

T-Craft Aero Club

Monthly Newsletter

July 2026

Putting Wings on Your Dreams



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

IN THIS ISSUE

IMPORTANT NOTICES	3
New Club Communication Tool	3
Plane Rates Decrease!.....	3
KMAN Updates.....	3
I See a Fire; Who Do I Tell?	4
Maintenance Director's Report	4
On Second Thought – What Safer Decision Makers Have in Common.....	6
Flight Instructor Update Recency of Experience Requirements	6
Warbird Roundup – 29-30 August.....	6
T-CRAFT DISPATCH PROCEDURES – MAY 2026	7
CALENDAR & CLUB STATS	7
The Month Ahead	7
Coming Events.....	7
New Members.....	7
Upgrades Class I to II.....	7
Resigning Members	7
Inactive Requests.....	7
Achievements.....	7
Member Stats.....	7
Member Ratings	7
TIPS, TRICKS, AND FUN	8
9 Things Backcountry Pilots Learned from Flying in Smoke	8
Talking to Yourself	8
First Ride in the T-38A Talon.....	8
See, Sense, Separate (video 00:08:18).....	9
Master Power-off Stalls (video 00:03:32)	9
Stick & Rudder Skills for Modern Pilots (podcast 00:43:33)	9
10 Best Weather Apps for Pilots	9

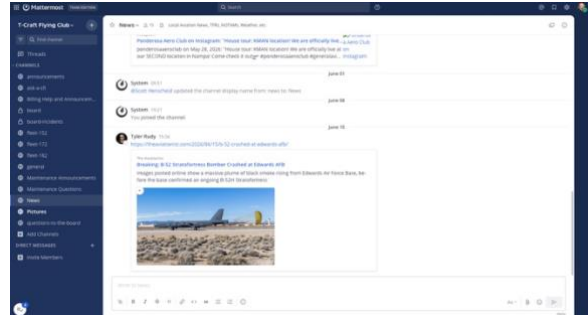
IMPORTANT NOTICES

New Club Communication Tool

(Submitted by Ben Rhoades, President)

We are bringing a new way to communicate to the club. It's called Mattermost and should be a free and easy way to pass information. Club participation will make it a success. A special thanks to Tyler Rudy and Scott Henscheid for bringing this to us. Some of you may already use Mattermost but please follow the guide below to get it setup.

[T-CraftMattermostOnboardingGuide.pdf](#)



[Back to the Top](#)

Plane Rates Decrease!

(Submitted by Reggie Sellers, Director of Billing)

Our plane rates have decreased due to a NEW FUEL PRICE retroactive to the beginning of this billing period. The new fuel price per gallon and the amount that you will be reimbursed when you purchase fuel away from Nampa airport is \$6.72. The resulting new plane rates are as follows:

- 375 \$65.00
- 64R \$90.00
- 686 \$90.00
- 93F \$102.00
- 89E \$150.00
- 93S \$150.00
- 21M \$150.00

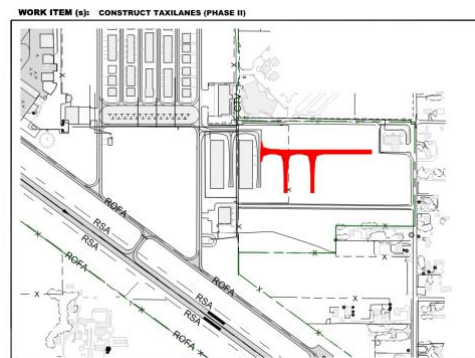
[Back to the Top](#)

KMAN Updates

(Submitted by KMAN Management)



AWOS: Exciting changes are on the horizon! This summer, crews will be installing the new AWOS equipment on the roof of the newly constructed hangar at the corner of C1/C9. Notably, the wind sensor will feature a unique design, as it must be elevated above the surrounding rooftops, standing at 55 feet in the air. By relocating the AWOS equipment to the rooftop, we are paving the way for future hangar development in the area.



New Taxilanes: Looking ahead to 2026/2027, we have been collaborating closely with our Airport Engineer to design a new taxilanes on the east side of the airport to accommodate future hangar construction. We anticipate that construction will commence in the July/August timeframe.

[Back to the Top](#)

I See a Fire; Who Do I Tell?

(Reprinted from ID Division of Aeronautics)

(Submitted by Jim Hudson, T-Craft pilot)



I SEE A FIRE; WHO DO I TELL?

