

T-Craft Aero Club

Monthly Newsletter

September 2026

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Add Board Member Numbers to Your Phone

(Submitted by Ben Rhoades, President)

Please be sure to add all the current board members' phone numbers to your own phone contacts. This enables you to contact one of them if you have a problem with a club aircraft or other club-related matter. The phone numbers are available on [ScheduleMaster](#).

This note repeats the requirement listed in the T-Craft New Member Introduction.

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PlaneWash/Membership Meeting Set for 24 September

(Submitted by Editor)

The next PlaneWash and September Membership meeting is set for Thursday, 24 September. We'll run from 4:30 until done. T-Craft will provide pizza. Staffing so far:

- Board member in charge: Reggie Sellers
- Commander: Leon Baker
- Plane Captains
 - Ron Grote
 - Tyler Rudy
 - Mike Bracke
 - **We need 2 more Plane Captains. Contact Reggie Sellers**
 - Ron Grote is also heading up the interior committee

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Looking Out for the ELT

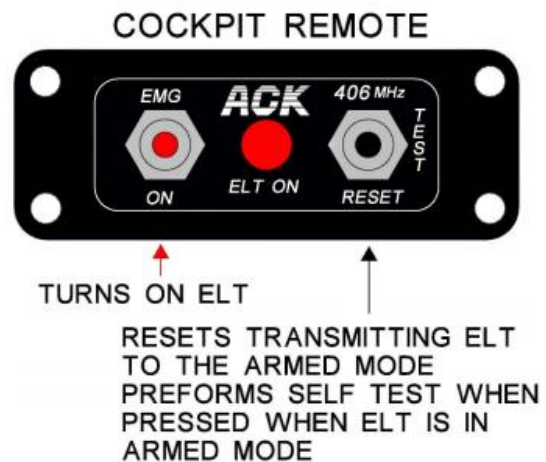
(Submitted by Karen Daniels, Director of Safety)

Last month, we had a one of our ELTs activate which caused a tense situation for 1-2 hours. I would like to remind the membership that you should be monitoring/checking the ELT when you fly, especially after you land in the backcountry. One of the ways you can monitor it is by listening to 121.50 on Comm 2 - you'll hear the ELT if it has activated. You can also check the physical ELT unit to see if it's activated. If you're not sure where the actual ELT is then check with Pete or one of the flight instructors on our list.

When an ELT gets activated, we receive a phone call from the Air Force (they monitor the ELT's) and then if we don't have positive contact with that plane/pilot, they start a list of phone calls to get the SAR started. This could include the Idaho Dept. of Transportation, local county Sheriff, Civil Air Patrol (CAP), other law enforcement agencies and a whole list of others. In other words, it's a BIG DEAL!!

If this happens, you'll need to **text/call the Board members** so we can respond to the Air Force. Please do not text your flight instructor because they're not getting the call from the Air Force. The two people from the Board that get the phone call from the Air Force are Ben Rhoades and Pete Glick but please text all the Board in case one of them is in the air. You should have all the Board members' phone numbers in your contact list. If you don't, please add them. If you have any questions, please feel free to reach out to one of us on the Board. Thank you!

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Automation is Wonderful—When Used with Attentiveness

(Submitted by Jim Hudson, T-Craft Pilot)

(Reprinted from, Angel Flight West)



If you've flown a modern general aviation aircraft in the past decade, you've witnessed an incredible transformation.

What once required constant attention can now be managed with remarkable precision. Today's avionics can fly instrument approaches to minimums, manage climbs and descents, navigate complex arrivals, avoid terrain, provide traffic alerts, monitor weather, and even recover an aircraft from an unusual attitude or emergency with the push of a button.

These advances have unquestionably made flying safer. But they have also introduced a new challenge. Automation is an outstanding

servant — but it has the capacity to make a poor pilot. [Read more...](#)

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Thanks for Extraordinary Members

(Submitted by Editor)

A special thanks to Jeff Aebischer whose timely call to me saved the AFRCC launching a S&R mission to investigate a backcountry ELT activation from a club aircraft. Fortunately, the activation resulted from an apparent equipment malfunction.

