

T-CRAFT AERO CLUB

MONTHLY NEWSLETTER

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Ahhhh....summer! If you haven't prepared for hot weather flying, there are many resources you can access, including past issues of the T-Craft Newsletters. We got quite a few photos, as well as a story from our membership; send yours and we'll publish them in future issues. Our Garden Valley Fly-In is fast approaching – 23 July 2011; we hope you're making plans to join the group for breakfast, some precision takeoffs and landings, and shared piloting experiences over a camp fire (T-Craft has reserved the camp grounds and facilities).

From the Membership Director

Proper Leaning

Proper leaning for the correct fuel-air ratio is always important, but with summer weather, it becomes more important for smooth running, clean burning engines, which operate at peak performance.

The Pilot Operating Handbooks (POHs) for our birds differ on the topic of leaning. None of them mention anything on leaning during taxiing. C152 and C172's mention leaning for peak performance on take-off and climb, the C182's only discuss leaning at cruise, except 93S during climb above 5'000'. At cruise, there are slight differences in the POH depending on the %BHP used at cruise flight. Only 91X and 93S refer to the use of an EGT gauge. There are general recommendations by the EGT (Exhaust Temperature Gauge) manufacture that I'll discuss, since we have EGT's in all of our birds.

As many of us have been taught that in high density operations and from experience, that leaning for proper fuel/air mixture should be done for all phases of flight; Taxiing, Taking-off, Climb, Cruise, Decent and Landing. One should properly lean for take-off and continue to lean during the climb until cruise altitude. At cruise level, leaning should be as specified in the POH according to the amount of cruise power. During decent, the mixture should be richened back as appropriate for landing and then again for taxiing.

The generally accepted method for leaning at cruise altitude is consistent in all of the POHs, and can be used in the different phases of flight. Pull the mixture control out slowly until the engine becomes rough, then richen the mixture back to smooth operation, then richen slightly more beyond that point.

The use of the EGT can help with the fuzzy "slightly more" amount specified in the POHs.



Mark Pfeiffer is yet another back country "weight-and-balance casualty" at Sulfur Creek. [photo courtesy Jim Hudson]

It is important to note that any change in altitude, power, or use of carb heat, will require readjustment of the mixture.

The use of the EGT can be helpful, primarily in cruise flight. One must first find the “peak” temperature at the given cruise altitude and power setting. To find the peak, one must make sure they are on the rich side of peak (ROP), and then slowly lean until the EGT needle moves with the increase in temperature. It may take a few minutes at each adjustment of the mixture for the EGT needle to respond – be patient. Once you have determined the peak temperature, richen the mixture back so that you are running 100 degrees cooler than peak. A word of caution: one should NEVER operate lean of peak (LOP). Lean of peak is when the temperature on the EGT would reduce from peak as you would continue to lean. It is possible to run on the lean side before the engine starts running rough. You have to be careful to never operate in this region as it may have detrimental consequences to our engine life.

As mentioned earlier, each of our birds’ POHs address the issue of leaning a little differently. Become familiar with the leaning techniques of the birds you fly, and use the EGT to help set the proper leaning at cruise flight.

Fly Smart, Fly Safe and Have Fun –

Jim Hudson,
Membership/Safety Director



Porter Armstrong pauses for a picture after breakfast at the Caldwell airport. [photo courtesy Scott Armstrong]

Membership News:

Membership Status: Good News – We haven’t lost any members

Bad News – We have not gained any either. Currently at **71** Members.

Training/Events: All training meetings are at 7:00 PM at the hanger, unless noted otherwise. The Board meets on the 2nd Tuesday of each Month.

July 14th at 7:00 PM
July 23rd at 8:00 AM

Training Meeting - DA / Maximizing Aircraft Performance
Garden Valley - T-Craft Annual Fly-In / Breakfast

(Members can participate as meetings presenters or contribute safety articles by contacting Jim Hudson.)

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 27 September 2011, 7:00p.m., in the EAA/CAP Building, Nampa airport.

