

T-Craft Aero Club

Monthly Newsletter

Feb 2026

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Former T-Craft Pilot, Roland Steadham Dies in Plane Crash

(Submitted by Jim Hudson, T-Craft Pilot)

As many of you probably have heard the tragic plane crash claimed the life of local Pilot and Meteorologist at KBOI Chanel 2 and 9, and his passenger, Dallin Laufenberg. Some of you may not know that Roland was an influential member of T-Craft from April 2016 to October 2023. He was a significant contributor and put on a couple of weather seminars for the club.

Gordon Hall and I flew with Roland during the 2017 total solar eclipse. We also conducted many backcountry flights. He was a skilled pilot, meteorologist, club member, and friend to many.

ROLAND STEADHAM



There are several tributes on the Channel 2 webpage at: <https://idahonews.com>, https://fb.watch/EVS2_jpevc/?

Some Facebook links: <https://www.facebook.com/share/v/1GC7tDXY2S/?mibextid=wwXlfr>

Roland set me up to do a Discovery Flight with reporter Sophia Doumani and then gave me the Treasure Valley Silver Award, which I didn't know about. <https://idahonews.com/features/treasure-valley-silver-awards/flight-instructor-shares-his-passion-for-aviation>

We did a Flight with WWII veteran Pilot Dick Kneidl on his 101st birthday three years ago.
<https://idahonews.com/news/local/treasure-valley-wwii-veteran-celebrates-101st-birthday-by-taking-to-the-skies-again>

Flights in 686 before and during the total eclipse, August 8, 2017. Unfortunately, I could only find these on Facebook, but they may be available somewhere on the Channel 2 website.
<https://www.facebook.com/share/v/1CrDxyoE5c/?mibextid=wwXlfr>

Bloopers <https://www.facebook.com/share/v/1AfNGcw9rN/>

Roland and Gordon during the Eclipse <https://www.facebook.com/share/v/1ApX5YzYjz/>

Levi B. Noguess – Idaho Backcountry Facebook Group Contributor.

Closing thoughts <https://www.facebook.com/share/v/16zSwUceXb/?mibextid=wwXlfr>

Gordon and Roland – IFR training [Follow Boise pilots as they learn to fly blind in the clouds](https://www.facebook.com/share/v/16zSwUceXb/?mibextid=wwXlfr)

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Elections, Reports, and New Rates at January Membership Meeting

(Compiled by Editor)

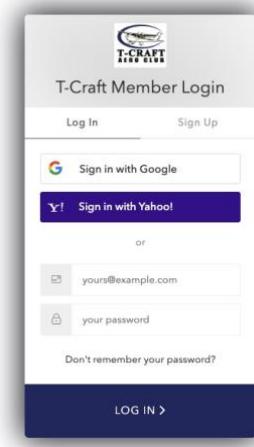
The January membership meeting featured our annual board member elections, a report on the 2025 operations, and plans for 2026. The following board members were re-elected to their positions:

- Ben Rhoades – President
- Reggie Sellers – Billing Director
- Pete Glick – Maintenance Director

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T-Craft Website “Members Area” is Live

(Submitted by Reggie Sellers, T-Craft Billing Director)



When you go to our website at t-craft.org, you will see a new menu selection called "Members Area." When you click on this menu item, a dialog box will appear asking to Log In or Sign Up. You will need to Sign Up the first time. PLEASE use your primary email address that is listed in Schedule Master. Then you will create a password using the password guidelines listed.

Items in other drop-down menus that require a member LogIn will also bring up the dialog box. However, some items such as "Time to Service," are NOT part of the "Members Area" and may be accessed as before.

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Remember the T-Craft Winter Billing Policy

(Compiled by Editor)

Remember T-Craft's Winter billing policy applies to all billable flight hours in December, January, and February.

