

T-Craft Aero Club

Monthly Newsletter

November 2026

Putting Wings on Your Dreams



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

IN THIS ISSUE

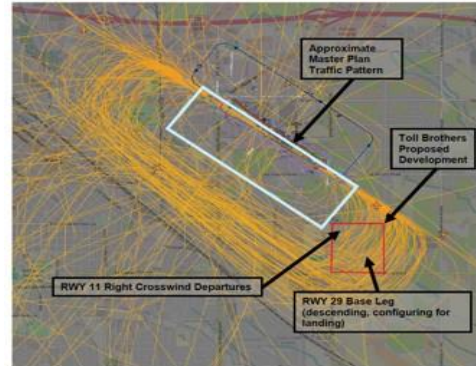
IMPORTANT NOTICES	3
Call to Action - KMAN Encroachment Threat	3
Airport Operation Area Access Cards	3
Checklist Needed for Preflight?	3
Reminder: Winter Flying Hours Policy	4
Maintenance Notes	4
T-CRAFT AIRCRAFT STATUS — NOV 2026	4
T-CRAFT DISPATCH PROCEDURES – NOV 2026	4
CALENDAR & CLUB STATS	5
The Month Ahead	5
Coming Events	5
New Members	5
Upgrades Class I to II	5
Resigning Members	5
Inactive Requests	5
Achievements	5
Member Stats	5
Member Ratings	5
TIPS, TRICKS, AND FUN	5
Experience Counts	5
Getting a Digital IFR Clearance	6
Notice the Signs	6
Traffic Pattern Tragedy (video 00:20:58)	6
Using an iPad for Flying: How Old is Too Old?	7
Is an Instrument Rating Worth It?	7
Flying to the Edge	7

IMPORTANT NOTICES

Call to Action - KMAN Encroachment Threat

(Submitted by Ken Kaae, T-Craft Treasurer)

Here we go again, more encroachment under the KMAN airspace. If we think the complaints are getting bad in Garden Valley, just wait until 487 residential lots are approved! AOPA, ITD, and the FAA are opposed. Please consider attending the Nampa City Council Meeting Monday, 2 November, at 5:00pm for the Planning & Zoning hearing. [Read more details here...](#)



[Back to the Top](#)

Airport Operation Area Access Cards

(Submitted by Ken Kaae, T-Craft Treasurer)

Applications for the new KMAN Airport Operation access cards are now available. See Ken Kaae for an application form. Then, apply for your card at the KMAN administration office, 116 Municipal Dr. Nampa, ID. Office hours are Mon-Thu 8am - 4pm, Fri 8am - 12pm. The cards will work with the existing keypads, but will become the sole means of entering the airport after 1 Jan 2027. Each T-Craft member must obtain their own card. The fee is \$35.00.

[Back to the Top](#)

Checklist Needed for Preflight?

(Reprinted from Pilot Workshops)

(Submitted by Pete Glick, T-Craft Director of Maintenance)



There are two kinds of mistakes that can happen on a preflight inspection: You can miss items because of distraction, or you can miss them because you're in a hurry to get going. Using your checklist every time will help you eliminate both types of mistakes.

A preflight checklist saved me from a serious mistake one day. Many years ago I owned a Cessna 195 based at a little airport in the mountains in California. The runway was short, with nothing but trees and rocks off both ends. If the engine quit right after takeoff, there was no chance for a safe landing.

I arrived early one day for a scenic flight and some takeoff and landing practice. The aircraft had the three typical fuel drains. During my preflight, I drained the right wing sump and the engine fuel sump ... but I forgot to drain the left wing tank.

I got in the airplane, fastened my seatbelt, and then I pulled out my pre-flight checklist—a little bit late, but at least I pulled it out. I went through it, and I realized I'd forgotten to drain the left tank.

By now I'm in the airplane, the door is closed, and my seatbelt is on. Now I'd owned that airplane for several years and never gotten any water before. Do I really need to go through the trouble now?

Fortunately, I decided I wasn't in a hurry. So I got out and checked. The first sample I drained was pure water. I drained another cupful... all water. By now I was getting goosebumps. In total, I drained 17 cups of water from that tank.

It turned out that the rubber gasket on the gas cap had failed because of age, and it let rain in the tank. The engine probably would have run just long enough to get me over the trees and rocks. Then it would have begun to swallow that water, and I would have been a statistic in the NTSB files.

I think there are two factors that saved me from that accident. First, I used the checklist, and it reminded me of my mistake. Second, I wasn't under any time pressure that day. Had I been in a hurry, I might not have caught or corrected my mistake, and the outcome might have been much worse.

[Back to the Top](#)

Reminder: Winter Flying Hours Policy

(Submitted by Reggie Sellers, Director of Billing)

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.

[Back to the Top](#)

Maintenance Notes

(Submitted by Pete Glick, Director of Maintenance)

The Golden Rule of Fractional Aircraft Ownership: "Leave it better than you found it."

1. **3KS.** Engine break-in. The aircraft is released for all operations. (pattern work and touch and goes are okay)
2. **93F.** 100 hr and windshield replacement in progress. Should be completed tomorrow afternoon (30 Oct).
3. **375.** Will go into engine change as 93F is completed.
4. **93S.** If all goes well, we could have the engine in the next month. Aircraft will also need an annual inspection.
5. **686.** Engine change after 375.

