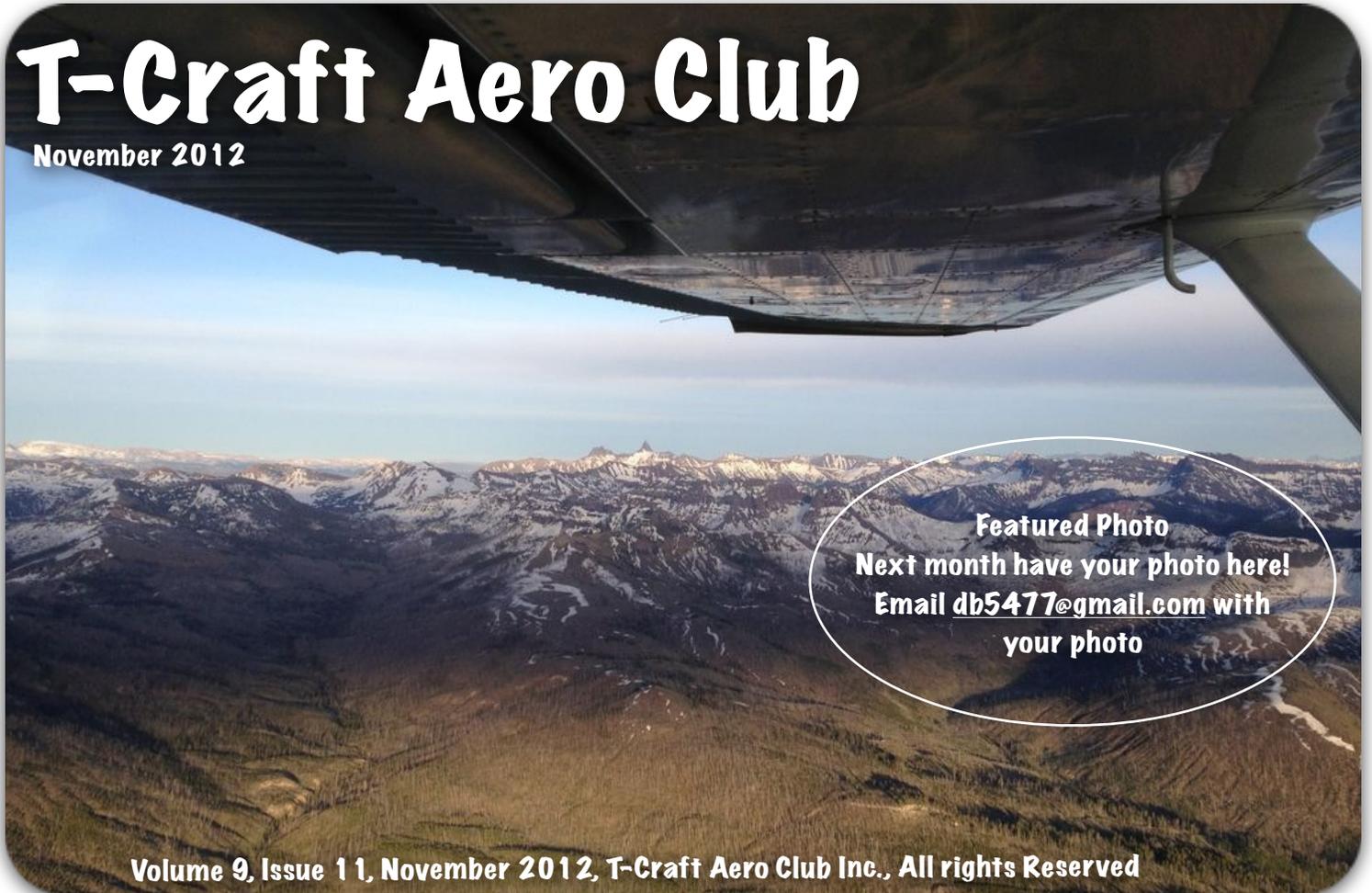


# T-Craft Aero Club

November 2012



**Featured Photo**  
Next month have your photo here!  
Email [db5477@gmail.com](mailto:db5477@gmail.com) with  
your photo

