

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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General Information

November membership remained stable, with most of our new members having found our hangar through our website (thanks to Chad Kinkela for his hard work). **Expenses** have seemed to level out, but we're going to take a hit pretty soon buying the new 406 frequency ELTs for our aircraft (Jim Eyre and Dennis Wheeler are ordering six ACK units for our aircraft, and working with our other friends of flying to build on that order, so we can get discounts). Bill McGlynn's **ground school** this past month pointed out potential landing sites around the Nampa airport if our aircraft suffered an engine out during take off. Other ground schools are being presented regularly (contact Jeff Beers and Bill Zervas) on field for students and interested parties. T-Craft congratulated our **youngest soloing pilot** member – Jonathan Phelan (see photo above right: photo courtesy Mark Phelan) – at sixteen years of age. The **Election Committee** will be calling for your input and nominations for our 26 January 2010 Annual Meeting (open offices are: Secretary, President, Vice President, and Billing).



[above: 1943 Beech at Smiley Cr. 2009; photo ctsy Reggie Sellers]

Fuel re-imbusement for October 2009:
\$3.57/gal.

Current flying rates: 152 @ \$51.00/hr wet,
172s @ \$72.00/hr wet, and 182s @ \$98.00/hr
wet.

Please review your receipts and confirm
\$.25/gallon. Report any discrepancies
a.s.a.p. to Dennis Wheeler.

Next Board Meeting: 8 December 2009,
7:00 p.m., T-Craft Hangar training room.

Next General Membership Meeting: 26
January 2010, 7:00 p.m., EAA/CAP Hangar,
Nampa, Idaho.

From the Membership Director

Winter Operations – Nov 2009

Winter is here and with it cooler temperatures, less daylight and more unpredictable weather. However, winter flying can be spectacular with its cool, clear days and nights. As we have to do with our home and car, there are some preparations to make and things to review for safe winter flying.

If you haven't done so yet, please review the Winter Operations document Jim Eyre published a few years ago. It includes tips and information on preflight, starting, in-flight safety, and engine operational considerations. It's on the club web page at: <http://www.t-craft.org/Reference/ColdWXOps.pdf>

Below are excerpts from AOPA's article on Winter flying that provide some additional tips and considerations. The entire article is located at:
<http://www.aopa.org/members/files/topics/winterfly.html#over>

Cold Weather Operations

Many special aircraft operating procedures should be observed when flying in cold conditions. These procedures will help to increase safety, reliability, performance, and best of all, help decrease engine wear.

- **Warming Up:** 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. Don't consider taking off until the oil temperature has stabilized at least at the bottom of the green. Don't try to expedite the warming of the engine by closing the cowl flaps, either; airflow over the cylinders during ground operation is not sufficient that way, and you'll only end up with lukewarm oil and hot heads.
- **Icing:** Icing is a large topic, and will be discussed later in this subject report, but major operational considerations will be listed here. When taxiing be aware of patches of ice. When flying enroute avoid icing conditions by all means, and, if you pick up ice unexpectedly, exit icing conditions as soon as possible.
- **Carb Heat:** Some carbureted engines, like the O-470 in the Cessna 180 and 182, run markedly better if partial carburetor heat is applied during cruise flight in cold weather. A carburetor temperature gauge is necessary to practice this art, which consists of adding carb heat to maintain a 10 degree C. /50 degree F. carb throat temperature.
- **Brake Easy:** 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.
- **Weather:** Always get a complete weather briefing and perhaps an update before your proposed flight. Sounds like a no-brainer, but many pilots find themselves surprised by weather conditions they were not expecting. If you have trouble interpreting a text based report, don't hesitate to call a flight briefer at 800/WX- BRIEF (800/992-7433).
- **File a Flight Plan:** This is one of the most reliable, easiest, and cheapest means of insurance any time of year. Just file a flight plan when you check the weather.
- **Fuel:** Bring lots of it – more fuel equals more options. Be it climbing above clouds, or steering around a storm, you'll be glad to have it.
- **Cell:** Bring a cell phone.
- **Cross Wind:** A competent pilot will know and adjust his or her cross wind approach to final to the current conditions. A commonly used rule of thumb is cut your max crosswind

component in half for a snowy runway, and cut it by 75% for ice landings. This will help prevent the aircraft from weathervaning into the wind.

Other Considerations:

Snow removal at Nampa and similar airports can be spotty, especially on the taxiways. Make sure taxiways are clear of most snow and don't attempt to "plow" through deep snow and/or slush. A Prop-strike in snow, ice, or slush is considered the same as a prop striking water or the ground, and will require an engine teardown, i.e. very expensive.

Be watchful for snow and ice patches and brake cautiously when taxing, taking off, and landing.

The north side of our hanger gets little sun, and patches of ice persist for some time, which can make it extremely difficult to get planes in and out of the hanger, especially if you are by yourself.

