance, etc)

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

### Member Ratings

5 Student Pilots

68 Private Pilots

30 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

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## 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](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

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### Aircraft Data

### Aircraft Data

[Click Here](#)

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### Aircraft Scheduling

#### Guidelines

- Schedule aircraft online at [ScheduleMaster.com](http://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 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

### Out of Options – Pinned in the Pass

(Reprinted from Air Facts Journal)

Weather closing in. Terrain rising ahead. No room to turn back. In a narrow New Zealand valley, one pilot learns just how unforgiving a single wrong decision can be — and what it taught him about judgment and humility.

March 1994: I was flying the Auster J5 I part-owned — an early postwar British fabric-covered high-wing four-seater developed from the Taylorcraft series, powered by a 130hp DH Gipsy Major — from my base in Auckland to Mandeville in the far south of New Zealand. The plan involved a Tiger Moth Club fly-in at Mandeville, followed by a spot of touring the southwestern South Island before Easter weekend's major *Warbirds Over Wanaka* airshow. [Read more...](#)



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### Colorado Christmas Candles

(Reprinted from Air Facts Journal)



On a quiet Christmas Eve departure from Denver, Greg Anderson climbs into the darkness and witnesses a once-in-a-lifetime display of Colorado's 14ers igniting with the first light of dawn. What follows is a vivid, graceful reflection on perspective, wonder, and the meaning of Christmas from a pilot's seat. [Read more...](#)

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### Cold Weather Operations

(Reprinted from AOPA Training & Safety)

The challenges of winter flying can be summed up in four words: cold, ice, snow, and wind. Every day's a weather day after the first snowfalls of winter arrive in colder regions. Now a whole set of conditions, accompanied by a cryptic stream of abbreviations to describe them, shows up in notams, regular and special surface weather reports, automatic terminal information service broadcasts, and verbally from the tower. After the season's first light dustings of snow give way to accumulating storms and snow-removal operations, pilots need to inform themselves continually about runway, taxiway, and ramp conditions. The information in this subject report will provide tips for successfully meeting the challenges of winter weather. [Read more...](#)



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## Private Pilot Ground School to be Offered

(Submitted by Jeff Norris, T-Craft CFI)



Build a solid foundation for private pilot certification. This course covers essential and basic aviation principles, aircraft systems and performance, navigation and flight planning, weather and meteorology, FAA rules and radio procedures, and the human factors that affect safe flying. Comprehensive test prep included to get you ready for the FAA Private Pilot knowledge exam.

**Free information session January 6<sup>th</sup> 6 pm at KEUL terminal building!** [Read more...](#)

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## Ask ATC: Minimum Fuel vs Fuel Emergency (video 00:00:55)

(Reprinted from AOPA ePilot)

What do air traffic controllers hear when you say "minimum fuel," and how is that different from a fuel emergency? [See the video...](#)



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## Roll Yourself Right

(Reprinted from AOPA ePilot)



Don't get spun around by maneuvering flight. Test your knowledge with this AOPA Air Safety Institute. [Take the quiz...](#)

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## New App Measures Visibility

(Reprinted from Sporty's iPad Pilot News)

Can your phone really help verify VFR visibility? We review Visibility Tool, a new app that offers fast, offline visibility estimates for pilots and drone operators. In our testing, it delivered readings that matched nearby AWOS reports, making it a useful extra check before takeoff. [Read more...](#)



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## Easy on the Brakes

(Reprinted from AOPA Flight Training)



When you're taxiing, there's a lot to look out for: birds, other aircraft, service vehicles, foreign objects, signage, the windsock, the direction you're traveling. You're thinking about the flight ahead or the one you just completed. Your attention is mostly outside, because awareness of your surroundings is key. The last thing you want is to bend metal on the ground, right? [Read more...](#)

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## Tips to Handle Icy Runways and Taxiways

(Reprinted from boldmethod)

Here's how to anticipate the amount of snow or ice on a runway, and what to do if you need to land on a contaminated runway. [Read more...](#)



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## Carbon Monoxide Could Happen to You

(Reprinted from Air Facts Journal)



On a beautiful morning, October 2, 2025, I headed to the airport (KUGN) for a morning self-training flight. In the weeks before, I had several longer flights including an Angel Flight, breakfast flights, and at least one long cruise flight. All good, and my 2000 Mooney M20S Eagle was running about perfectly. It should be a great day. Sunny, high pressure, light winds, minimal turbulence – perfect to work on those basic skills: slow flight, stalls, steep turns, chandelles, lazy eights. [Read more...](#)

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## Flying with the iPad: Your Digital Copilot (video 01:15:54)

(Reprinted from Sporty's Fast Five)

This presentation from Sporty's and iPad Pilot News covers a wide range of practical topics on flying with the iPad and the ForeFlight Mobile app. Led by Bret Koebbe, an active pilot at Sporty's and editor of iPad Pilot News, this fast-paced presentation will explore topics applicable to pilots of all iPad experience levels. Topics covered include:

- 00:00 — Introduction
- 05:31 — Picking the right iPad
- 12:04 — iPad setup & backups
- 23:20 — Power, batteries & heat
- 33:30 — Mounts, kneeboards & bags
- 37:24 — iPad as digital copilot
- 38:32 — Weather briefing on iPad
- 43:29 — Weight & balance tools
- 47:52 — Alerts, NOTAMs & taxi
- 1:00:04 — Datalink weather & ADS-B
- 1:09:47 — Satellite, Starlink & closing

[See the video...](#)

### Flying with the iPad - Your Digital Copilot

Bret Koebbe - Sporty's



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## VFR Cross-Country Planning (quiz)

(Reprinted from Sporty's Fast Five)



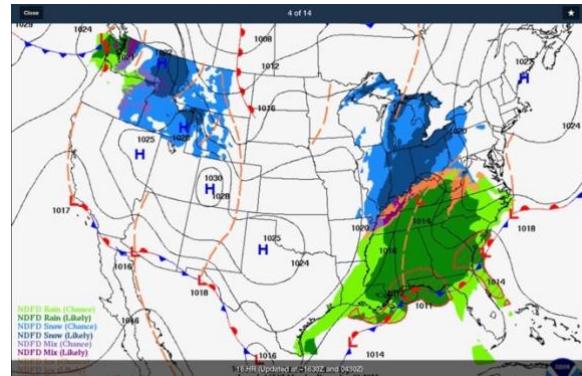
Winds aloft, true course, heading and groundspeed. Can you put all the puzzle pieces together and plan a successful cross-country flight? Use this quiz to test your flight planning knowledge and see if you can get a perfect score. [Take the quiz...](#)

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## Fronts, Freezing Levels, and Staying Out of Trouble

(Reprinted from Sporty's Fast Five)

Winter flying brings a unique set of challenges, especially when it comes to icing. In this article, we break down why warm, occluded, and cold fronts each create their own hazards, how to recognize the early signs of trouble, and how tools like Prog Charts in ForeFlight can help you anticipate weather systems long before they hit your route. [Read more...](#)



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