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## PRESIDENT'S MESSAGE

by Ben Brandt

### Plane Search

For about 8 months now we have been looking for an aircraft to replace 0YD. The search has been quite a learning experience. The aircraft search committee is comprised of Dennis Wheeler, Jim Eyre and myself. Others have contributed at various times by providing leads on aircraft and looking at prospects while on vacation. We appreciate the help, it can be very difficult to find a 182 that fits the club's needs and is a good investment of the club's money, your money!

Spending someone else's money and balancing the desire to find a replacement with waiting for the right plane are the most difficult aspects of finding a suitable replacement. When we first embarked on this search I approached it much the same way I would if I were looking to purchase a plane with my, I mean my wife and I's, hard earned money. I researched AD's, talked with mechanics, experienced owners and educated myself on the changes to the 182 over the years. 1961 was the last year of manual

flaps, in 62 the cabin area was widened, in 72 a slightly cuffed leading edge was added to the wing design, the tail bulk head of those earlier models (through mid-year

### Club Meetings

#### ◆ General Membership Meeting

November 27, 2012 7:00 PM

@ the EAA/CAP Facility

#### ◆ Board Meeting

December 11, 2012 7:00 PM

@ the T-Craft Hangar

#### ◆ Safety Meeting - Topic TBD

December 17, 2012 7:00 PM

@ the T-Craft Hangar

## ...Continued

73's) has an expensive AD associated with it, 1976 is the last year that the Mo-gas STC is available and on and on the list of changes go. These were the easy items to handle. The difficult part is looking at an aircraft and answering the question, "Is this a reliable aircraft that will serve the club well both in function and finance.

Thankfully we have two experienced individuals on the search committee and Mike Metcalf, our mechanic, has been very willing to share his knowledge of the various models and any associated drawbacks or benefits. Dennis Wheeler has owned numerous aircraft and is very familiar with the different 182 models. Early in the process Dennis noted that the 1975 and 1976 models were very popular and we have seen them priced accordingly. Jim Eyre's attention to detail, sharp eye, and verbal proficiency has uncovered more than one issue with the aircraft we have looked at so far.

I am excited to complete the search for our next bird. This time of

year many airplanes are entering the market weekly as owners are looking at the expense of storing them for the winter and the continually rising cost of ownership. I expect shortly we will find an aircraft that meets our reliability, financial and functional requirements. We have a good prospect in Phoenix that Dennis will be looking at in the near future. If this plane passes Dennis' first review the search committee will travel to Phoenix with a mechanic to perform a pre-buy inspection. If all is as it should be and a price can be negotiated (this is where Dennis earns his money) we may soon have a new bird to add to the fleet.

Safe and happy flying!

## Membership

Our Membership count is down one to 70 Members

- ◆ Sponsor a new member and receive 1 hour of flight credit (C152)



## Recruiting at the Fall Home show

Thanks for those that participating in manning the booth.

Join T-Craft on Facebook!

