

T-Craft Aero Club

Monthly Newsletter

October 2026

Putting Wings on Your Dreams



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Send articles & pictures to Secretary@t-craft.org

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IMPORTANT NOTICES

N943KS Released for Checkouts

(Submitted by Pete Glick, Director of Maintenance)



The time has finally come to release N943KS so you can begin your checkouts. Five instructors have been checked out and are ready to begin checking out other members. The engine is still quite new, so please do not do touch & go landings, or multiple patterns and landings. Fly it at 65-75% power as much as possible. [Click here for Flint Tank notes](#)

The aircraft has a number of squawks we'll work through as shop schedules allow, so be sure to read the squawks on Schedule Master as a part of your preflight.

Current instructors checked out are: Jim Hudson, Daniel Sigler, Jeff Norris, Don Roberts, and Pete Glick. More instructors are in the queue to be checked out. Have fun. It's a good flying airplane!

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PlaneWash

(Submitted by Editor)



Our PlaneWash on Thursday, 24 September, proved another successful club activity. 44 members and 10 visitors made quick work of cleaning the airplanes inside and out, and the hangar as well. Nampa Fire Department's Station 5 (immediately adjacent to the airport) sent a truck and 4 firefighters to study general aviation aircraft. They also provided great help washing our birds. The short membership meeting afterwards took care of the essential business and pizza dinner. Thanks to all who participated. [See more photos here:](#)

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Maintenance Notes

(Submitted by Pete Glick, Director of Maintenance)

1. **Thank you** to all who participated in the plane wash. What a great effort and a beautiful day. The Nampa Fire Department crew was a surprise! They worked hard and we all enjoyed their help! The airplanes look great, inside and out!
2. **Engine oil dipstick caps** should be *snugged* against the O-ring on the cap, not *tightened*. The cap and O-ring pictured are from 93F and clearly show the O-ring damaged from over-tightening. Additionally, they can be quite difficult for some owners to remove. Please be gentle.
3. **Aircraft tires**. Our tires are one of the most basic items on a preflight checklist and one of the first things we learn about as student pilots. They are also often neglected and overlooked. I know, because I check tire pressure often and find many with low pressure even just after someone else climbs out after flight. Aircraft tires have an allowable leak rate over time. Pressure will also drop as our weather gets colder this fall and winter. Low tire pressure damages your tires (you are an owner). The hangar has air compressors available so please treat them well and air them up. To help you, I am putting placards near each tire indicating required tire pressure. [Here's a great video from Goodyear about general aviation tires.](#) And a shout-out to Calvin Fulcher for checking the tire pressure in 375 during his preflight this past Monday!
4. **Closing aircraft doors**. Aircraft doors normally don't need to be slammed shut like an old truck. They can closed simply by pulling the handle aft, pull closed and pushing the handle forward to lock. If you slam the doors, your passengers will take your cues and slam also. 89E shows damage to the aircraft skin on both left and right door frames from being slammed shut. As an owner, this should irritate you because we (you too) will have to spend money to repair the damage. [Here is a very short video of how to close, not slam, a Cessna door.](#) Our outer handles look a little different, but operate much the same.



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T-CRAFT AIRCRAFT STATUS — OCT 2026

[Click here for Aircraft Maintenance Status](#)

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T-CRAFT DISPATCH PROCEDURES – OCT 2026

Click here for
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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Fuel Price Increase

(Submitted by Reggie Sellers, Director of Billing)

We have a new fuel per gallon cost of \$7.12. This is also the off-Nampa fuel purchase reimbursement rate. This fuel cost increase makes our new plane rates starting September 26, 2026 to be the following:

- 375 - 67.00
- 686 - 93.00
- 3KS - 104.00
- 93F - 104.00
- 93S - 154.00
- 21M - 154.00
- 89E - 154.00

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CALENDAR & CLUB STATS

The Month Ahead

October 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 Oct 2026: Accounts due

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

20 Oct 2026: Accounts past due

**24 Oct 2026: Membership mtg, 6:30pm,
Idaho Pizza Co, 7444 W Fairview, Boise**

25 Oct 2026: Last flight day in billing period

[Click here for Full Club Calendar](#)

