

T-Craft Aero Club

Monthly Newsletter

May 2026

Putting Wings on Your Dreams



Editor – Jim Manley

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

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IMPORTANT NOTICES

Newsletter Formatting Updates

(Submitted by Editor)

As part of updating the newsletter format, we've moved some important but rarely changed dispatch information. You can still access the data via the link found under the [Dispatch Procedures](#) heading below. Let me know if you have any problems accessing the document.

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Plane Wash – 28 May, GV Fly-In – 19-20 June

(Submitted by Ben Rhoades, President)

- **The Spring Plane Wash is on May 28.** We have the wash commander and plane captains. Our schedule:
 - 2:00 – Show time for those that can't stay till the end. Clean the interiors before we start with water.
 - 3:30 - Show time for the commander, captains and hanger/water setup folks
 - 4:30 - Show time for the general members to start washing and waxing
 - We will have pizza again after all the planes are washed hanger cleaned and put to bed. Please show up as part of the club and help get the planes ready for the summer grind and grime.
- **We need someone to volunteer to cook breakfast for the Garden Valley (GV) fly-in.** That event happens on June 20th, the day before Father's Day. If you would like to reserve a plane to take to GV details will come after the May board meeting. If you would like to take a plane to and from GV I expect to see you at the plane wash!!!

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Airplane Relocation Within the Hangar

(Submitted by Pete Glick, Director of Maintenance)

The following aircraft parking spots have been moved within the hangar:

- 64R was removed from the hangar for an undetermined length of time.
- 93F was moved to the spot 64R vacated.
- 375 was moved to the main hangar spot previously occupied by 93F

The hangar door outside ID tags have been updated, and the corresponding KASA switches were moved to the appropriate aircraft.

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Fuel Price Increase and Plane Rates

(Submitted by Reggie Sellers, Director of Billing)

Our fuel rate per gallon has increased to 6.99 on 4/23/2026. This rate will be used for off-site fuel purchases/reimbursement and has been used to calculate our new plane rates which are effective starting 4/26/2026 or in other words, our May billing period. These new plane rates will appear on your May Invoice and Statement.

- 375 – 66.00
- 64R – 92.00
- 686 – 92.00
- 93F – 104.00
- 93S – 153.00
- 89E – 153.00
- 21M – 153.00

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Uncontrolled Fields: Chaos or Clarity? (two videos)

(Submitted by Karen Daniels, Director of Safety)

These two videos were presented as the April membership meeting:

- [Traffic Pattern Entry](#) (00:07:20)
- [Uncontrolled Fields](#) (00:09:51)

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2026 T-Craft Poker Run Results

(Submitted by Ben Rhoades, President)

Despite Spring weather, six T-Crafters took up the 2026 Poker Run challenge. The winners are:

- 1st Place: James Patterson with a “Full House”
- 2nd Place: Jerry Orban (Jim Hudson’s passenger) with “Three of a Kind”
- 3rd Place: Robby Bond with “Two Pair”

And special thanks to Robby Bond who not only organized the event, but also cooked a GREAT BBQ!

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Submitting Member Documents (BFRs, Medicals, Checkouts, etc.)

(Submitted by Kent Murri, Director of Membership)

As previously mentioned, I am no longer accepting hard copy (Paper) documents and I'm not checking the inbox at the hanger regularly. For all BFR's, Medicals, Checkout, etc., please submit a PDF scan or Photo of the document so I can file it in your member electronic folder.

Feel free to contact me with any questions.

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Land Use Next to KMAN

(Submitted by KMAN Airport Management)

Previously we, Airport Administration, committed to you that we would notify users of any request to a change in land use for property next to the airport.

April 28, 2026, the Planning and Zoning Commission will be holding a public hearing for the parcel located at 4300 Victory Road. The request is for annexation and zoning for light industrial and community business. For additional information on the request and the Planning and Zoning hearing please visit the [Planning and Zoning Hearing webpage](#). The application is listed under April 28, 2026, Elite Industrial.



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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.”

Squawks: Pilot's should review the squawk list on Schedule Master as a part of preflight preparations so that he/she understands the status of the aircraft. This will also reduce duplicate squawks and duplication of effort.

Leaning Engine in Flight. During its recent annual, 89E showed evidence of being operated at excess cylinder temperatures. More than one cylinder had a valve that shows signs of overheating but stopped short of being burnt. Several valve cover gaskets were cooked to the point of being brittle and causing oil leaks. The POH for each aircraft gives maximum temperature limitations. Per the POH, our Continental engines in the C-182s are NOT authorized to be operated in lean of peak operations, despite having accurate temperatures indicators. Keep the C-182 cylinder head temperature under 400 degrees, otherwise follow the POH for each aircraft you fly. If you need more information on how to manage your EGT/CHTs, first review the POH and then ask an instructor.

A. Scheduled Maintenance as of 30 Mar 2026

2026 SCHEDULED MAINTENANCE			
N #	100hr (til due)	Annual Due	Comments
375	93	5/31/26	Engine Build delayed for back-ordered cylinders.
686	37	3/31/27	
64R	99	2/31/27	Grounded Accident damage. Grounded for assessment/repair. IFR cert due Engine Build in-progress. Est April 2026 completion
93F	5	2/31/27	IFR cert overdue
93S	93	4/30/26	Grounded Engine filter has aluminum/ferrous metals. Annual inspection. Paint - Winter 26/27. IFR Cert due
21M	90	5/31/27	
89E	72	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 backordered from Lycoming. No current estimate. • Annual inspection in May. Will address multiple squawks. • Nose wheel shimmy (Awaiting annual) • Will change both main tires at annual
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 May 2026 completion/shipment
686	<ul style="list-style-type: none"> • Replaced LED taillight. • Rt main tire leaks. Replaced right tire/tube and right brake rotor • 50 hr oil change completed • Pilots sun visor too tight...loosened torque on visor clamp.
93F	<ul style="list-style-type: none"> • Windshield very foggy. Part received after annual complete. Reschedule • IFR cert overdue (awaiting scheduling)

93S	<ul style="list-style-type: none"> • GROUNDING. Oil filter shows aluminum flakes and moderate amount of ferrous metals. Needs troubleshooting. • Various squawks
21M	<ul style="list-style-type: none"> • Annual completed • Installed LED taillight • Repaired rattling noise in cabin roof • Multiple squawks remain. • Manifold pressure fluctuations – replaced MP transducer • IFR checks completed
89E	<ul style="list-style-type: none"> • Replace taillight with LED at next annual.

