

# T-Craft Aero Club

## Monthly Newsletter

Mar 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

### 3 Members Needed for 93S Paint Scheme Choice

(Submitted by Pete Glick, Maintenance Director)

We've scheduled 93S for a paint job next Winter. Here's your opportunity to contribute your ideas as one of three members who will form a committee to select the new colors and scheme. Interested? Contact [Pete Glick](#), Maintenance Director, for details.

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### KMAN News – Southwest Corner Development

(Submitted by Nampa Municipal Airport Administration)



In 2024 the Nampa Airport adopted a competitive [development process](#) for the construction of hangars. The airport has received two development proposals for the southwest corner of the airport. Please visit our website to see the proposed developments. Counter proposals may be submitted until March 28, 2026.

[Hangar Development at the Airport](#)

For questions, please reach out to Airport Administration.

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### Remember the T-Craft Winter Billing Policy (Repeat)

(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 (Repeat)

(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.

**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. Notes:**

1. Squawks: Pilot's should review squawk list on Schedule Master as a part of preflight preparations so that he/she understands the status of the aircraft. This will also reduce duplicate squawks and duplication of effort.
2. Brakes: Feet off the brakes during landing and easy on the brakes during deceleration. 3 of last 4 tires were changed prematurely because of flat spots caused by abuse during braking.

**B. Scheduled Maintenance as of 26 Feb 2026**

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	22	5/31/26	Engine Build in-progress. Est March 2026 completion.
686	-	2/28/26	Annual completed
64R	99	2/31/27	Grounded for assessment/repair Engine Build in-progress. Est April 2026 completion
93F	91	2/31/27	
93S	38	4/30/26	Paint - Winter 26/27
21M	35	3/31/26	Annual March
89E	52	2/28/26	Annual Feb / Ignition switch AD Feb.

**C. Aircraft Maintenance Actions - See ScheduleMaster for entire Squawk list for each aircraft**

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> <li>Squawked for abnormal start. Ops checked and it started normally.</li> <li>Engine build at Ly-Con. Estimated March 2026 completion/shipment.</li> <li>Nose wheel shimmy</li> </ul>
64R	<ul style="list-style-type: none"> <li><b> GROUNDED </b> – Damaged in Accident. Waiting for release by FAA and then will be moved to ID26 for assessment/estimate of repairs.</li> <li>VFR only. IFR certification overdue. Expecting Feb input to Skyline</li> <li>Engine build at Ly-Con. Estimated May 2026 completion/shipment</li> </ul>
686	<ul style="list-style-type: none"> <li>In Annual</li> <li>Install LED wingtip/tail lights at annual</li> <li>Windshield sealant reversion – streaking windshield</li> <li>Starter sounds abnormal</li> <li>Brake rotor replacement</li> <li>Repair of pilot door (cracked)</li> </ul>
93F	<ul style="list-style-type: none"> <li>Annual Inspection Completed</li> <li>Installed LED wingtip/tail lights</li> <li>Nose wheel shimmy Repaired</li> <li>Windshield very foggy. Part received after annual complete. Reschedule</li> <li>Left sun visor broken. Part on order.</li> </ul>

93S	<ul style="list-style-type: none"> <li>• Taxi light out, right side</li> <li>• Replace tail light with LED at annual (backordered)</li> </ul>
21M	<ul style="list-style-type: none"> <li>• Repaired noisy left main wheel bearing</li> <li>• Cabin Roof is oil canning during start and shutdown (Hold annual)</li> <li>• Replace tail light with LED at annual (backordered)</li> </ul>
89E	<ul style="list-style-type: none"> <li>• Heater muffler shroud found loose. Secured shroud</li> <li>• Amperage reported as zero at end of flight. Test flight showed normal operation.</li> <li>• External power port intermittent. Do Not use as avionics ground trainer.</li> <li>• Multiple minor squawks to work at annual.</li> <li>• Replace tail light with LED at annual (backordered)</li> </ul>

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### Braking Tactics

(Reprinted from Aviation Safety)  
(Submitted by Pete Glick, Maintenance Director)



While conducting flight reviews and stage checks for students working toward various airman certificates, I'm finding pilots who do not have a strong understanding of the operation and limitations of light aircraft braking systems. I've also noticed many pilots misuse the brakes in landing and taxiing. For the former, brakes are incorrectly and/or unnecessarily applied immediately following landing. For the latter, excessive engine power requires the pilot to "ride the brakes" to control the airplane. Both are examples of poor technique. [Read more...](#)

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### Human Factors – When Automation Becomes the Risk (webinar)

(Submitted by FAAS Team)

**Topic:** When Automation Becomes the Risk

**Schedule:** Wednesday, 11 Mar 2026, 18:00 MDT

**Description** (Select number CE03142198): Modern aviation relies heavily on automation to reduce workload and increase capability—but automation can also introduce new risks when it is misunderstood or over-trusted. Aviators encounter automation traps through avionics modes and flight management systems. Maintainers face them through software-driven diagnostics and automated test equipment. Controllers and UAS operators rely on increasingly complex traffic-management tools. This episode explores how automation affects attention, trust, and complacency, and how aviators in every role can remain actively engaged rather than passively reliant on technology. For aviation maintenance technicians (AMTs), this includes software-driven diagnostics, automated test equipment, and system logic that must be questioned, not assumed