New Members

Tim Henderson

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

113 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

Fuel Gauge Accuracy

(Reprinted from Pilot Workshops)

(Submitted by Karen Daniels, Director of Safety)

Common sense would suggest this isn't true, and, in fact, it isn't. FAR 91.205 says that a fuel gauge indicating the quantity of fuel in each tank is required equipment. **If the tanks are half full, a gauge that reads empty is not doing its FAR 91.205 mandated job.** So where did this idea come from? [Read more here...](#)

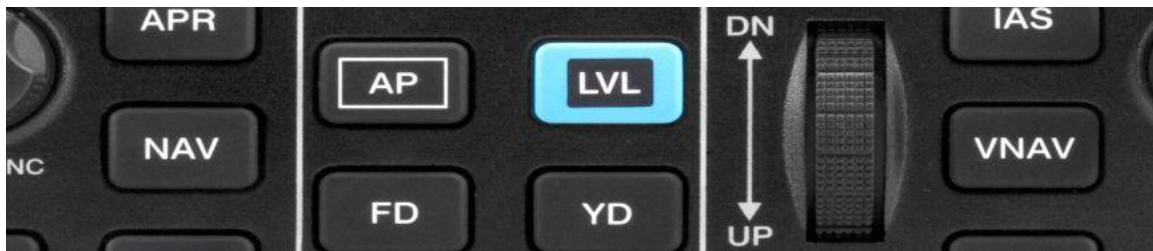


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Are You Getting the Most From Your Garmin Autopilot? (video 00:03:38)

(Reprinted from Pilot Workshops)

(Submitted by Karen Daniels, Director of Safety)



A modern autopilot should make flying easier. But if you're constantly wondering what it's going to do next, it becomes another task to manage. The solution isn't simply learning more buttons. It's understanding how the autopilot thinks and learning to anticipate its behavior, which is the focus of our new **Garmin GFC Autopilots: Next Level** course. [See the video and course data for more information](#)

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Flying the BD-5J

(Reprinted from Air Facts Journal)



After spending 25 years flying fighters in the USAF, followed by 8 years in corporate aviation flying Learjets and Gulfstreams, I found myself behind a desk at FlightSafety International in Tucson as a Challenger Program Manager and Instructor. It was a great way to keep my hand in the aviation arena while being home with family every night.

I had a great group of instructors who helped keep the program viable and interesting. On any given day, animated conversations would break out. Usually, they revolved around our aviation experiences, teaching techniques, or changes within the industry.

On one particular day while working on the simulator schedule...

[Read more...](#)

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The 4 “Ws” (video 00:01:30)

(Reprinted from AOPA ePilot)



Air traffic controllers (and fellow pilots) appreciate concise communications. Here are the components everyone needs to know. [Continue](#)

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VFR Flight Following: A Pilot's Guide

(Reprinted from Sporty's Pilot Shop)



VFR flight following is an ATC service that provides traffic advisories and safety alerts to participating VFR aircraft, workload permitting. It gives you another set of eyes in the cockpit without turning your VFR flight into an IFR operation.

If you've never requested flight following, there's no reason to be intimidated. Once you know what information ATC needs and what to expect on the radio, the process is surprisingly simple—and it can be especially valuable on longer cross-country flights. [Read more...](#)

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Arrested on the Way to War

(Reprinted from Air Facts Journal)

One night I was watching the news and saw that Iraq had invaded Kuwait. I didn't really think anything of it because Iran and Iraq were always fighting. However, about 5 a.m. the next morning, I received a call telling me to pack a bag, with the added words: "FOR REAL."

We practiced deployments all the time, so the "FOR REAL" meant we would be going for real. I woke up my wife and told her that it looked like we would deploy to the Middle East and I had no idea... [Read more...](#)



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The Night the Moon Dissappeared

(Reprinted from Air Facts Journal)

I am a 2,000-hour private pilot with an instrument rating and a tailwheel endorsement, but the night I nearly flew into a mountain, none of that experience mattered as much as a single blue button on my panel. [Read more...](#)

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