

T-Craft Aero Club

Monthly Newsletter

August 2026

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Look Out It's Fire Season!

(Comments by Editor, Photo by Ken Kaae, Treasurer)



Official weather reports declare clear skies, but visibilities hover between 5 and 9 miles. And everyone wants to fly. I flew Air Attack (spotter) in a turbocharged C-337 for two seasons on the Tahoe National Forest. I'd rush to the fire at max continuous power, then loiter at max endurance power, making right-hand circles for hours. My passenger, the Fire Boss, directed tankers. I juggled 6 com channels, scouted for down-wind fires, managed aircraft systems, and maintained the requested altitude and ground track while flying in and out of an undulating smoke plume. Oh yeah, I also watched for traffic. Firefighting flight crews are VERY,

VERY busy, So:

- Don't sneak through the corner of a TFR
- If flying near a TFR, monitor the published frequency for aircraft coming and going
- Even flat land fields like KMAN have extra traffic—fixed wing and helicopters
- Check airport NOTAMS. Idaho City (U98) was closed to all but firefighting aircraft for several days

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Avoid Wildfire Smoke by 15 miles Below 5,000 Feet

(Reprinted from FAASTeam)

IF YOU SEE WILDFIRE SMOKE, FLY AWAY! Notice Number: NOTC5062

Horizontal Buffer: Avoid wildfire smoke by at least **15 miles**.

Vertical Buffer: Completely avoid the airspace from the **surface to 5,000 ft. AGL**.

The Risk: Flying in the vicinity of wildfires interferes with firefighting operations and places human lives at immediate risk!

Why This Airspace is Extremely Dangerous

- **High-Density Traffic:** You should expect multiple emergency helicopters and airplanes flying in different patterns and at varying altitudes directly above a wildfire.
- **Active Firefighting Orbits:** These aircraft will be circling the fire area, including the column of smoke, actively engaged in critical suppression operations.
- **Severely Hindered Pilot Visibility:** Aerial firefighting pilots face limited ability to actively scan for your aircraft or drone due to their tight orbits, intense concentration on target acquisition, rugged terrain, and thick smoke.
- **Rapid Convergence:** Response times for firefighting aircraft are exceptionally rapid. Emergency aircraft may be traveling toward a smoke column from various directions in a very short period of time.

Temporary Flight Restrictions (TFRs) & Detection

- **Do Not Rely Solely on TFRs:** Not all aerial firefighting operations have an active [Temporary Flight Restriction](#) (TFR) over the operating area when emergency response begins.
- **Rapid Implementation:** TFRs can and will be enacted rapidly for the safety of firefighting aircraft. Always use visual smoke as your immediate cue to clear the area, even if your tablet or GPS does not show a restricted zone yet.
- **Automated Detection:** Local authorities are monitoring situations instantly; for example, California utilizes more than 1,080 wildfire cameras across the state to automatically identify fires.

Proper Reporting & Radio Etiquette

- **Aircraft On-Scene:** Do not report wildfires that already have firefighting aircraft on-scene.
- **Unreported Fires:** To report a wildfire that you believe has not been reported yet, immediately contact the servicing tower, approach control, or flight service station.

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I See a Fire; Who Do I Tell? (repeat)
(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](#)

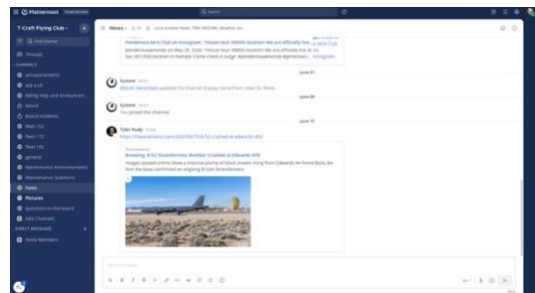
[Aeronautics](#)

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New Club Communication Tool (repeat)
(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](#)



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Thanks for Extraordinary Members
(Submitted by Karen Daniels, Director of Safety)

I'm thankful for James Patterson and Jon Miller keeping me up to date on the backcountry closures/updates. They both have done a fantastic job assisting me with all the safety issues that have come up!!

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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.”

- Engine builds for 375 and 64R near completion and should ship soon.
- 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	38	5/31/27	Engine build /dyno run complete, should ship soon
686	56	3/31/27	50 hr due in couple days
64R	99	2/31/27	Grounded. Accident damage. Needs assessment/repair. IFR cert due Engine Build complete/in line for dyno run.
93F	20	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	67	5/31/27	
89E	74	3/31/27	IFR cert due July

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

375	• Engine build at Ly-Con. Dyno run completed and being prepped for shipment • Transponder due in Aug
64R	• GROUNDED – Damaged in Accident. Moved to ID26 for assessment/estimate of repairs. • IFR certification overdue. • Engine build at Ly-Con. In line for dyno run next week
686	• 50 hr oil change due in couple days
93F	• Windshield very foggy. Awaiting scheduling for replacement • Secured co-pilot side comm jack box
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	• Smart Glide not working as required. Notified Skyline...waiting for scheduling. • New Visors on order • Numerous minor squawks
89E	• Numerous minor squawks

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Warbird Roundup – 29-30 August

(Submitted by Warhawk Museum)

Click on picture for more details



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Billing Question: How to Straddle the 25th

(Submitted by Reggie Sellers, Director of Billing)

We had a billing question recently regarding the procedure for flying a plane from the 25th to the 26th or longer when this is the only flight during the month and how to keep from getting charged for the Minimum Hour. The best thing to do is check the plane out on the 25th before you leave, check it back in with enough time to satisfy the Minimum Hour requirement and then check it back out again. This will log time on the 25th (last day of billing) and satisfy the requirement.

