



## PUTTING WINGS ON

## YOUR DREAMS

VOLUME XIII

ISSUE 12

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**Submitted by Jim Hudson  
Membership and Safety Director**

### Winter Flying

We've discussed cold weather operations from the standpoint of preheating the aircraft, but what about the other aspects of winter flying; getting the aircraft out of the hanger, starting up, taxiing on snow/ice conditions, taking off - landing on snow/ice, cross country trips, clothing, and survival gear.

Winter flying can be beautiful in nice crisp and clear air with great performance, but there are some precautions one must consider.

Getting the plane out of the hanger. We've had lots of snow so far this year. The city does a good job of clearing "some" of the taxi ways and runways, but who clears the snow away from our hanger? Well members, as joint owners, we're all responsible for snow removal. We have a snow plow and shovel that you can use. If you plan to fly soon after a snow storm, allow time to clear the ice, and or snow away from the hanger doors and taxiway out to where the city has plowed. President Ben Brandt sent out an email about starting the snow blower and is repeated as follows: The snow blower has been fueled. However, it is a little cold blooded. You can plug it in and use

the red button to turn it over. However, it won't start while plugged in. I had difficulty starting it over the weekend, here is the procedure I finally used that seemed to work well. Plug-in, prime 3 to 5 times, choke, use red button to turn over for 5 to 8 seconds, un-plug pull start.

If it doesn't start in 3 or 4 pulls repeat sequence.

Be careful of ice on the north side of the hanger. When we get in a warm/cold cycle, quite a bit of ice can form on the tarmac which can make it difficult to get an aircraft out or put it away. Seek help if you're by yourself. Aero-services, or the FBO would be glad to lend a hand.

Aircraft Operations - There have been reports of hard starts, be sure to pre-heat with both the forced air heaters and the oil pan heaters (exception is 27G) and if it is cold out (<20 degrees) don't be afraid to use carb heat.

While there is no heat initially, it does change the airflow to bypass the air filter and seems to help with many of our aircraft. If an aircraft struggles to start, feel free to call me (Ben Brandt) at 867-6718 and we can try and determine the best course of action. You can also call Jim Eyre at 794-0667 or Aero Services during business hours at 466-0400 for assistance.

Do not over-prime. There is a great article about engine fires resulting from over-priming from BoldMethod: [Over-Priming and Engine Fires](#)

Also, review Jim Eyre's tips on cold weather operation tips: <http://www.t-craft.org/Reference/ColdWXOps.pdf>

With the extremely cold air our aircraft will run leaner than usual, so you may have to run a richer mixture than you would in warmer weather. However, use the same procedure to lean during run-up. If the engine is running rough review the usual suspects, carb heat and mixture.

Clothing / Survival Gear. One might think it would be obvious that warmer clothing should be worn, however there have been many situations in which a pilot and passengers have survived an emergency landing, but died from exposure due to not having warm clothes and/or survival gear. Even in the practice area, there is quite a bit of remote country in which one could be stranded for quite a while. Build yourself a winter survival kit/bag to take, and it's a good idea to carry it in your car. Another thing to think about is footwear. Winter boots may keep your feet warm, but could hinder your ability to feel the rudder well enough and could cause inadvertent braking or loss of sensitivity during flight. Have some warm boots handy, but fly with shoes that you can feel rudder pedals and brakes with.

Taxiing. You should use caution in taxiing, as you would in driving on snow and ice. Go slower, avoid sudden braking, especially over ice. Avoid clumps of snow/ice, snowbanks, or drifts that may be on the taxiway or runway and if you taxi through snow, it should be light snow and not conditions that could possibly cause a prop strike. You should not have to apply much more power than normal to taxi through snow. Also, watch the wings for clearance of snow banks, stay well clear and be mindful of your outstretched wings. If you happen to run off the taxiway or runway and get stuck in a situation you're not sure about - stop, get out, and assess the situation. Do not end up like

one of our aircraft a few years ago when attempting to power through the snow in uncertain conditions.



Snow/Ice/Frost removal from the plane if not hangered. The best solution is to rent some hanger space to prevent accumulation or to thaw out after the fact. If that is not possible, you'll have to wait until the sun warms things up sufficiently. Also, check the pitot tube, air intakes, oil breather tube, brakes, control cables for ice/snow accumulation. One should not even think about flying with any accumulation, as in these examples.