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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Automatic Pre-Heat Now Live

(Compiled by Editor)

T-Craft Pilot, Tyler Rudy, has developed an automatic pre-heat program sync'd with ScheduleMaster. Here's an overview of how it works:

To use it:

- Book a reservation in ScheduleMaster
- During preflight
 - Confirm the cowling is warm
 - Unplug the preheater
 - Retract the overhead cable
- Fly

- During postflight:
 - Reconnect all cables
 - Confirm the red light on the junction box is illuminated

Program highlights:

- The program checks ScheduleMaster every 5 minutes
- Reservations made within 2.5 hours will kick on the correct heater automatically
- Preheaters stay on for 30 minutes after the start of a reservation
- Cancelled reservations within the 2.5-hour window will turn off the preheater
- Back-to-back reservations will only turn on the preheater during "layover" periods (one flight ends at 1300 and the next begins at 1330 = 30min preheat)
- Special users (e.g. Maintenance) will not trigger preheating unless "oil" (change) or "ferry" or "shuttle" or "skyline" are in the ScheduleMaster comment
- Manual Overrides:
 - You can manually turn the preheater on or off via KASA or at the airplane itself
 - If you turn a plug on or off manually, it stays in that position until it's time for the program to make a change. For example, via KASA you schedule a preheat 3 hours before a flight, which is 30 minutes before the program would have. After 30 minutes, the program takes back over. It does not turn the plug off during those 30 minutes.
 - KASA automatically turns off plugs after 3 hours. If you start a 4-hour preheat, KASA will force it off 1 hour before your flight.
- The program equipment is in the hangar. If the internet goes down but the hangar WiFi still works, the program will control the plugs for the flights already scheduled.

PILOT RESPONSIBILITY

Confirm your engine is preheated before departing during Preheat season.

If the engine has not been preheated, delay or reschedule your flight.

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Aviation Safety Stand Down Registration Open
(Reprinted from Rudder Flutter)



You are invited to register to attend the 2026 Aviation Safety Stand Down on **Saturday, March 7** from **8:00am to 4:30pm**. The Aviation Safety Stand Down is a **FREE**, annual event presenting topics and discussions to improve pilot safety in the State of Idaho. This event is sponsored by the Idaho Division of Aeronautics in partnership with the FAA Boise FSDO. Refreshments and lunch will be provided only for registered attendees. Please click on the link to register and to learn more about this event.

This year we are proud to have President Darren Pleasance from the Aircraft Owners and Pilots Association (AOPA) as our keynote speaker.

WHEN: Saturday, March 7, 2026

WHERE: Riverside Hotel and Conference Center, Garden City

TIMES: 8:00am – 4:30pm, refreshments/lunch served

REGISTER: <https://www.eventleaf.com/e/IdahoSafetyStanddown26>

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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 29 Jan 2026

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	35	5/31/26	Engine Build in-progress. Est March 2026 completion.
686	72	2/28/26	Annual after 93F
64R	19	1/31/26	Annual inspection in work. IFR Cert Engine Build in-progress. Est April 2026 completion
93F	25	1/31/26	At P&R for annual input after 64R complete
93S	68	4/30/26	
21M	48	3/31/26	
89E	65	2/28/26	Annual/ Ignition switch AD Feb.

Aircraft Maintenance Actions

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

89E	<ul style="list-style-type: none">• External power port intermittent. Do Not use as avionics ground trainer.• Multiple minor squawks to work at annual.
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Cognitive Bias in Aviation- Webinar

(Submitted by FAASTeam)

Topic: Recognition And Countermeasures For General Aviation Pilots

Schedule: Saturday, 7 Feb, 08:00 MST

Description (Select number GL15139598): Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Ken talks with us about cognitive bias in aviation. In this insightful seminar, we will explore how cognitive biases can affect decision-making in the cockpit and impact flight safety. General aviation pilots will learn to recognize common biases such as overconfidence, confirmation bias, and risk aversion, and understand their potential consequences. The session will also provide practical countermeasures, focusing on techniques and strategies to mitigate these biases and improve decision-making. Gain valuable insights into how enhancing cognitive awareness can lead to safer flights and better overall judgment.

Aviation safety will be discussed, and is central to the content of this presentation.

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

Many of our sessions are recorded and can be viewed on our YouTube channel, Saturday Morning Coffee and WINGS. Credit is not available if viewing the recording. Here is a link: [Saturday Morning Coffee and WINGS YouTube channel](#)

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Call to Action – Stop ADS-B Misuse

(Submitted by T-Craft Pilot, David Thomas

Reprinted from AOPA)

I am reaching out today to urge you to contact your U.S. Senators and U.S. House Representative and request them to **cosponsor** the Pilot and Aircraft Privacy Act – **Senate Bill S.2175** and **House Bill H.R. 4146**, respectively.