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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

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CALENDAR & CLUB STATS

The Month Ahead

August 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 Aug 2026: Accounts due

20 Aug 2026: Board mtg 6:30 pm, T-Craft Hangar

20 Aug 2026: Accounts past due

25 Aug 2026: Last flight day in billing period

**27 Aug 2026: General Membership mtg 6:30pm,
Idaho Pizza Co, 7444 W Fairview, Boise**

[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

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

Member Ratings

6 Student Pilots
 65 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

Clear the Prop, Properly

(Reprinted from AOPA)

(Submitted by Pete Glick, Director of Maintenance)

Your flight instructor surely covered the safety protocols for starting the engine during your first lesson and watches closely to make sure you remember the steps: First, turn the battery and beacon on to alert anyone nearby that your airplane is about to start. Then look forward, left, right, and rearward to visually "clear" the area. After that, crack the window open and shout "Clear prop!" in a loud and mighty voice before you engage the starter. [Read more...](#)

Editor's Comment:

When I flew in the Amazon Jungle, any landing at a village strip was a big deal. Not because of the airplane, but because of contact with the outside world. Everyone came out and pressed tight against the plane to see who and





what had arrived. The kids had never seen cars, running water, or electric lights. But they had seen many airplanes.

After loading passengers and cargo, the adults would back away beyond the wingtips. I'd board, buckle in, and begin the pre-start checklist. Before engaging the starter, I'd yell, "Libre!" ("Clear!" in Spanish) then scan the faces in the surrounding crowd—just in case.. At one village, it paid off. I saw a woman gasp and lift an arm. I turned the key off, unbuckled, and hopped out. A little guy about the size of the black-shirted fellow in the picture was standing calm and content just behind the propeller. I learned to NEVER take any engine start for granted because you never know...

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Beware of Thin Air

(Reprinted from AOPA)

(Submitted by Pete Glick, Director of Maintenance)



With the summer months upon us, the days are longer and warmer, and it's a lovely time to go fly. As with each change of season, there are factors to consider during these months that affect aircraft performance. Density altitude is one of them. [Read more...](#)

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Why I Returned To Stick and Rudder

(Reprinted from Air Facts Journal)

When I first read [Stick and Rudder](#), I had just started flying lessons. The lessons were going well, and my curiosity about aviation had turned into full-blown infatuation. I wanted to know everything, so I was consuming everything—magazines old and new, Reddit posts, YouTube videos. Somewhere in a best-of list, I found *Stick and Rudder: An Explanation of the Art of Flying*, by Wolfgang Langewiesche. It sat alongside *Fate Is the Hunter* and *Night Flight*—books I also read. The first thing that struck me about *Stick and Rudder* was [Read more...](#)



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A T-Crafter's First Sojourn to Oshkosh

(Submitted by Tom Christensen, T-Craft Pilot)

Tom Christensen enjoyed Oshkosh July 20-24 "America 250". He said his favorite event was the Wednesday night airshow because it was unlike anything he had seen before. The associated fireworks display, with a combination of spark-spewing aircraft, drone formations, and abundant aerial and ground explosions, made for a dramatic experience.

More than 10,000 aircraft arrived at KOSH and surrounding fields during the event, including 2,851 show aircraft and 360 warbirds! The Goodyear blimp "Wingfoot One (N2A)" was also there. Attendance (people from all parts of the world) was estimated to be a record 734,000 over 7 days. There were nearly a thousand exhibitors and over 1,500 event presentations by groups such as EAA, NAFI, NATCA and assorted vendors.



Tom especially liked Juan Browne (Broncolirio) and John & Martha King's lectures. Among the other firsts for him were seeing the Red Arrows arrive on Wednesday; attending a panel discussion with 4 astronauts (discussing their space shuttle and International Space station experiences); a tribute to Bob Hoover (by David Martin in the Shrike Commander); watching the Beta Technologies Alia EX300 (electric air taxi) and MiG-29 flight demonstrations; and watching NASA administrator Jared Isaacman fly in a 4-ship formation with colorful F-5Fs.

Tom was surprised that winds averaged 10 knots, gusting 17 and temperatures were unseasonably cool (in the low 80s) yet nearly all aircraft demonstrations were performed as planned.



Incidentally, there was a tornado in nearby Appleton a few days **after** the conclusion of AirVenture—thankfully not during the show!!



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