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

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## CALENDAR & CLUB STATS

### The Month Ahead

March 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

**7 Mar 2026:** Aviation Stand Down

**10 Mar 2026:** Accounts due

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

**20 Mar 2026:** Accounts past due

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

**26 Mar 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

Mark Slusser

### Inactive Requests

None to report this month

### Achievements

None to report this month

### Member Stats

116 Members (after new members & resignations)

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

28 Class I Members (24%)

88 Class II Members (76%)

16 Inactive (voluntary suspension)

41 Suspended (BFR, Med, Attendance, etc)

89 Active flying members = 75

(Temp cap > 14 x 6 = 84)

### Member Ratings

6 Student Pilots

67 Private Pilots

30 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

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**Ops Procedures & Policies**  
[Click Here](#)

**FUEL REIMBURSEMENT PROCEDURES**

**1. Fueling at KMAN**

- a. We account for EVERY fuel receipt that you put in the plane key pouches from the fuel island, so EACH receipt is important. We are missing a few each month which is an issue with our monthly reconciliation process. If the kiosk printer is inop, please leave a note to that effect in the key pouch and let one of the board members know quickly so we can notify the AvCenter. Please date the note and include your name, the tail number and gallons pumped.
- b. REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the red key bag. Do not share T-Craft's bulk rate with others.

**2. Fuel receipts from other airports**

- a. T-Craft will reimburse you **\$5.48** per gallon for fuel purchased at a field other than KMAN
- b. Send receipts by email to [regluvs2fly@gmail.com](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 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](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](http://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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<b>HANGAR SECURITY</b>
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- **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

### Mission (Im)possible

(Reprinted from Air Facts Journal)



Pilots need a mission. Try this! Starting and finishing at the centre of the continent in Manitoba, Canada, you have five days and four nights to journey 3,500 miles, see Niagara Falls, the Statue of Liberty, travel to islands in the Atlantic and each of the Great Lakes (camping on two of them), and check out historical airfields, unique ice cream shops, and restaurants along the way. Do you accept? [Read more...](#)

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### Instrument Rating: Use it or Lose it

(Reprinted from Air Facts Journal)

One of the saddest things in aviation is a pilot with an instrument rating who's afraid to use it. They look at a 1500-foot overcast and realize their \$15,000 investment has become nothing more than a souvenir. Maybe they used to fly in the soup all the time and simply fell out of the habit; more likely, they can recite the holding pattern entries from the textbook but have never seen the inside of a cloud. Either way, it's a waste of money and a missed opportunity. [Read more...](#)



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### Do You Have an Abort Point?

(Reprinted from Air Facts Journal)

If your answer is yes—do you religiously follow it? Until recently, I would have said yes without hesitation. Now, I'm not so sure. [Read more...](#)



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**178 Seconds (video 00:02:06)**  
 (Reprinted from Air Safety Institute)



Inadvertent flight into instrument conditions is notoriously deadly. This AOPA Air Safety Institute [video](#) shows how quickly disorientation sets in. [See video...](#)

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**Aviation Paraphernalia Looking for New Home**  
 (Submitted by Mark Slusser, former T-Craft Pilot )

Lightspeed Zulu 3 noise canceling Bluetooth headset. Excellent condition. New \$850,	Asking \$450.
PJ2 Handheld com/radio from Sporty's. New 12/6/2019 for \$199.	Asking \$100.
One TELEX E-951 headset. OLD	Make Offer
One SOFTTOP Oregon Aero basic headset W/volume adj.	Make Offer
One RAM iPad Yoke/windscreen mount.	Asking \$20
One Telex metal kneeboard.	Make Offer
One Pilot Workshops GARMIN GTN 750/750Xi Pilot friendly Manual	Make Offer
Various "Fly Idaho", Top Comp Takeoff Performance computer, E6b's	Free
STRATUX homebuilt ADS-B In receiver	Free
Sporty's Flight Bag	Free
IFR Training hood, and pair of "foggles"	Free

Interested? Call Mark at (208) 995-1676 or [markhs1@msn.com](mailto:markhs1@msn.com)

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**Assessing Weather Conditions at Rural Airports**  
 (Reprinted from AOPA ePilot)

AviationWX.org uses cameras and low-cost sensors to provide supplemental local weather data at rural airports lacking certified systems. [Read more...](#)



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## Five Aviation Books Every Pilot Should Read

(Reprinted from Sporty's Pilot Shop)



Reading Federal Aviation Regulations and technical manuals is essential. *The Pilot's Handbook of Aeronautical Knowledge* and the *Airplane Flying Handbook* are must-reads for every pilot. But becoming a better pilot goes well beyond knowing the basics. It requires professional development, critical thinking, and a willingness to keep learning long after the checkride.

[Read more...](#)

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## ForeFlight vs Garmin Pilot: Key Differences

(Reprinted from Sporty's iPad News)



ForeFlight.....OR.....Garmin Pilot?

You bought an iPad to use on the airplane, and now it's time to decide which app is best for your aviation chart and data needs. Here we'll take a look at three standout features from each app that serve as key differentiators.

There are a handful of full-featured aviation Electronic Flight Bag (EFB) apps available today for pilots, both free and paid, which provide just about every preflight and in-flight resource you'll need for both VFR and IFR operations. If you've been flying for a while, it's likely you've already settled in on your favorite app and can nearly use it with your eyes closed. For those new to aviation or making the leap from paper charts, there comes a point when a decision must be made about which app to use in the cockpit. [Read more...](#)

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