[Back to the Top](#)

T-CRAFT AIRCRAFT STATUS — NOV 2026

[Click here for Aircraft Maintenance Status](#)

[Back to the Top](#)

T-CRAFT DISPATCH PROCEDURES – NOV 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

[Back to the Top](#)

CALENDAR & CLUB STATS

The Month Ahead

November 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					

Coming Events

10 Nov 2026: Accounts due

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

20 Nov 2026: Accounts past due

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

25 Nov 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

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%)

86 Class II Members (76%)

9 Inactive (voluntary suspension)

40 Suspended (BFR, Med, Attendance, etc)

76 Active flying members (cap > 14 x 7 = 98)

Member Ratings

6 Student Pilots

63 Private Pilots

29 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

TIPS, TRICKS, AND FUN

Experience Counts

(Reprinted from Air Facts Journal)



They say there's no such thing as an "Old and Bold" pilot. Conventional aviation wisdom suggests that if you are classified as Bold, you may not live long enough to become Old. Could there possibly be a meeting point, or some common ground, between those two monikers? A place where age, sprinkled with a bit of wisdom, knowledge, common sense, compassion and caring, comes together for the greater good of General Aviation? [Read more...](#)

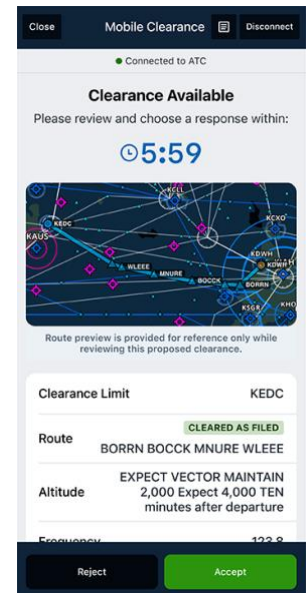
[Back to the Top](#)

Getting a Digital IFR Clearance

(Reprinted from Pilot Workshops)

Reading back IFR clearances is a time-consuming, error-prone, and frustrating ritual for both ATC and pilots. And with over 25,000 clearances read out and back each day, that's a lot of time, error, and frustration.

The FAA is testing a new service to provide IFR clearances via text to mobile devices. The evaluation phase of Mobile Clearance Delivery (MCD) started with an announcement at AirVenture in July 2026, and the service is now available at KATW in Wisconsin; KMKC and KIXD in Kansas; and KCLL, KDWH, KSGR, and KGLS near Houston. More airports will be added, but the FAA has not published a schedule. MCD works like this: [Read more...](#)



[Back to the Top](#)

Notice the Signs

(Reprinted from AOPA Flight Training)

Halfway through my preflight check, I remembered that I had left my handheld radio at home. Harumph. Early in my piloting career I'd had a NORDO (no radio) situation in very busy airspace. That scared me, so I bought a handheld for those "just-in-case" scenarios and took it with me on every flight. But I decided leaving the backup radio behind would be no biggie, and certainly not a reason to cancel my flight on this phenomenally gorgeous day. Admittedly, I didn't feel completely rested; maybe that's why I forgot my radio. It had been a stressful couple of weeks. But I was familiar with the airport, the airspace, and the route. I'd flown the airplane extensively. So, I thought, I'll be fine. [Read more...](#)



[Back to the Top](#)

Traffic Pattern Tragedy (video 00:20:58)

(Reprinted from AOPA Flight Training)

On a June afternoon in 2016, a Cirrus SR20 carrying three occupants arrived in Houston's busy Class B airspace to land at William P. Hobby airport. Miscommunication in the traffic pattern, three go-arounds, and ultimately, a departure from controlled flight resulted in a fatal crash near the airport. [See the video...](#)



[Back to the Top](#)

Using an iPad for Flying: How Old is Too Old?

(Reprinted from iPad Pilot News)

The iPad is decidedly old now, at least in consumer technology years, which means there is a busy used market for older tablets. An iPad Air 2 or iPad mini 4 from a decade ago



can be picked up on eBay for around \$60—a great deal, right? Or maybe you can use that old iPad 5th Gen sitting in the kitchen drawer as a cheap way to have a dedicated cockpit tablet?

Not so fast. Most aviation apps have specific requirements that eliminate some older tablets from consideration, so before you buy that used iPad, read on. [Read more...](#)

[Back to the Top](#)

Is an Instrument Rating Worth It?

(Reprinted from Lightspeed Aviation)

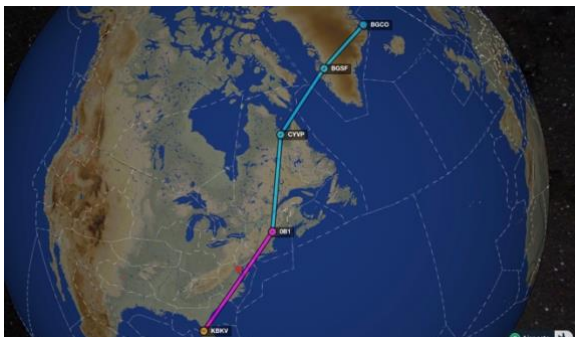
An instrument rating frequently advances pilot skills, safety, and flight options. For most pilots, those benefits make the challenge of attaining the rating worth the effort. When a pilot has the means to do so, training for instrument flight affords new experiences that broaden horizons even when visibility is limited. We've spoken with many pilots who offered insights, advice, and stories of how getting an IFR rating has rewarded them, and we'll hear from a few more now. [Read more...](#)



[Back to the Top](#)

Flying to the Edge

(Reprinted from Air Facts Journal)



For generations, airline and ferry pilots have viewed Greenland as little more than a fuel stop on North Atlantic crossings, not a destination for tourism or adventure. Aircraft from Europe and North America briefly touch its rugged coastline before continuing on, while the vast ice sheet remains a breathtaking panorama of endless glaciers, towering mountains, and remote Arctic wilderness visible only from cruising altitude. [Read more...](#)

[Back to the Top](#)