### Let down

Reduce power gradually to avoid shock cooling of the cylinders. It's recommended to reduce power 100 rpm/min, or 1" MP/min to avoid shock cooling.

### Landing

Landing on a light surface of snow makes for a very soft landing, and can forgive lots of mistakes, similar to landing on a grass strip. It's lots of fun.



### Taking Off

I suggest applying power more gradually than normal, especially in the C182's, in which you may not have enough traction on the nose wheel to offset the left turning tendencies. Strong crosswinds could also be a problem on slick runways.

### EnRoute

Pay attention to oil temps, cylinder head temps and keep them in the green. Use cowl flaps in the C182's. Keep sufficient power and lean properly to maintain temps in the green. I don't recall anytime of not being able to keep temps up in our aircraft during winter operations.

Of course, carb icing is a potential if the moisture content is high enough. Be on guard for symptoms of carb icing. Use pitot heat as a precaution.

Use of cabin heat increases the chance of carbon monoxide poisoning, if a leak in the exhaust system develops. All our aircraft have CO2 sensors, locate it during your pre-flight and monitor it from time to time during your flight.

However, the landing surface can vary significantly in the winter operations. Obtain the status and conditions of the airports you plan to use. Call the FBO or airport manager, to find out the current conditions. The AFD should have phone numbers to contact. Also, check NOTAMs for conditions or closures. Caution is advised regarding other hazards such as snow banks on the sides of the runways and poorly marked runways.

If conditions cannot be determined, take the time to circle the field before landing to look for drifts or other obstacles. If you cannot determine the condition DO NOT LAND. Be aware that tracks in the snow on a runway do not ensure safe landing conditions. Often snowmobiles will use runway areas and give a pilot the illusion that aircraft have used the airport and the snow is not deep. That could have severe consequences.



We have many new members over the past few years since the incidence's shown above, who may not know the circumstances. Fortunately, no one was injured. These were/are our aircraft, however similar things happen over and over every year in general aviation. Hopefully this will emphasize that winter is a great time to fly, but we need to beware of the potential dangers and take extra precautions.

More details can be found on winter operations, and survival kit tips from the following AOPA link.

[Winter Flying Tips](#)

*Fly Smart, Fly Safe, Have Fun, and – Don't do anything Stupid!*

Jim Hudson  
Safety/Membership Director

## January 2017

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				

### Calendar of Events:

01/01/2017 Happy New Year  
 01/05/2017 Flying the Aspen Evolution - Gordon Hall  
 01/10/2017 – Board Meeting.  
 01/10/2017 - Accounts due  
 01/20/2017 - Accounts past due  
 01/31/2017 Membership meeting  
 01/31/2017 Election of officers

2017 - Calendar of events is available on the T-Craft website.

The Garden Valley Fly-in reservation is awaiting approval from State Aeronautics.

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

Fuel Reimbursement  
\$4.17 per gallon.

The fuel account balance as of 11/30/16 was approximately 4,500 gallons.

### Top flyers for the month

Van Turney	11.1
Preston Rufe	10.4
Hootin Shariat	9.7

### Highest billings for aircraft

13686	\$3,015.00
4464R	\$1,927.00
67375	\$1,782.00

### Hours flown for aircraft

13686	40.2
67375	30.2
4464R	26.4

\*These figures are reported at the directors meeting earlier in the month.

### Breakdown of Membership

#### Member Statistics.

106 Members (3 LSA only)  
3 on wait list.  
42 Class I Members (39%)  
64 Class II Members (61%)  
07 Inactive (voluntary suspension)  
07 Suspended (BFR/Med/Attend/Billing)  
06 Social Members (non flying)

### Ratings

16 Student Pilots  
67 Private Pilots  
01 Recreational Pilots  
14 Commercial Pilots  
08 Air Transport Pilots  
30 Instrument Rated Pilots

### Welcome New Members:

No new members

### Accomplishments:

Preston Rufe - CFI Fixed wing.  
Accepted as a T-Craft recognized CFI.

