

T-Craft Aero Club

Monthly Newsletter

June 2026

Putting Wings on Your Dreams



Editor – Jim Manley

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

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IMPORTANT NOTICES

Annual Garden Valley (U88) Fly-In – 19-20 June

(Compiled by Editor)

Join the fun at our annual Garden Valley Fly-In 19 to 20 June (Father's Day weekend). Camp overnight Friday or fly or drive in Saturday morning. John Moen will drive the equipment trailer up Friday evening so Brian Yoder can cook a fabulous breakfast Saturday morning. Then we get to the beanbag drop and spot landing contests. This is also an opportunity to work on your Level I backcountry certification with a T-Craft CFI. Contact Kent Murri, Director of Membership, if you'd like to fly a club airplane there.

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Aircraft Scheduling and Utilization

(Submitted by Pete Glick, Director of Maintenance)

We are working with insurance to determine the future for 64R after its accident. No matter what happens with it, we will be without a third C-172 for quite some time. You can expect 686 to get a lot of scheduling pressure once it comes out of annual next week, complicating your scheduling. To relieve some of that pressure and make scheduling an aircraft easier, this is a good opportunity to check out and fly 375 or 93F, if you are not already qualified. See any of the club instructors to accomplish this if needed.

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New Billing Address

(Submitted by Reggie Sellers, Director of Billing)

Look for emails from the following email address: *Tcraft Aero Club* <quickbooks@notification.intuit.com> PLEASE don't delete emails from this address! They are NOT SPAM, but are your invoice and statement showing you the amount you owe the club.

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Fuel Price Increase—AGAIN—Bumps up Plane Rates

(Submitted by Reggie Sellers, Director of Billing)

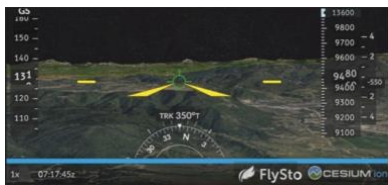
Our fuel price went up again a couple days ago to \$7.13/gallon. We're not going to increase plane rates until the June Billing period (5/26/2026). The new Plane Rates will be:

- 375 – 67.00
- 64R – 93.00
- 686 – 93.00
- 93F – 105.00
- 93S – 154.00
- 89E – 154.00
- 21M – 154.00

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Deadly Display Potential

(Submitted by Jon Miller, T-Craft Pilot)



Flying an RNAV (GPS) approach with a +V advisory glide slope looks and feels exactly like flying a glide path to LPV minimums. But while an LPV path is obstacle-protected down to a decision altitude (DA), a +V glide slope can run you through a mountain after you descend below the minimum descent altitude (MDA). Yet in both situations, the PFD display will look [Read more...](#)

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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.”

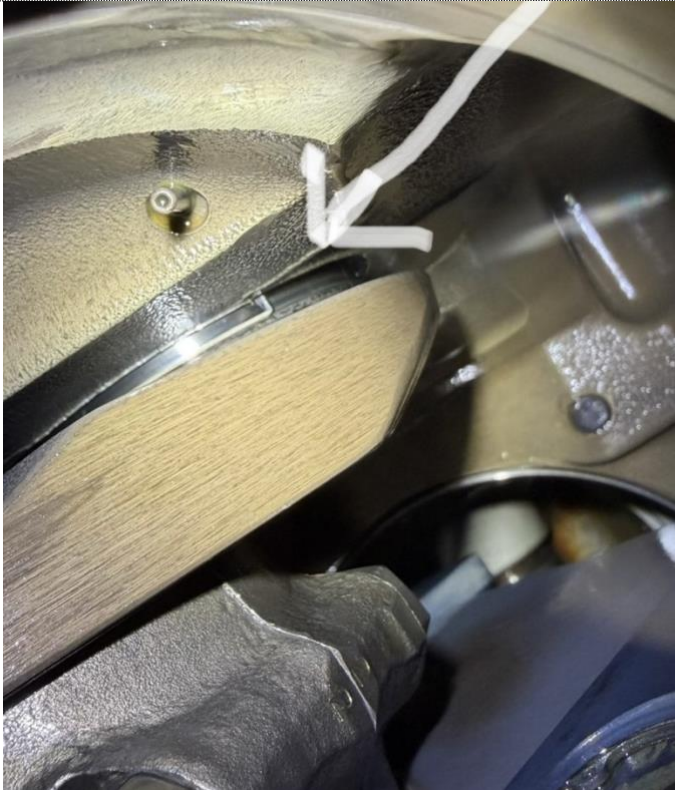
MX Notes:

- A big Thank You to all those who braved the wind storm that occurred during the airplane wash. You adapted to the changing conditions and completed the aircraft cleaning, inside and out. You even had to do it partially in the dark until power was restored. The aircraft look great!
- 21M rear seat belts are often installed incorrectly after being previously removed. If removed, please take the appropriate time to reinstall them correctly. Seek instruction if you don't know how. ALSO, if you put passengers in the rear seats, ensure the seats and seat belts are secured!
- Your patience is appreciated while we are short two aircraft. There will be times when shop schedules will dictate when we put an aircraft into a shop to work squawks, especially avionics squawks.