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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.”

- Your patience is appreciated while we are down two aircraft. There will be times when shop schedules rather than flight schedules will dictate when we put an aircraft into a shop to work squawks, especially avionics squawks. I try hard to minimize the impact to the schedule.
- Engine Builds (2) have shipped

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	32	5/31/27	Engine build - Awaiting shipping
686	28	3/31/27	
64R	99	2/31/27	Grounded. Accident damage. Needs assessment/repair. IFR cert due Engine build - Shipped
93F	80	2/31/27	
93S	93	4/30/26	Grounded. Engine overhaul. (bad main, crankshaft bearing) Est completion/ship 11/24/2026 Annual inspection OVERDUE. Paint - Winter 26/27. IFR Cert due
21M	46	5/31/27	
89E	40	3/31/27	

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

375	• Engine build at Ly-Con. Awaiting shipping • Transponder checks complied with
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64R	• GROUNDED – Damaged in Accident. Moved to ID26 for assessment/estimate of repairs. • IFR certification overdue. • Engine build at Ly-Con. Shipped, awaiting delivery
686	• 50 hr oil change completed • Nose wheel shimmy
93F	• 100 hr completed • ELT activated. Squawk about ELT beeping in headset. Changed ELT • Wouldn't start. Cleaned plugs, rotated top to bottom. Started normally. • Secured co-pilot side comm jack box • Windshield very foggy. Awaiting scheduling for replacement • Altitude reported by ATC as 300 ft high (awaiting scheduling at Skyline)
93S	• GROUNDED Oil filter shows aluminum flakes and moderate amount of ferrous metals. One main crankshaft bearing spun. See picture. Engine was removed and shipped to Western Skyways for overhaul (1450 hours). • Various squawks
21M	• 50 hr completed • Dead battery – recharged and reinstalled • Fuel line leaking at carb. Resealed 45 deg fitting. • Smart Glide not working as required. Awaiting test flight • Lt fuel sump leaking. Awaiting 100 hr. • New Visors install awaiting 100 hr • Numerous minor squawks
89E	• 50 hr oil change complete • Numerous minor squawks • Nose wheel shimmy

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Aircraft Fuel Usage and Plane Rates

(Submitted by Reggie Sellers, Director of Billing)

Our current fuel usage per plane have been averaged over 3 1/2 years of keeping track of every Nampa fuel island receipt and by adding in all off-airport fuel purchased. These numbers drive the plane rates and are critical for computing accurate plane rates. A HUGE thank you to Chris Nebrigich! Please thank him in person when you see him

When a fuel receipt is missing from the key pouch it takes extra time to factor that into the numbers to keep them accurate. PLEASE MAKE SURE THAT YOU PUT THE FUEL RECEIPT IN THE POUCH. If the island printer is inop, contact the FBO and tell them and then write your name, gallons of fuel pumped and date on a piece of paper and put it IN THE POUCH.

For off airport fuel purchases PLEASE email a legible photo of the receipt and in the subject line include ALL of the following:

- Date purchased,
- Tail Number,
- Gallons pumped
- Location

Example: 8/13/2026, 686, 24.6 gallons, McCall (the name is better than the airport ID). This helps A TON! Then send them via Email. They are much better than texts to keep track of this information and do research.

Thank you for putting the Nampa receipts in the key pouch and emailing the off airport receipts. THANK YOU!!!