Aircraft Maintenance

Contact Jim Eyre [cell:(208)794-0667] with squawks, and use the notification feature found on-line in [Schedule Master](#) to alert pilots intending to use impacted aircraft. Write the tachometer time on the Squawk Sheet clipboard found on the hangar wall. Sign your name, and include a phone number where you can be contacted. Document Hobbs time for all other recordings. Report leaks immediately.

Finally, after an interrupted start, lots of nice Idaho weather and a few other things thrown in for measure, the new engine in N7593S arrived at the critical 50 hour mark. Her cowling was removed and firewall forward checked for any indications of leaks, drips, loose fittings, etc. The oil & oil filter was changed. Old oil filter cut open and checked for metal particles. A few tiny specks of brass were noticed, probably from the starter adapter that was R&R at very beginning of engine break-in. We feel that the rings have seated and this engine is ready for duty. However please keep in mind that it is still a very new engine so treat it accordingly. Especially try and not shock cool this engine or for that matter any of our engines! We realize that training flights are the hardest on any engine and airframe but know that is the nature of the beast we have to live with.

(A quick note about making sure that the oil dip stick for any aircraft is locked securely in the lock-ring after checking the oil: some dip-sticks have been found loose in the barrel. This could mean that the dip stick might vibrate out of the barrel, possibly freeing a flow of oil that could coat your windshield, offering an unwanted flying challenge – poor to zero forward visibility. Once back at the hangar, you'll be expected to remove the oil from the cowling interior, and all engine parts. So, if you're not going to make sure that the oil dip stick is secured, plan at least three hours more past your scheduled time with the aircraft. If you're not sure how to secure dip stick in the barrel, please ask to be shown how. We know that you are checking the fuel caps and oil filler cap for security.)

Summer flying is about here (really). The girls are in good shape ready to deliver some fun adventures. We appreciate your efforts to keep us informed of squawks, either written on the squawk sheets, or noted in Schedule Master. The sooner we know about an issue the quicker we can address the squawk.

Have fun, be safe, and enjoy your aircraft.

Jim Eyre, Aircraft Maintenance Director

SAFETY NOTICE: It is recommended that no persons occupy aircraft during refueling.



Ken Kaae (second from left, photo left), and Jim Hudson (second from right, photo right) participate in the Idaho Division of Aeronautics ACE Program, Boise, Idaho, June 2011. [photos courtesy Ken Kaae]

FROM THE BOARD

***** Members wishing to maintain currency may attend the following meetings:*****

Next Board Meeting: 12 July 2011, 7:00p.m., T-Craft Hangar training room.

Next General Membership Meeting: 27 September 2011, 7:00 p.m., EAA/CAP Hangar, Nampa, Id

Flying rates effective 8/31/10 [all hours recorded per hour "wet"]:

375	-	\$52.00
64R	-	\$77.00
686	-	\$79.00
91X and 0YD	-	\$109.00
93S	-	\$112.00

Fuel re-imbusement for June 2011: \$4.03/gal.

Our treasurer has been vigilantly studying purchasing opportunities for our next load of fuel. The task is complex, requiring communication with the F.B.O. to make sure our current supply falls below a specific gallon limit, and closely monitoring the constantly shifting prices for 100LL fuel. Stay tuned.

(Review your receipts and confirm \$.25/gallon is recorded. Report any discrepancies **ASAP** to Dennis Wheeler.)

The Board would like to thank Scott Armstrong for the flight yoke donation, found in the T-Craft hangar office. It is compatible with several flight simulator programs. You can go on-line to download drivers for this tool to suit your computer needs. Please use the sign out sheet on the door to the library to let club members know you have it, and when it is returned.



Ken Kaae has provided us some very stunning aerial photos. Can you name the locations? [photos courtesy Ken Kaae]

Upcoming Local and Regional Events

(See Jim Hudson's note above.)

If you have read or know of events to come, please send the Secretary (jlvanho@msn.com) a quick e-mail.