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	99	5/31/27	Builder received cylinders. Build has started
686	7	3/31/27	100 Hr soon
64R	99	2/31/27	Grounded. Ground accident damage. Needs assessment/repair. IFR cert due Engine Build in-progress.
93F	71	2/31/27	IFR cert overdue
93S	93	4/30/26	Grounded. Engine removed and shipped for overhaul. (bad main crankshaft bearing) Annual inspection OVERDUE. Paint - Winter 26/27. IFR Cert due
21M	42	5/31/27	
89E	32	3/31/27	

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

Aircraft	Discrepancy
375	<ul style="list-style-type: none"> • Engine build at Ly-Con. Cylinders were received and build has started. Estimated completion in June • Annual inspection complete. • Nose wheel shimmy worked. • Both main tires changed • LED Tail Nav/Strobe installed
64R	<ul style="list-style-type: none"> • GROUNDING – Damaged in Accident. Moved to ID26 for assessment/estimate of repairs. • IFR certification overdue. • Engine build at Ly-Con. Estimated June 2026 completion/shipment
686	<ul style="list-style-type: none"> • Lt tire leak. Replaced tire/tube

<p>93F</p>	<ul style="list-style-type: none"> • Windshield very foggy. Awaiting scheduling for replacement • Secured pilot side comm jack box • Aux power output (cigar lighter) repaired • Multiple minor squawks. See Schedule master • IFR Cert overdue
<p>93S</p>	 <ul style="list-style-type: none"> • GROUNDING. 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
<p>21M</p>	<ul style="list-style-type: none"> • Smart Glide not working as required. Notified Skyline...waiting for scheduling. • 50 hr completed • Left brake pad broken. Replaced pad
<p>89E</p>	<ul style="list-style-type: none"> • 50 hour completed. • Intermittent high amperage indication (No high voltage light). This is a repeat.

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Most GA Pilots are Deviants – Why is This? (webinar)

(Submitted by FAAST Team)

Topic: GA Pilots Deviate from POH -SOP's - Review the What, the Why, and the Prevention

Time: Thursday, 4 Jun, 17:00 MDT

Description (Select Number EA61144808): We review actual flight scenarios, incidents and accidents. We discuss what we 'Did Well' and 'Do Better'. Once you register remember your login credentials as well as Pass Code 'VOLUNTEER' as each month you'll be reminded about the webinar. We Need Pilots! Pilot safety issues are many

requiring diligent review. The planning to safely fly a child facing challenging medical outcomes is different than flying rescued turtles.

This webinar will help pilots of all types to identify basic and advanced safety considerations. We are striving to create a resource to share safety practices and flight experiences.

If not already in the WINGS Pilot Proficiency program please join us. It is proven to make us safer pilots. Visit www.FAASafety.gov to enroll and find other helpful info.

Apply to Volunteer at Air Care Alliance: <https://vpoids.aircarealliance.org/join>

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

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Warbird Roundup – 29-30 August

(Submitted by Warhawk Museum)

Click on picture for more details



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T-CRAFT DISPATCH PROCEDURES – MAY 2026

Click this box to see Dispatch Procedures:

- Club Policies
- Fuel Reimbursement
- Aircraft Rates
- Aircraft Data
- Aircraft Scheduling
- Maintenance Squawks
- Aircraft Care
- Hangar Security

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CALENDAR & CLUB STATS

The Month Ahead

June 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 Jun 2026: Accounts due

18 Jun 2026: Board mtg 6:30 pm, T-Craft Hangar

19-20 Jun 2026: Garden Valley Fly-In

20 Jun 2026: Accounts past due

25 Jun 2026: Last flight day in billing period

NO MEMBERSHIP MEETINGS IN JUNE & JULY

[Click here for Full Club Calendar](#)