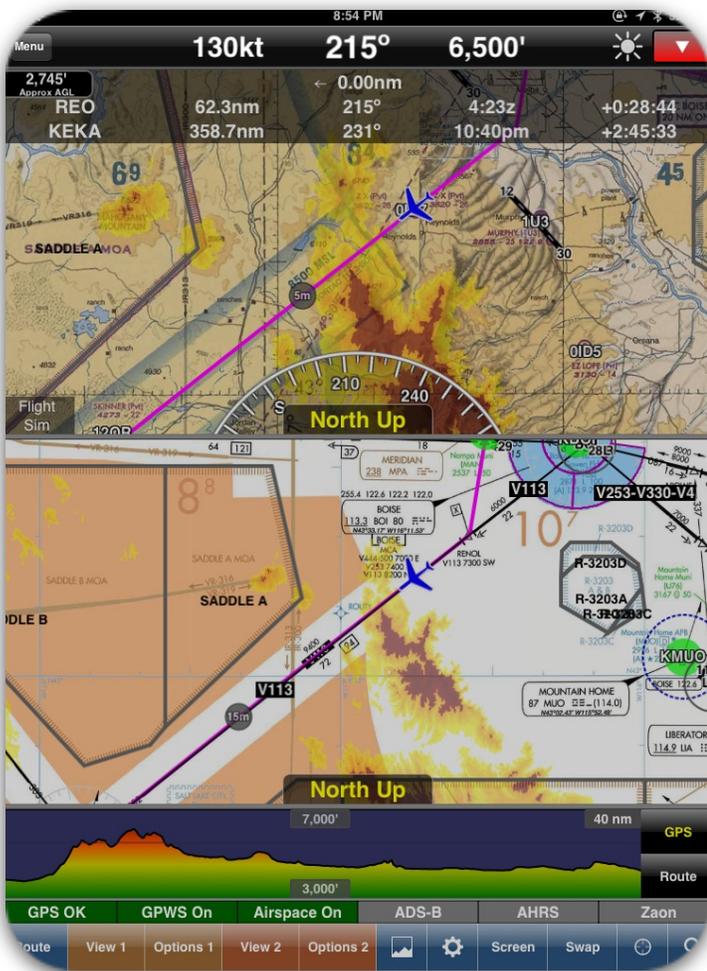
<https://www.facebook.com/groups/164768522373/>

## News Letter Contributions

Please send photos and your Flying Stories to [db5477@gmail.com](mailto:db5477@gmail.com) for inclusion on future issues.

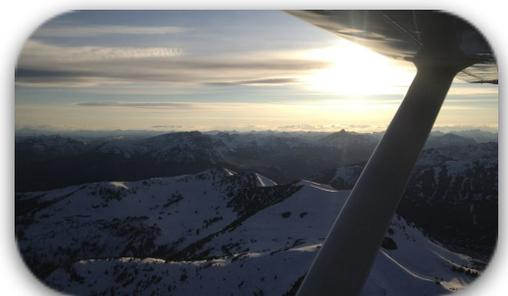
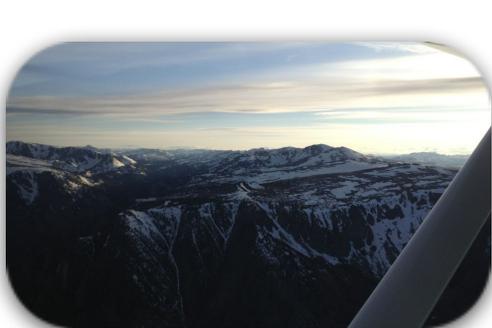
Thanks





## Some screen shots of WingsX Pro7 App showing Terrain Features

Snow in the mountains is back. Enjoy the views this Winter while flying. Just remember to plan for any emergencies.



The way I see it, you can either work for a living or you can fly airplanes. Me, I'd rather fly.