Winterize your Survival bag. Do you have warm enough clothes, as well as a source of heat and shelter should an inadvertent emergency landing have to be made? Throw in a pair of gloves in your flight bag/car for preflight and fueling.

Are you night current? If not, getting night current would be a good way to burn your use-it-or-lose-it hour, and a night flight a good way to check out the Christmas and city lights. Night currency requires a minimum of three landings to a full stop, one hour after sunset, within the past 90 days before you can take passengers.

Winter Flying can be just as much fun as in the summer, but it takes a little more preparation, planning, and a willingness to postpone trips because of inclement weather.

Fly Safe and Have Fun,

Jim Hudson
T-Craft Membership/Safety Director

P.S. - We currently have 80 members. We have had 2 members resign and we welcome one new member - Brad Mausling. Brad joins us as a Student, starting on his Private Pilot Certificate.

P.S.S. – Nearly 100% of our members are in compliance with our **90 Day attendance policy**; just a couple were unable to attend due to travel the last few months. This is a great tribute to our membership, and that our members make our club a friendly, fun, and informative place to be.

NEW MEMBER NOTICE!

T-Craft Board-approved members must be formally accepted into the Club by member vote during a General Membership Meeting. The next General Membership Meeting is scheduled for 26 January 2009.



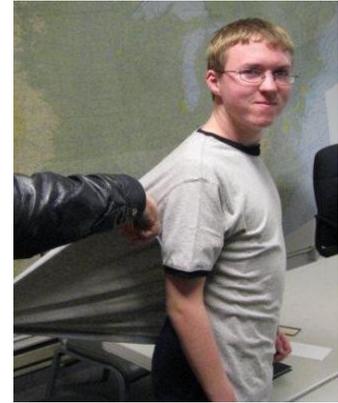
Congratulations Jonathan Phelan – FIRST SOLO!



Jonathan Phelan, 16, prepares to depart for his first solo flight (left).

Jonathan loses the tail of his shirt after soloing (right).

[photos courtesy Mark Phelan]



Aircraft Maintenance

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

Got a squawk? Write the tachometer time on the Squawk Sheet. Sign your name, and include a phone number where you can be contacted. Document Hobbs time for all other recordings.

67375: Nothing to report.

13686: 100 hour inspection completed.

4464R: Nothing to report.

1891X: Repaired broken wires to cigarette lighter electrical outlet.

800YD: Replaced alternator.

7593S: 100 hour inspection completed.

[Immediately report **leaks** to Maintenance.]



Looking west down runway at Warm Springs November 2009. Photo courtesy John Baglien

From the Board

Our next General Membership Meeting will be 26 January 2010. The Board will present its Annual Report for 2009. We will also hold our Annual Elections. Offices open for nominations include: Secretary, President, Vice President, and Billing. If you're interested in running for office, e-mail the Secretary (jlvanho@msn.com) and he'll send you the job descriptions for these offices.

There will be no ground schools in December.

Vice President Chad Kinkela continues updating and improving our Club website (www.t-craft.org). Contact him with your ideas and suggestions.

Jim Hudson has set out **Personal Minimums sheets** around our hangar for our preflight use. Make good use of them, and feel free to suggest improvements.

The purpose of the 90 Day Attendance Policy is to create and build friendships, encourage camaraderie, provide learning opportunities, and instill pride of ownership in our club. You can and will be suspended from scheduling aircraft if you fail to meet the requirements of this policy. To comply, members can attend Board Meetings, monthly ground schools, a General Membership Meeting, or other Club functions each month. Contact Jim Hudson if you have questions.

Upcoming Local and Regional Events

Christ mas!!!!

Featured Member Story



What do you do with a beautiful Indian summer day in November? If you're a T-Craft member, you grab your wife and a club plane, and fly to a back-country airstrip for a picnic and a soak. Warm Springs Air Strip is aptly named. Bonneville Hot Springs is a delightful spot, an easy mile and a quarter hike from the airstrip. Give it a try! —John Baglien

Reminders

Answers concerning our Club, Policies, or even locating a **New Member Application Form** for your friend or family member can be found on the T-Craft website: www.t-craft.org.

T-Craft Business Cards and Pamphlets are available. Share them with friends and acquaintances in the community who may be looking for piloting opportunities.

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.

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

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 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".

Ask any Board Member for a copy of any of the Minutes, or you can e-mail the Secretary (jlvanho@msn.com), and have a copy sent right to your home.

Got something aviation **you want to sell**? Post it in the T-Craft Newsletter. Send your advertisement to the Secretary, jlvanho@msn.com.



Warm Springs airport, Idaho Nov. 2009, courtesy John Baglien.



Two for the Road



Here's a trivia question for our members: Can you name this aircraft?
[photo courtesy Jim Eyre]



Jeff Adams at Big Creek, Idaho, Spring 2009
[photo courtesy Jim Hudson]