New Members

None to report this month

Upgrades Class I to II

Jessie Thomas

Resigning Members

John Baglien

Inactive Requests

None to report this month

Achievements

None to report this month

Member Stats

114 Members (after new members & resignations)
 16 on Wait list. (estimate 18-24 months)
 28 Class I Members (24%)
 86 Class II Members (76%)
 10 Inactive (voluntary suspension)
 30 Suspended (BFR, Med, Attendance, etc)
 73 Active flying members
 (Temp cap > 14 x 6 = 84)

Member Ratings

6 Student Pilots
 64 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

What My Flight Instructor Taught Me About Life

(Reprinted from Air Facts Journal)



“Mine was born with feathers,” I said, settling the debate between my two pilot buddies who joined me for their maiden pilgrimage to Oshkosh. That evening, after logging more than 15,000 steps wandering AirVenture, we tossed logs on the fire and sank into our camping chairs. As the wood crackled and popped, we traded stories from our student pilot days—each of us convinced we had the best flight instructor. [Read more...](#)

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Flying for Life

(Reprinted from Air Facts Journal)

I had just sat down at the kitchen table with my coffee and was contemplating the day ahead. The sun was still struggling to get over the mountains to the east; it was just after dawn. It's an unusual time for a text as I hear the familiar ding from my phone. It's a request for an unscheduled mission to Prescott, Arizona—two boxes of blood needed for a transfusion ASAP. It's two and a half hours away by car without traffic, or 55 minutes by small plane. [Read more...](#)



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Calm Wind at Non-Towered Airport Leads to Landing Incident

(Reprinted from BoldMethod)

I was on final approach to Runway 12 at MLE; winds were calm and the preferred runway for calm winds was Runway 12. When I was about 500 ft above ground, a plane called on the Unicom that he was taking off on Runway 30 (opposite end of my landing runway). I called him on the radio and cautioned him about our position, and impending landing. He did not respond. I flared and on my rollout, [Read more...](#)



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The Hero Trap

(Reprinted from Angel Flight West)



The FAA teaches five hazardous attitudes that can degrade pilot decision-making. These come straight out of aeronautical decision-making (ADM) training and are highly relevant to safety—especially in emotionally driven missions like philanthropic flying. We will continue, therefore, from previous articles on the path of Threat and Error Management, but specifically as it pertains to the 5 hazardous attitudes. [Read more...](#)

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The Bee's Knees

(Reprinted from AOPA ePilot)

We understand the importance of proper undercarriage. Wear and tear of wheels, struts, or shock absorbers turns landings from a greaser on the numbers to something less pleasing. After all, nobody wants to hear Ground telling Captain Kangaroo to turn left on Bravo! The same is true of our knees, hardworking joints which endure enormous stress. Walking generates forces several times one's body weight through the knee, and climbing stairs can double that. Imagine the strain when pulling an aircraft out of the hangar, [Read more...](#)



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Engine Out? How to Use ForeFlights Glide Feature

(Reprinted from Sporty's iPad News)



ForeFlight's latest update is now available on the App Store and includes Emergency Glide Mode, one of the biggest safety enhancements we've seen in the app yet. This new feature builds upon ForeFlight's Glide Advisor to help pilots identify the safest place to land in the event of engine failure.

If you're within gliding range of an airport, ForeFlight will instantly direct you towards the most favorable runway at the airport on the map. If there are no airports within range, the app will perform an instant off-airport landing site analysis and direct you to potentially suitable landing areas. Here's how it works. [Read more...](#)

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Impossible Prop Made Fighters 100MPH Faster (video 00:37:51)

(Reprinted from Sporty's Fast Five)

In the 1930s, Hamilton Standard engineer Frank W. Caldwell developed a revolutionary propeller that could automatically adjust its blade angle mid-flight to maintain constant engine speed—a design aviation experts dismissed as "too complex" for reliable combat use. When tested, however, Caldwell's "impossible" propeller dramatically increased climb rate, range, and top speed across every aircraft it touched, giving Allied planes a crucial performance edge. The system proved so effective that it was adopted on virtually every major U.S. warplane of WWII, from B-17 Flying Fortresses to P-51 Mustangs. [Watch video...](#)



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Safety Tip: Tidy up After Flight

(Reprinted from AOPA Air Safety)



My first thought was: That's a lot of lost stuff. "So this is a couple of months of lost-and-found? Where's it all come from? The ramp?" I was picturing a harried student hurrying in for a debrief, dropping his goggles by accident. Still, with this volume, that would be a lot of harried students.

"Most of it comes from the airplanes," the dispatcher said. "It's stuff students or instructors find left behind by the previous crew." [Read more...](#)

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