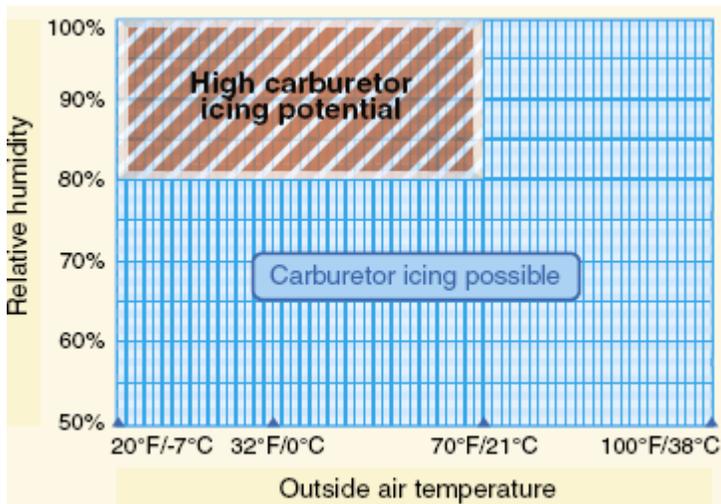
- Len Morgan

# CARBURETOR ICING

Safety - Membership Director

Last month's safety article was about Winter operations, and one topic that deserves more attention is carburetor icing. According to ASA Safety bulletin on the subject [http://www.t-craft.org/carb\\_ice.pdf](http://www.t-craft.org/carb_ice.pdf), carb icing has contributed to more than 200 accidents and 13 fatalities in less than a decade. In this month's NASA Aviation Safety Report @ [http://asrs.arc.nasa.gov/publications/callback/cb\\_394.html](http://asrs.arc.nasa.gov/publications/callback/cb_394.html) there are two cases of carb icing in C182's.

As you know, carb icing can occur at relatively high temperatures with high humidity as indicated in the following chart.



It is much more likely to occur in our area this time of year with lower temps and higher humidity.

When conditions are conducive to carburetor icing during flight, periodic checks should be made to detect its presence. Although carburetor ice can occur during any phase of flight, it is particularly likely when using reduced power during a descent, and prior to landing. All of our POH's call for carb heat when reducing power below the green arc. It is also important to follow the check lists and test the proper operation of carb heat during run up.

The first indication of a loss of power due to carburetor icing in an aircraft with a fixed-pitch propeller (C152 & C172's) is a decrease in engine rpm, which may

be followed by engine roughness. In C182's with a constant-speed propeller there will not initially be a noticeable drop in rpm due to carburetor icing, but a more subtle decrease in manifold pressure. With constant speed prop, one may detect engine roughness in prolonged carb icing, but not the initial loss in rpm. One must pay more attention to manifold pressure in conditions prone to carb icing and take corrective actions early.

If carb icing is detected, full carburetor heat should be applied immediately, and it should be left in the ON position until the pilot is certain all the ice has been removed. If ice is present, applying partial heat or leaving heat on for an insufficient time might aggravate the situation. In extreme cases of carburetor icing, even after the ice has been removed, full carburetor heat should be used to prevent further ice formation.

If any of you have experienced a carb icing incident, it would be helpful to club members if you could share a real life experience in one of our news letters.

For a more detailed discussion of carb ice refer to the ASA bulletin referenced above.

In last month's newsletter I forgot to mention to review last year's December newsletter for some additional tips on winter flying.

## Night Quiz

Congratulations to Bert Osborn who won the free night hour of instruction by being the first to take the night quiz. The answers to the quiz are now on the web page, under the News tab at <http://www.t-craft.org/news.htm>, Night Quiz with Answers.

If you have a suggestion for a topic for the December training class, please let me know.

Fly Safe, Fly Smart, Have Fun, AND don't do anything Stupid.

Jim Hudson

T-Craft Safety & Membership Director

## Squawks/Status

**\*\*Always check current squawks on Schedule Master and hangar wall\*\***

N67375 - \$58 per hour

Deposit Sent in on New Engine, Safe to Fly, 34 hrs 'til TBO

N13686 - \$86 per hour

Ready To Fly

N4464R - \$84 per hour

Annual check Scheduled for Nov 26 - Dec 3

N1891X - \$121 per hour

Landing Light not Working - Scheduled for repair 11/28

N7593S - \$124 per hour

AutoPilot Inop. AP Servo actuator sent for Repairs. Aircraft currently certified for VFR flight Only

### ALL BIRDS

Floor Heaters are to be used continuously this winter. Please reinstall after your flight and verify operation along with putting the blanket over the Cowling. If OAT is below 30 F you could plug in oil pan heater while doing preflight.

**HOWEVER - DO NOT LEAVE OIL PAN HEATER PLUGGED INTO AIRCRAFT AFTER YOUR FLIGHT**

Fuel Reimbursement

\$4.87