- 1 – Text photo and location to **385-837-5687** (Forest Service)
- 2 – Contact ATC. Tower, approach control or center controller can take your information and get it to the right agencies.
- 3 – 122.9 – Forest service aircraft may be flying near you.
“Any forest service up 122.9?”
- 4 – Call Boise Interagency Dispatch at **208-384-3400**

Smoke Report

Location: Coordinates, VOR radial and distance, bearing and distance from an airport or geographic feature

Description (intensity): color of plume, height of plume, visible fire

Picture: if you have it (for the email/text option)

Example from July 10th:

“Smoke Report from N9438M

10 nm NE of Chamberlain (U79) along the main salmon

White smoke plume up to 7000 feet”

Fire Awareness

In addition to checking NOTAMs and TFRs, at Aeronautics we monitor for fires on apps like Watch Duty and OnX. We use this like part of a weather briefing during fire season.

Avoid smoke plumes and fire even if no TFR exists.

[NIFC Fire Maps](#)

[Aeronautics](#)

[Back to the Top](#)

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:

- Received word from a local pilot. A prop struck a tow bar at KMAN about two weeks ago. This could be expensive. Remove the tow bar whenever your hand isn't attached to reinforce the habit of removal rather than a habit of leaving it attached. It only takes a distraction to have an incident. Only happens to the other guy, right? We are all the “other guy” to everyone else.
- 21M VGs. 3 VGs were knocked off in less than 2 weeks. Two disappeared forward of a fuel cap and no one reported until discovered during a later preflight. Please use care when working around VGs. Support the fuel hose so that the hose doesn't drag across wing leading edge. The hose will knock off VGs. Also, please say something when this happens! Something to think about if you fly 21M...What will you do if you are cross country and knock off VGs that then exceed the maximum limitation of missing VGs? Food for thought.
- 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.

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	40	5/31/27	Engine build should be near completion
686	85	3/31/27	
64R	99	2/31/27	Grounded. Accident damage. Needs assessment/repair. IFR cert due - Engine Build in-progress.
93F	57	2/31/27	
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	99	5/31/27	
89E	5	3/31/27	100 hr starts week of 22 June - IFR checks due 7/31/26

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

Aircraft	Discrepancy
375	- Engine build at Ly-Con. Estimated completion in coming weeks - Annual inspection complete. - Nose wheel shimmy worked. - Both main tires changed - LED Tail Nav/Strobe installed
64R	GROUNDED – 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	100 Hr completed
93F	- Windshield very foggy. Awaiting scheduling for replacement - Secured pilot side comm jack box - IFR Cert completed
93S	GROUNDED. Oil filter shows aluminum flakes and moderate amount of ferrous metals. One main crankshaft bearing spun. Engine was removed and shipped to Western Skyways for overhaul (1450 hours). - Various squawks
21M	- Smart Glide not working as required. Notified Skyline...waiting for scheduling. - Erratic Amperage indication. Cleaned corrosion from shunt fuses 50 hr completed 100 hr completed - Left brake pad broken. Replaced pad 3 VGs installed

89E	• 50 hour completed. • Intermittent high amperage indication. Cleaned corrosion from shunt fuses • 100 hr input 22 June.
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[Back to the Top](#)

On Second Thought – What Safer Decision Makers Have in Common

(Submitted by FAAST Team)

Topic: Learn How Accident and Performance Data Show Meaningful Differences in Decision-Making Patterns Across Demographics

Time: Wednesday, 8 July 2026, 18:00 MDT

Description (Select Number CE03145291): This episode explores cognitive, behavioral, and social traits associated with safer outcomes among women aviators, drawing from aviation data and behavioral science. We then translate those findings into practical insights that apply to all aviators—Aviators, maintainers, controllers, and operations personnel—regardless of gender, role, or experience level.

These findings also apply to aviation maintenance technicians (AMTs), whose daily work demands risk assessment, assertiveness, and disciplined judgment.

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

[Back to the Top](#)

Flight Instructor Update Recency of Experience Requirements

(Submitted by FAAST Team)

Topic: Discussion of Flight Instructor Currency Requirements

Time: Wednesday, 8 July 2026, 18:00 MDT

Description (Select Number GL13144976): Historically, flight instructor certificates were issued for a period of 24 calendar months, and specific training or activity levels were required for their renewal. Two years ago, a significant rule change occurred. Now, flight instructor certificates (like pilot certificates) never expire. However, to remain active, a CFI must now satisfy a recency of experience requirement. As the last of the two-year CFI certificates are just now expiring, it's time to review this rule change. In this webinar CFI Prof. H. Paul Shuch explores ways for CFIs to satisfy the current recency of experience requirements.