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Teaching Weather Judgment - Webinar

(Submitted by FFAST Team)

Topic: Building personal weather minimums

Time: Saturday, 9 May, 10:00 MDT

Description (Select Number WP07143062):

Join us for this 1 hour presentation as Mike shares frameworks, real examples, and the go/no-go conversation without creating fear in your learner. Certificated pilots will learn how to develop their own personal weather minimum plan as well. Remain on after the presentation for the "Open Mic Discussion" that follows immediately after the presentation. Your aviation questions answered live. Open to all pilots. Valuable insights for both instructors and students in training. Specialized subjects tailored for flight instructors, covering instructional techniques, communication skills, flight planning, safety protocols, and teaching methodologies.

All registered attendees will receive a PDF outline of the presentation whether they attend or not so please register using this link: [Registration Link - Click Here](#)

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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 May 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 May 2026: Accounts due

20 May 2026: Accounts past due

21 May 2026: Board mtg 6:30 pm, T-Craft Hangar

25 May 2026: Last flight day in billing period

**28 May 2026: Plane Wash & Membership mtg with
Pizza, 2:00 T-Craft Hangar**

19-20 June 2026: Garden Valley Fly-In

[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

Sean Rando

Inactive Requests

Ivan Sudac

Achievements

None to report this month

Member Stats

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

Member Ratings

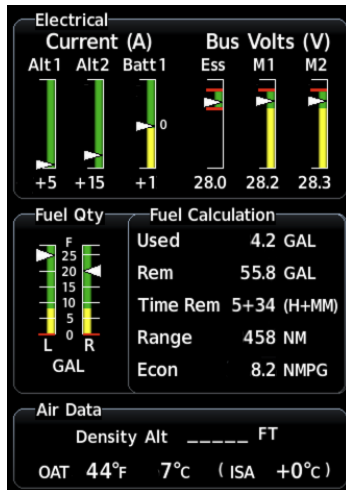
6 Student Pilots
 67 Private Pilots
 30 Commercial Pilots
 13 Air Transport Pilots
 50 Instrument Rated Pilots (not all are current)

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TIPS, TRICKS, AND FUN

What Your Ammeter Tells You

(Reprinted from Pilot Workshop; Submitted by Pete Glick, Director of Maintenance)



Let's start with Airplane Electrical 101. When you turn on the master, all power comes from the battery. After startup and with the alternator turned on, the alternator provides power to the airplane and recharges the battery, which will be at least somewhat depleted from engine start. [Read more...](#)

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High Desert Disaster (video 00:12:32)

(Reprinted from AOPA; Submitted by Pete Glick, Director of Maintenance)

A too-low approach and challenging wind conditions surprise the pilot, and he overshoots the runway's centerline on the desert floor. That leads to a stall-spin accident which kills him and his pilot-rated passenger. [Read more...](#)



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Preflight Brief: Don't Let Automation Fly You

(Reprinted from AOPA; Submitted by Jim Hudson, T-Craft Pilot and Karen Daniels, Director of Safety)



As cockpit technology continues to evolve, pilots are increasingly relying on automation to manage flight tasks. While automation has significantly improved aviation safety and reduced pilot workload, it has also introduced new challenges. The FAA Safety Team (FAAS Team) highlights that overreliance on automation is becoming a notable causal factor in general aviation incidents. Pilots are now expected to monitor complex systems, manage automation modes, and maintain proficiency in both manual and automated operations. This shift from active flying to passive monitoring can lead to [Read more...](#)

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What's Wrong (quiz, video 00:02:42)

(Reprinted from Pilot Workshops.com)

"What's Wrong?" works just like a real flight: You're in an airplane, flying along and there are clues to a potential problem right there in front of you—but it's still on you to notice them and take action before it's too late. See if you can find "What's Wrong?". [Watch video and take the quiz...](#)



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Winslow Crater

(Reprinted from Air Facts Journal)



I began flying with the Red Baron Aerobatic Team in the spring of 1991. I was 29 years old. I flew with them for five memorable years until the fall of 1995. During most of those years the team had six modified Boeing Stearman aircraft that toured the country performing airshows, demonstrations, and media events. [Read more...](#)

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Use ForeFlight Debrief to Grade Every Flight

(Reprinted from Sporty's iPad Pilot News)

We all aim to do better on every flight, whether it's better checklist usage, engine management or altitude control. We are often our own harshest critics, looking back after a flight and wishing we had done one or two things differently. Best case, it just ends up as a bruised ego; worst case, safety margins or ATC tolerances are compromised. [Read more...](#)



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What Kind of Cloud is That? (video 00:04:33)

(Reprinted from Sporty's Fast Five)



Clouds are often referred to as "sign posts in the sky", and for good reason since they are one of the best visual indicators of what mother nature has planned for the weather. This week's tip takes a look at the various types of clouds, when and where they form and what kind of flying conditions pilots can expect when flying in and around them. [Watch the video...](#)

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