The Pilot and Aircraft Privacy Act (PAPA), introduced by U.S. Senator Ted Budd (R-NC), and U.S. Representative Bob Onder (R-MO)—both active general aviation pilots—would ensure ADS-B data is used for its intended purpose - air traffic safety and airspace efficiency, and not for collecting fees or opening investigations on pilots. The bills are identical.

We, GA pilots, spent more than \$500 million complying with the FAA's 2020 ADS-B Out mandate. After receiving confirmation that ADS-B would serve solely air traffic safety and airspace efficiency purposes, the general aviation community endorsed the mandate. Unfortunately, since the mandate took effect, ADS-B data has increasingly been used for purposes other than air traffic safety.

It is widely known that some airports are now partnering with commercial companies to gather ADS-B data and use it to assist in the collection of fees. These third parties are now gleaning aircraft information transmitted from ADS-B data to then access a pilot's personal information from the FAA's aircraft registry, without the consent of the aircraft owner or pilot.

The Pilot and Aircraft Privacy bill would:

- Prohibit the use of ADS-B data to assist in the collection of fees from pilots or aircraft owners.
- Clarify that ADS-B data may be used for its intended purposes of air traffic safety and efficiency.
- Give the secretary of transportation the discretion to authorize other uses of ADS-B data.
- Expand, to all federal, state, and local entities, a provision in the FAA Reauthorization Act of 2024 preventing investigations from being initiated based solely on ADS-B data.
- Ensure airports are transparent with proposed fees and their intended purpose.

To be clear, the bill would not prevent airports from imposing fees on pilots, nor would it impede the use of FlightAware, Flightradar24, or other popular flight tracking apps.

When this bill becomes law, airports will still be able to impose fees, as long as they are fair and reasonable. Airports could also continue to use ADS-B to monitor traffic counts, understand traffic patterns and flows to help them manage and create operational efficiencies, they just could not use ADS-B data (a safety tool) for fee collection.

Please call U.S. Senator Mike Crapo at (202) 224-6142, U.S. Senator James Risch at (202) 224-2752, and U.S. Representative Michael Simpson Dr. at (202) 225-5531 and urge them to cosponsor the Pilot and Aircraft Privacy Act.

Feel free to share with your elected congressional officials why this legislation (**S. 2175/H.R. 4146**) is important to you. Here are some suggestions.

- Using ADS-B data to track private aircraft for fee collection without consent undermines a pilot's trust in the system.
- Non-safety related use of ADS-B data discourages pilots to equip their aircraft with this technology meant for safety purposes.
- This bill would ensure ADS-B is used for its intended purpose—enhancing aviation safety and efficiency—not a tool for airport economics.
- The bill also seeks to protect a pilot's privacy while ensuring the freedom to fly without undue surveillance or cost.

Please know that your voice matters and when Members of Congress hear from hundreds of thousands of AOPA members, it makes a difference.

Again, as an AOPA member, it would be very helpful and appreciated if you could take a few minutes to contact your U.S. Senators and U.S. House Representative and urge them to cosponsor the Pilot and Aircraft Privacy Act – commonly known as PAPA.

Sincerely,

Darren Pleasance
AOPA President & CEO

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CALENDAR & CLUB STATS

The Month Ahead

February 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

Coming Events

10 Feb 2026: Accounts due

19 Feb 2026: Board mtg 6:30 pm, T-Craft Hangar

20 Feb 2026: Accounts past due

25 Feb 2026: Last flight day in billing period

26 Feb 2026: Membership mtg, Idaho Pizza Co
7444 W Fairview, Boise

Click here for Full Club Calendar

New Members

Calvin Fulcher

Upgrades Class I to II

None to report this month

Resigning Members

Doug Case

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 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 2026)

• C-152 (110hp) N67375	\$ 60.00/hr
• C-172 (160hp) N13686	\$ 83.00/hr
• C-172 (160hp) N4464R	\$ 83.00/hr
• C-172 (180hp) N1293F	\$ 93.00/hr
• C-182 (230hp) N9989E	\$ 136.00/hr
• C-182 (230hp) N7593S	\$ 136.00/hr
• C-182 (230hp) N121M	\$ 136.00/hr

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Aircraft Data

Aircraft Data

[Click Here](#)