Tad Jones - Upgraded to a Class II member.

Scott Cagle - Earned his Remote Pilot endorsement for Small Unmanned Aircraft Systems (s/UAS).

### BFR's

Carl Fetterman  
Brett Sipes  
Lucas Wilhite

If you've achieved a new rating, BFR, accomplishment, please inform the Membership Director Jim Hudson, or Secretary/Newsletter editor Bert Osborn

If you have news or pictures that you would like to have included in the newsletter, please submit them to Bert Osborn at [1berto@cableone.net](mailto:1berto@cableone.net)

## ELECTIONS

Elections will be held the last Tuesday in January. The position of President, Director of Maintenance and Treasurer will be up for election this year. Inquiries about who is interested in running will be sent out by email and nominations can be made from the floor.

The T-Craft telephone number is 208-546-4128.

## HATS OFF

Kudos to Gordon Hall, Jim Eyre and Ken Kaae. Those three members spent 3 hours removing seats, carpet, wiring, instruments and other items so the new avionics could be installed in 93S. The HSI, ADF and 10 pounds of excess wiring have been removed. The 3 members saved the club approximately \$600.00 in labor costs by doing the work a volunteers rather than having the avionics store do the work.

### New Aircraft Purchase:

There is nothing to report on the issue of a new T-Craft airplane.

### CFI's

We now have 9 club member CFI's on the list of 22 [club approved instructors](#). Only instructors on our list can instruct in club aircraft unless you get an exception from the board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list are approved by the board to instruct in the Champ.

### HOURLY RATES

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our rate to increase as indicated below.



N1227G  
\$52.00



N67375  
\$59.00



N4464R  
\$73.00



N13686  
\$75.00



N1891X  
\$108.00



N9989E  
\$116.00



N7593S  
\$118.00

## SQUAWKS

7593S During the 100 hour inspection a bad magneto was discovered. The magneto has been shipped to Western Aircraft for repair. It was scheduled to returned 12-14-16 and may be installed as early as Friday. 93S is ready for its Aspen Evolution install. Gordon Hall and Ken Kaae helped remove seats, old wiring and other discardables.

9989E None

1891X None

4464R None

13686 None

67375 Nav/Com radio removed. New TKM radio will be installed.

1227G At the last oil change, some metal slivers were found in the filter. They will be saved to compare to an oil sample at the next oil change.

Remember to report squawks on schedulemaster. The old clip boards for reporting squawks have been retired.

## Cold Weather Flying

James Eyre, the Director of Maintenance, has set out the heaters, cords and blankets. Please remember. If it's cold enough for you to wear a coat or a jacket, it's cold enough that the aircraft engines need heat. When you fly arrive early and take the time to hook up the engine heater and the oil sump heater. As Jim always reminds us, if we take care of the engines, they will last a long time and serve us well.

ETHIO'YAW

**DECEMBER**

**JANUARY**

**FEBRUARY**

**Three months that can do more harm to aircraft engines than an entire season of flying . . .**

How to mitigate - Pre-heat

### **A tip from T-Craft member David Lamoreaux**

My two cents,

My reply to Jim Eyre's email reiterating the importance of pre heating our aircrafts engines.

Tip 1: Give yourself an extra hour for pre flight and warm up. Plug your bird in and go enjoy a meal and or a cup of coffee at the newly revamped airport restaurant. The bird will fire up with three pumps like it was a summer day.

Tip 2: If there is a spare heater available, put it on the floor board in the cabin and support the dryer hose between the seat backs it will warm up the cabin until the engine heat kicks in, if you keep the doors closed as much as possible after rolling your bird out of the hanger.

Tip 3: Check the schedule and see if someone is going to be at the hanger before you and kindly ask them if they can plug your aircraft in.

I know I am a newby pilot but I trained my butt off this time last year so I could do my check ride in the spring. I was also a diesel mechanic long before I became a heating and air tech and have seen the internal damage that can be done to an engine not properly warmed up. Again this is just my two cents. I hope this is helpful.

### **AVIONICS REPORT**

At the last board meeting, member and avionics chairman Gordon Hall gave a report on the status of aircraft avionics. Gordon reported that the old TKM Nav/Com radio had been removed from 375 and TKM was giving us a \$450.00 on a new \$2,500.00 TKM radio which carries a 2 year warranty.