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

[Back to the Top](#)

Warbird Roundup – 29-30 August

(Submitted by Warhawk Museum)

Click on picture for more details



[Back to the Top](#)

T-CRAFT DISPATCH PROCEDURES – JUL 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

[Back to the Top](#)

CALENDAR & CLUB STATS

The Month Ahead July 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 Jul 2026: Accounts due

16 Jul 2026: Board mtg 6:30 pm, T-Craft Hangar

20 Jul 2026: Accounts past due

25 Jul 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

None to report this month

Resigning Members

Jason Kronz

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)
27 Class I Members (24%)
86 Class II Members (76%)
10 Inactive (voluntary suspension)
28 Suspended (BFR, Med, Attendance, etc)
74 Active flying members
(Temp cap > 14 x 5 = 70)

Member Ratings

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

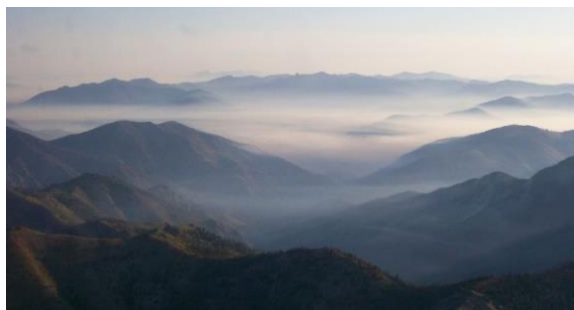
[Back to the Top](#)

TIPS, TRICKS, AND FUN

9 Things Backcountry Pilots Learned from Flying in Smoke

(Reprinted from BackcountryPilot)
(Submitted by Jon Miller, T-Craft Pilot)

Fire season runs nearly year-round these days, with some part of North America burning at almost any time. The U.S. Southwest can light up as early as January; the coldest northern climates get their turn right before summer, when the freeze-dried grass and trees are exposed by springtime snowmelt. Smoke has become just another weather hazard to plan around, and the pilots of BackcountryPilot.org have learned from hard-earned experience how to fly in it—a strange and unpredictable beast—sharing their approaches in past forum discussions. Here are 9 things they learned the hard way. [Read more...](#)



[Back to the Top](#)

Talking to Yourself

(Reprinted from Air Facts Journal)



They say talk is cheap. As a kid growing up, I heard time and time again, “Don’t talk to yourself—people will think you’re crazy!” Buying into that philosophy was easy for a while, at least until I began my journey training to become a pilot. Yet truth be known, those seeds planted so long ago were still alive and well inside my brain housing. It certainly lends credence to the Principle of Primacy that states: “*What we learn first, we learn best.*” [Read more...](#)

[Back to the Top](#)

First Ride in the T-38A Talon

(Reprinted from Air Facts Journal)

When I was an instructor taking a student on his first ride in the T-38A, this is how we introduced the airplane. The twin-engine, two-seat, tandem-cockpit, swept-wing, supersonic T-38 Talon has served as the United States Air Force’s advanced jet trainer since its introduction in 1961. Over the decades, the aircraft has undergone multiple life-extension programs to keep it flying and its instruments and performance relevant. Powered by two General Electric J85 turbojet engines—originally developed in the 1950s for the ADM-20 Quail decoy missile—the T-38 benefited from an exceptional thrust-to-weight ratio. [Read more...](#)



[Back to the Top](#)

See, Sense, Separate (video 00:08:18)

(Reprinted from AOPA ePilot)



This video identifies situations where there's an increased chance of a collision and offers strategies for minimizing the risk. [Watch video...](#)

[Back to the Top](#)

Master Power-off Stalls (video 00:03:32)

(Reprinted from Sporty's Flight Training)



This week's tip from takes on one of the most important basic maneuvers every pilot must understand: the power-off stall. You'll see how to recognize, enter, and recover from the stall the right way—and why proper technique matters more than just meeting the ACS standards. We'll also dig into a key factor that's often overlooked: how the airplane's center of gravity (CG) directly influences stall speed and handling characteristics. [Watch video...](#)

[Back to the Top](#)

Stick & Rudder Skills for Modern Pilots (podcast 00:43:33)

(Reprinted from Sporty's Pilot Shop)



Master flight instructor Rich Stowell explains why manual flying and decision-making skills work together—not as an either/or choice. The spin master illustrates the point with his “power-push-roll” spiral dive recovery, then shares his “learn-do-fly” training method for teaching pilots at the correlation level.

[Listen to Podcast...](#)

[Back to the Top](#)

10 Best Weather Apps for Pilots

(Reprinted from Sporty's Pilot Shop)



Thunderstorm season is here, and for pilots that means one thing: weather awareness becomes even more critical. Fortunately, your iPad or iPhone can deliver powerful weather tools right at your fingertips—no need to dig through clunky websites. But with thousands of weather apps in the App Store, how do you know which ones are actually worth your time? [Read more...](#)

[Back to the Top](#)
