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T-CRAFT AERO CLUB

Volume 5, Issue 11, November 2008

MONTHLY NEWSLETTER

Winter Operations

General Information

General Membership Meeting:

25 November 2008, 7:00 p.m., EAA/CAP Hangar

Board Meeting:

9 December 2008, 7:00 p.m., T-Craft Hangar

Ground Classes:

December 2008 Ground Classes TBA

Fuel Reimbursement Cost for November 2008: \$4.26/gal.

Members who have purchased fuel "out of pocket" can deduct this price per gallon from their bill, or the Billing Director can credit the amount on their statement. Include a copy of the receipt with T-Craft payment.

[Club planes should ALWAYS be fueled with our fuel cards, unless off site.]

[Answers](#) concerning our Club, Policies, or even locating a **New Member Application Form** for your friend or family member can be found [HERE](#).

Special Announcements

Aircraft Maintenance

NOTICE: Information below may or may not be accurate. Consult Schedule Master and clipboards on hangar wall for the most recent information concerning your aircraft.

[375:](#) New turn coordinator, EGT, and muffler.

[686:](#) Fuse changed out; oil changed (no anomalies); 55 hrs past due.

[64L:](#) Nothing to report.

[91X:](#) Nothing to report.

[0YD:](#) Nothing to report.

[93S:](#) Replaced EGT probe; OAT at air vent replaced.

NOTICE! Properly sign out your aircraft, including the correct designation; for example, local, cross country, maintenance, replacement aircraft search, etc. If an aircraft moves, breathes, or sneezes, it **MUST** be correctly documented for maintenance and billing.

Fuel costs drive our rates: they are as follows --

152 = \$53.00/hr, 172's = \$72.00/hr, and 182's = \$97.00/hr.

All new members approved by the Board of Directors MUST ATTEND the upcoming General Membership Meeting to be formally accepted as Members of T-Craft Aero Club. Failure to do so will result in suspension of scheduling in Schedule Master, or possible termination. Call or e-mail any Board Member if you cannot attend.

Hey, if you don't send any pictures, this is what you get. Send yours to secretary@t-craft.org.



Previous T-Craft members who have gone on to fly 'commercial'.

Reminders

Winter operations are in effect:

Navigate the hangar with caution, and avoid spilling fuel around and near heaters. **DO NOT STRAIN FUEL IN HANGAR!**

Park your vehicles away from the T-Craft hangar, especially if it does not fit between the concrete

Got a squawk? Write the tachometer time on the Squawk Sheet. Use the Hobbs time for all other recordings.

Aircraft components and locks are very sensitive. Slamming doors and forcing keys to operate seriously harms latches and security devices.

From the Membership Director

by Jeff Beers

Winter Operations

Flying in the winter can be a challenge. But the rewards are great. The landscape looks different, and aircraft performance is much better. Here are some thoughts for safe flying.

Warm up the engine at 1,000 to 1,200 rpm unless it's necessary to reduce rpm to keep from exceeding the oil pressure redline. As the oil warms up, the rpm can be increased. Allow plenty of time for the engine to warm up.

Watch oil temperatures carefully. Really cold temperatures can cause oil to congeal in the cooler. When this happens the oil temperature climbs rapidly. Short of landing and waiting for the oil to warm up, slowing the airplane may reduce the amount of cooling air and permit the oil to flow again.

Planning should include minimum brake usage when landing and when taxiing through snow since warm brakes melt any snow upon stopping. Then the snow refreezes, locking the plane in position. A wise pilot always gives each main tire a kick during preflight to check for frozen brakes.

Cold temperatures also may require higher-than-

drain and the building.

Our membership has been doing a **SPLENDID job of keeping the hangar and office clean and organized.**

Delete the remainder of any unused flight time from Schedule Master immediately after landing. Somebody may be able to use that time.

Catch your sumped fuel. Not only is it a safety hazard to you and your aircraft, but the EPA can slap a heavy fine on anyone caught tossing fuel out. Sump the fuel into a **CLEAN** catch can, then pour the fuel back into the tank through the strainer/filter (located in your aircraft). **WARNING! DO THIS AWAY FROM SPARKS, OPEN FLAME, and ELECTRICAL APPLIANCES.**

Keep the bellies on our ladies clean. Read "Aircraft Oil Usage" on the T-Craft Website for more information.

Okay, you landed and the wheels are still on the axles and struts. Make sure you monitor 121.5 before shutdown - to be sure the ELT in your aircraft hasn't been activated.

Look cool wearing your T-Craft emblazoned cap and shirt that you bought from [Bulldog Shirt Shop](#). Located on 12th Avenue Road South, Nampa, Idaho, they have our logo and will put it on any item in their catalog.

Post Post Flight Check List: a) Clean all glass -- inside and out, including suction cup smudges on interior windows. b) Clean and pick up trash in cockpit and cargo bay. c) Vacuum carpet. d) Clean all leading edges, including wing and main gear spring struts, flaps leading edges, cowl chin, rear empennage leading edges, propeller, spinner, and wheel pants. e) Remove the Aircraft Checklist from your kneepad and return to the aircraft. f) Write hours in log book, and wipe grin from face. g) Call your friends, and tell them what a wonderful time you had.

normal engine power settings to keep the temperatures up in the green arc.

Winter flying requires the correct mental attitude, a commitment to pay extra attention to the care and maintenance of the airplane, and a willingness to wait out some weather. But these are minor inconveniences compared to the payoffs that can only be experienced by those willing to take the winter flying plunge.

Fly safe.

Jeff Beers

Also:

Begin reviewing "Cold Weather Operations", either on AOPA, or in the T-Craft Website.

Be prepared for **unexpected darkness**. Is your night flying "current"?

There is no waiting list! Winter is a great time to recruit more members. Our aircraft **LOVE** to fly students and veteran pilots alike. Tell your friends about T-Craft -- **"Putting Wings On Your Dreams!"**

Please let [Jeff Beers](#) know when you earn new wings levels, or pass other milestones like first solo, new ratings, etc.

From the Board

The Board of Directors has decided not to make any changes at this time in Schedule Master concerning **Standby Scheduling**. Members are encouraged to communicate with one another to assure cooperation and courtesy.

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary, [Jeff Vanhoozer](#)

Ask any Board Member for a copy of any of the [Minutes](#), or you can e-mail the Secretary ([Jeff Vanhoozer](#)), and have a copy sent right to your home. You'll be glad you did.

Tired of giving your friends the same old ties and socks? **T-Craft Gift Certificates** make wonderful stocking stuffers. Contact the Board of Directors for more information.

T-Craft Members are responsible for keeping their contact information (phone numbers, email addresses, postal address) updated in [Schedule Master](#). To check or update your contact information, login to Schedule Master, click the "User" tab at the top, then click the link that says "Click here to edit your user info" which appears just above the list of users. AVEMCO will remove your name from their insured list for failing to keep your License and Medical Certificate current, and you WILL be suspended in Schedule Master.