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T-CRAFT DISPATCH PROCEDURES – AUG 2026

Click this box to see
Dispatch Procedures:

- Club Policies
- Fuel Reimbursement
- Aircraft Rates-*Check emails for latest changes!*
- Aircraft Data
- Aircraft Scheduling
- Maintenance Squawks
- Aircraft Care
- Hangar Security

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CALENDAR & CLUB STATS

The Month Ahead September 2026

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9		11	12
13	14	15	16	17	18	19
20	21	22	23	24		26
27	28	29	30			

Coming Events

10 Sep 2026: Accounts due

17 Sep 2026: Board mtg 6:30 pm, T-Craft Hangar

20 Sep 2026: Accounts past due

**24 Sep 2026: PlaneWash and General Membership
mtg 4:30pm, T-Craft Hangar**

25 Sep 2026: Last flight day in billing period

[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

Jason Martin

Inactive Requests

Tom Christensen

Achievements

None to report this month

Member Stats

112 Members (after new members & resignations)
16 on Wait list. (estimate 18-24 months)
26 Class I Members (24%)
85 Class II Members (76%)
10 Inactive (voluntary suspension)
40 Suspended (BFR, Med, Attendance, etc)
74 Active flying members
(Temp cap > 14 x 5 = 70)

Member Ratings

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

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TIPS, TRICKS, AND FUN

FAA Enables ATC Clearance via EFBS (video 00:07:44)

(Reprinted from AOPA)

The FAA has released a new program that enables general aviation pilots to request, receive, and cancel instrument flight rules clearances directly in ForeFlight and Garmin Pilot—with no radio or phone calls required. Deputy Administrator Chris Rocheleau announced the release of **Mobile Clearance Delivery** at EAA AirVenture Oshkosh in Wisconsin. The agency says the new procedure “is part of the FAA’s effort to modernize communications between pilots and air traffic controllers to improve safety and efficiency.” [Read the article and watch the video...](#)



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Personal Minimums

(Reprinted from AOPA Flight Training)

We each bring a unique mix of experience, knowledge, skill, and proficiency to the cockpit, and operations that are perfectly safe for one pilot may be quite hazardous for another. So how do we decide what’s safe for us? It boils down to drawing up a personal minimums contract with ourselves, our passengers, and our family—and **honoring that contract each time we fly**. [Read more...](#)



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Why Pilots Say Mayday, and 9 Others...

(Reprinted from Dictionary Scoop)

In situations where clear communication is paramount, especially when lives are at stake, professionals often rely on standardized codewords and phonetic alphabets designed to prevent confusion. Either from movies or from personal experience, it's probable that you've heard at least some of these before, and many have found their way into everyday conversation. Let's find out how many of these code expressions you can recognize. [Read more...](#)



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Dreams Forgotten

(Reprinted from Sporty's Fast Five)



I was flying in the heart of the Rocky Mountains. It was a beautiful fall day with blue skies and white clouds. Not the menacing clouds the Rockies can develop, but those inviting clouds, welcoming a pilot to linger in the air a little longer. The winds were calm. The slopes were dusted with snow, and the aspens were on fire with color. I could hardly take it all in.

"That's Breckenridge off to our left," came across the intercom.

My instructor was pointing out the mountain and the town. I was participating in a mountain flying course out of Colorado Springs. The course was intense but rewarding, and today's flight was definitely one of those rewards. [Read more...](#)

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The ABCs of Emergencies

(Reprinted from Sporty's Fast Five)



It was Robert Fulghum who authored the *New York Times* bestseller, *All I Really Need to Know I Learned in Kindergarten*. The simple creed offers a valuable lesson in efficiency and effectiveness. Its wisdom has been applied to everything from home life to business dealings—and it has a place on the flight deck as well.

When an emergency strikes, time becomes your most valuable resource. Every second spent debating your next move is a second you're no longer using to fly the airplane. That's why pilots rely on [Read more...](#)

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What's Wrong? Bonanza at Toledo (video 00:03:22)

(Reprinted from Sporty's Pilot Workshops)



Here's how it works: You'll watch a super-short video with a quick setup for the situation and then approximately 10 seconds of the pilot's perspective in flight. Something is amiss. Can you find it? We'll give you 3-5 options at the end as to what is wrong, but don't expect much help from these options. They are worded to (perhaps) give some hints—or distractions from the important issue—but they won't give anything away.

Watch the video and see if you know what's wrong. When you're done, click through to the answer. Not only will you

find out what's wrong, but you'll get at least one helpful tip, technique, or learning point to help if you ever face a situation like this in your real-world flying. [Watch the video...](#)

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