64R has been IFR certified and is now IFR legal. That doesn't mean it's IFR capable. Since it doesn't have a GPS we can only fly ILS and VOR/DME approaches but none of the GPS approaches into Nampa, Caldwell or Ontario. 9989E will become IFR certified after the first of the year.

Gordon, Jim Eyre and Ken Kaae spent 3 hours removing seats, carpet, wiring, instruments and other items so the new avionics could be installed in 93S. The HSI, ADF and 10 pounds of excess wiring have been removed. The beacon light will now

run off of the master switch rather than off of the avionics switch. The pilots head jacks will be moved to the site of the old ash tray.

The Aspen Evolution pilot's guide for 93S is 248 pages long so we will be having a seminar on how to operate the new system.

7593S and 13686 have been upgraded and are ADS-B out compliant. If you want ADS-B in, you can utilize your iPad with a Stratus receiver to get ADS-B in.

### **MEMBERSHIP DUES**

Effective February 1, 2016 membership dues were established at \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases and the great maintenance under the watchful eye of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying. Upgrades will not impact the hourly cost of flying an aircraft.

### **PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.**

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

### **OFF FIELD FUEL REIMBURSEMENT**

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

### **From Reggie Sellers, Director of Billing Remember Winter Flying and Billing**

We are nearing the three month period (Dec, Jan and Feb) in which we have a policy that allows for poor weather that we sometimes encounter during the winter. Please review the policy below and feel free to ask any questions you need to for clarification. I suggest that you don't wait until the last week of February to try to fly the 3 hours of use it or lose it flying time.

5.6 Winter flying hours: during the months of December, January and February the monthly "use it or lose it" minimum flying charges may be combined for credit in any of these months. For example, if a member did not fly in December or January but flew the equivalent of 3 hours of 152 time in February, the December, January and February "use it or lose it" credits would be applied to the February billing period. The same is true if the 3 hours were flown in December.

I might add that **if you don't fly at all during the three winter flying months**, you **will be billed for 3 hours of 152 time all in one month (Feb)**. Each year this catches someone off guard so please enjoy the funnest time to fly....winter.

Thank you and Happy Flying everyone!

**FLY IDAHO LICENSE PLATE**  
From the Idaho Aviation December Newsletter

**SUCCESS!! Aviation Plate Program Saved!!**

The Idaho Aviation Foundation's Fly Idaho license plate program will continue for at least two years, now that the number of plates in use exceeds the magic number of 1,000. Due to the generosity of our members and friends, we were just a couple of dozen plates short of the needed number, when Overland West, Inc., the largest Hertz Licensee in North America, stepped up to the "plate" and ordered 100 plates—enough to bring our total to significantly above the required number

To purchase your plate, visit:

<https://www.accessidaho.org/secure/itd/personalized/plates.html>

Send your pictures to Bert Osborn at [1berto@cableone.net](mailto:1berto@cableone.net)

**PAPER PILOT CERTIFICATES**

T-Craft records show that some members still have paper pilot certificates. Hopefully you have plastic and we have not received copies of your plastic certificate for our files.

All paper certificate holders cannot exercise the privileges of their PAPER certificates after March 31, 2013. This includes all certificates that are issued under 14 CFR Part 63 and 65. If you still have a paper certificate; you are in violation. If this is the case, you can replace your paper at the following FAA website:  
[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/expiring\\_paper\\_certificates/](http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/)

**FROM OTHER SOURCES**  
**Did the EPA just signal the end of mogas?**

DECEMBER 12, 2016 BY DEAN BILLING

Reading Ben Visser's blog, [More questions about ethanol](#), reminded me that December is the month the EPA is supposed to set the ethanol quotas for the next year.

For the first time in several years, the EPA has published the quotas in accordance with the schedule set in the law [EISA 2007](#). The EPA Final Renewable Fuel Standards for 2017 can be found [here at the EPA website](#).

Suffice it to say, the upbeat tone of the announcement masks the serious problems with mandating ethanol blending into the nation's auto gasoline supply.