Scott Armstrong near Walla Walla, Wa.
[photo courtesy Scott Armstrong]



Ben Brandt having breakfast as part of his back country level one checkout,
Sulfur Creek. [photo courtesy Jim Hudson]

Websites of Interest

www.t-craft.org, the official website for T-Craft Aero Club Inc.
<http://www.nampaairport.org/airport/Category/news>, Nampa, Id. Airport news
www.cubgearstore.com, Survival, and back country gear
www.shortfield.com
www.backcountrypilot.org
<http://www.flyidaho.org>, Idaho Aviation Association,
<http://www.itd.idaho.gov/aero/>, Idaho Aviation Association Calendar of events
<http://www.aviation.state.or.us/>, Oregon State
http://www.aopa.org/asf/online_courses/, ***AOPA Flight Safety*** on-line courses
<http://www.aopa.org/letsstoflying/>, AOPA's "Let's Go Flying!"
<http://www.aopa.org/index.html>
http://www.aopa.org/asf/online_courses/
<http://www.aopa.org/asf/publications/advisors.html>
http://tfr.faa.gov/tfr_map_ims/html/index.html, FAA
http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/
<http://www.faa.gov/go/runwaysafety>, Runway safety
<http://faasafety.gov/>
https://faasafety.gov/gslac/ALC/course_catalog.aspx
<http://airspace.nifc.gov/mapping/nifc/index.cfm>, TFRs on WACs or Sectionals
<http://www.navmonster.com/>, TFRs along your route
http://activefiremaps.fs.fed.us/lg_fire2.php, Large fires, some including TFRs
<http://www.weather.gov/aq/sectors/pacnorthwest.php>
<http://www.wrh.noaa.gov/boi/>, National Weather Service – Boise Office
<http://www.firedetect.noaa.gov/viewer.htm>, Fire Reporting

<http://aviationweather.gov/adds/metars/>
http://aviationweather.gov/adds/icing/icing_nav.php?icg_type=CIPSEV50&height=max&fcst_hr=0
<http://www.wrh.noaa.gov/satellite/?wfo=boi>
<http://www.ghcc.msfc.nasa.gov/GOES/goeswestpacus.html>
<http://www.wrh.noaa.gov/zoa/cwa.php>
http://www.undaerospace.com/cbt_files/virtualengine/Magneto/virtual%20Engine.swf, Magneto Fun!
http://www.faa.gov/news/safety_briefing/, FAA Safety Briefings

Member Contribution



Bert Osborn tests terra firma in Winnemucca after flying through some rough air. [photo courtesy Gordon Hall]

On Saturday, June 4, 2011, Gordon Hall and I flew 93S to Rome, then to McDermitt, then on to Winnemucca, Nevada. I flew the first leg, encountering some real turbulence flying south along Highway 95 at 6,500 feet. This was "banging-your-head-on-the-headliner" turbulence. We climbed to about 7,500 feet into more comfortable air. We flew KWMC and landed runway 2 at Winnemucca. There was cross wind into the airport no matter which heading we took, so Gordon took the opportunity to demonstrate a flaps down slip. The landing went well, affording us a much needed bathroom break, and a chance to rehydrate. Gordon took over the flight at Winnemucca, flying us over the Volmey coal-fired power plant to Battle Mountain. We did a touch-and-go at Battle Mountain, then headed north through the Paradise MOA (Gordon had checked and learned that the MOA was "cold" before we entered the area). We sighted the place where the natural gas pipeline goes under the South Fork of the Owyhee River, our rafting launch site for a trip we took several years ago. We

then flew over Murphy, and then on to Nampa. It was bumpy flight, but an otherwise beautiful day for an airplane ride. – Bert Osborn

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.

Delete the remainder of any unused flight time from ScheduleMaster 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 **ScheduleMaster**. To check or update your information, login to ScheduleMaster, click the "User" tab at the top, then click the link that says "Click here to edit your user info".

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

Thanks to all who have sent us stories and photos for our news letters. Be sure to send us yours.

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