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Aircraft Scheduling

Guidelines

- Schedule aircraft online at ScheduleMaster.com (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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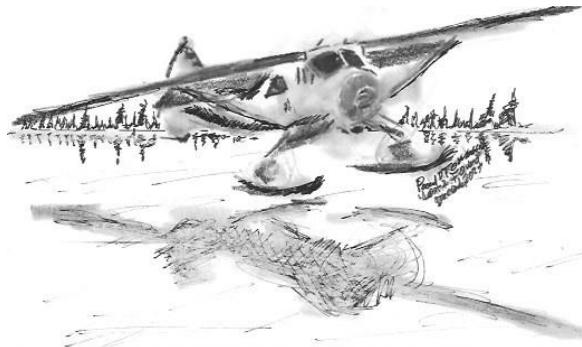
HANGAR SECURITY

- **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

Lost and Found

(Reprinted from Air Facts Journal)



There are many fine accounts of the adventures, travails, and tragedies of the men and women who fly. Yet there is always a flight in one's lifetime that defines us indelibly. This one is legendary but has faded from history; perhaps the shadows of other events seem greater, but it deserves to be retold as a testament to the steely resolve of one Canadian aviator. His will to live serves as an inspiration for all pilots who contemplate resignation in the face of adversity. [Read more...](#)

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Task Prioritization in an Emergency

(Reprinted from Air Facts Journal)

In the Air Force we are taught from day one to approach emergencies with a standardized response. The acronym MATL is ingrained in every pilot's mind. It stands for Maintain Aircraft Control, Analyze the Situation, Take Proper Action, and Land as soon as Conditions Permit. The challenge is staying disciplined when the workload spikes. [Read more...](#)



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Health Benefits of Music

(Reprinted from AOPA ePilot)

Music has this calming and pain-killing effect by increasing the secretion of some of the "feel good" hormones like endorphins in the central nervous system. These are the same neurotransmitters that provide a feeling of bliss, relaxation, and even euphoria. The importance of rest and relaxation is well known to all of us and is essential to our safety -- helping us have a clear head to make good decisions in the sky and right down here on the ground. [Read more...](#)



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Best Gear & Tools for a Rusty Pilot

(Reprinted from flyingmag.com)

If you're looking to get back into flying, make sure you have the right tools to sharpen your skills.

For many pilots, it's easy to slip into the "rusty" category. Maybe a job ended, or the weather kept you grounded. Perhaps finances got tight, the airplane was sold, or life just got busy. What starts as a short break can quickly lead to a loss of proficiency and currency.

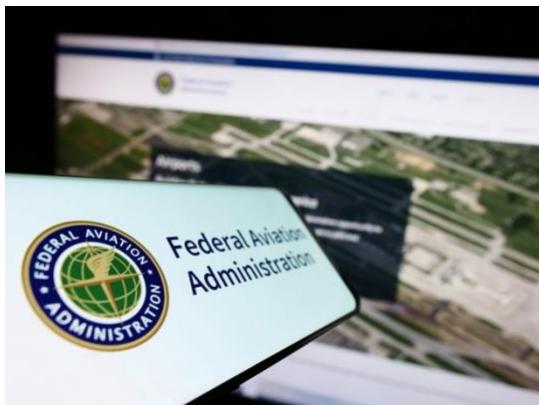
To avoid getting rusty, it's important to prioritize proficiency. Staying current alone doesn't ensure a pilot can fly safely, skillfully, or with confidence. [Read more...](#)



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FAA Overhaul

(Reprinted from Flyingmag.com)



On Monday afternoon, U.S. Transportation Secretary Sean Duffy and FAA Administrator Bryan Bedford [announced](#) what they dubbed a "long overdue" shake-up to the aviation regulator's structure.

Duffy and Bedford said the "comprehensive" overhaul—which they described as the largest in the FAA's history—will not result in reductions in force (RIFs). Instead, it creates three new offices, makes certain leadership roles permanent, and supports the agency's three-year, multibillion-dollar [Brand New Air Traffic Control System](#) (BNATCS) project. [Read more...](#)

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Best IFR Ground Schools Online

(Reprinted from Flyingmag.com)

After earning your private pilot license, the next big step in your flying journey is [obtaining an instrument rating](#). This allows you to fly in low visibility, through clouds, and under IFR.

Completing ground school is a key part of instrument training because the knowledge is specialized and technically challenging. Additionally, it is specifically designed to apply directly to flight lessons. Therefore, acquiring the necessary comprehension before entering the cockpit will make your flight training more efficient and effective. [Read more...](#)



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