There are a number of ironies in this announcement, but to give you a little insight into the absurdity that abounds, I'll present just one fact.

EISA 2007 mandated that the amount of renewable fuels that must be blended into our fuel supply shall be 24 billion gallons in 2017 (See page H.R. 6-31), yet this announcement specifies that only 19.28 billion gallons shall be blended.

If you want more information about this divergence, you might peruse this article in the [Ethanol Producer Magazine](#). Be warned, there is a lot of gobbledygook in the article, but ethanol production isn't working out as planned.

I hear you. You're asking: What the heck does all this have to do with the disappearance of mogas from the aviation fuel supply?

Well, the answer is the availability of ethanol free unleaded auto gas (E0) may be coming to an end in the U.S., and unleaded auto gas without ethanol is an approved aviation fuel, what we in aviation call mogas.

There are currently [113 airports](#) in the U.S. that make mogas available, to say nothing about the thousands of pilots that purchase E0 at a corner gas station and self-fuel their aircraft. I'm one of them.

According to this article in [Hemmings Daily](#), the days of ethanol free auto fuel are numbered. The EPA wanted to do away with it in 2017, but that doesn't appear likely.

If you don't want to take the time to read the article, here is the pertinent quote: "Despite worries that the Environmental Protection Agency would put an end to ethanol-free gasoline sales with its Renewable Fuels Standard ruling for 2017, the agency permitted E0 a reprieve at the same time it declared its intention to transition the entire nation's fuel supply to E10 and above."

So we've been warned. (Actually, there are some scarier pronouncements in the article. You should read it if you use mogas in your airplane.)

Dean Billing, Sisters, Ore., is a retired computer systems plumber. A private pilot for more than 40 years, he owns and manages the aviation fuel website, [FlyUnleaded.com](#).

## **Pitts and Piper collide in mid-air**

DECEMBER 12, 2016 BY GENERAL AVIATION NEWS STAFF

A Piper PA-28-140 and a Pitts Special S-1S collided in midair while both airplanes were on final approach to land in Westminster, Maryland.

The Piper was equipped with a two-way radio and the Pitts was not.

Both pilots were flying their airplanes on a visual approach to the same runway.

The Piper entered the traffic pattern on the downwind leg, and the Pitts entered the traffic pattern on the crosswind leg.

According to the Piper pilot, he made radio calls during each leg of the traffic pattern to announce his position, and, after beginning the final approach about 1.5 nautical miles from the runway threshold, he observed the Pitts on the downwind leg.

The Pitts pilot reported that he flew a tighter traffic pattern and that he did not see the Piper.

Witnesses reported that, as the airplanes were on short final, the Pitts converged on the Piper from behind and above. The Pitts' tailwheel struck the top of the Piper's fuselage, and the right main landing gear struck the cowling and was subsequently separated by the Piper's propeller.

After the collision, the Pitts entered a dive and then hit the ground, which resulted in substantial damage to the wings and elevator, as well as one serious injury.

The Piper pilot landed the airplane on the runway. The airplane sustained substantial damage to the fuselage from the collision.

The NTSB determined the probable cause as the pilots failure to see and avoid the other airplane, which resulted in a midair collision while both airplanes were on final approach to land.

NTSB Identification: ERA15LA084A

This December 2014 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

## Some Educational Information

"If you are cleared to back taxi, are you cleared to cross runways during the back taxi?" -

"No (you are not cleared to cross runways during the back taxi). The Aeronautical Information Manual states the following:

A clearance must be obtained prior to crossing any runway. Air Traffic Control will issue an explicit clearance for all runway crossings.



What this means is that you must be careful not to cross a runway while taxiing unless you are told you can cross that runway. If your taxi route requires that you cross multiple runways, you will have to deal with each runway crossing individually.

This is why an airport diagram is so important. Without an airport diagram it is difficult to be sure that the taxiway you are about to cross is not a runway; or if it is a runway, that it is the one you are cleared to cross.

The situation becomes more difficult at night.

Taxi slowly and stop if you need to refer to your taxi diagram. If in doubt, STOP and ask ATC for clarification of the route or ask them for progressive taxi instructions. They will be happy to help. This applies to both day and night."

From our Director of Maintenance, James Eyre

