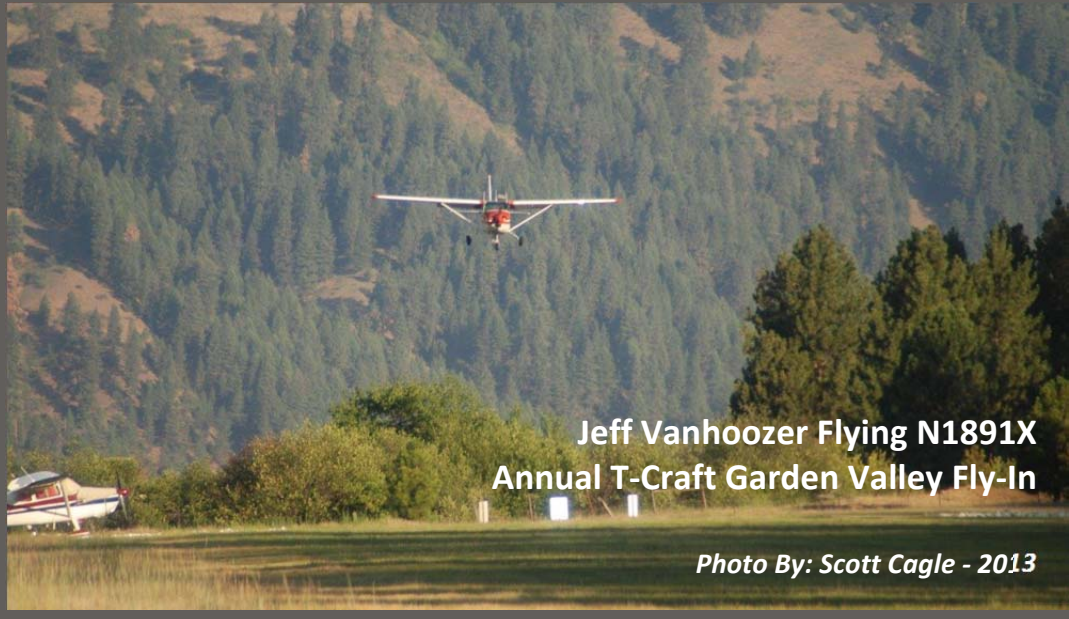
T-CRAFT AERO CLUB

JULY 2013 Newsletter

VOLUME 10, ISSUE 7



Jeff Vanhoozer Flying N1891X
Annual T-Craft Garden Valley Fly-In

Photo By: Scott Cagle - 2013

Have your photo featured here! Email brent@papaross.com

SCHEDULED EVENTS

AUGUST/SEPTEMBER						
S	M	T	W	T	F	S
18	19	20	21	22	23	24
25	26	27	28	29	30	31
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					

- **Safety Meeting**
  August 20, 2013 @ 7pm
  Location: T-Craft Hanger
  Avionics Operation & Review

- **General Membership Meeting**
  September 24, 2013 @ 7pm
  Location: EAA/CAP Facility

- **Board Meeting**
  September 17, 2013 @ 7pm
  Location: T-Craft Hanger

JULY FUEL REIMBURSEMENT

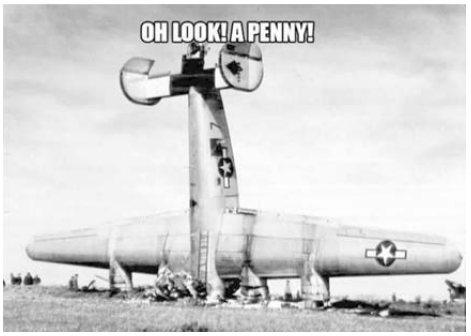
$4.87

A GOOD PILOT IS ALWAYS LEARNING *by Jim Hudson*

The motto of AOPA's Flight Training Magazine has been for many years that a good pilot is always learning. I find that on nearly every flight, I learn something new, or am reminded of something I forgot. I subscribe to several aviation safety related notices and publications that I'll share with you below. Hopefully you will find something of interest.

AOPA: *Education*

Many of you are aware of the on line courses, videos, safety quizzes, webinars, and publications that AOPA offers. For those members who are not, this site offers excellent training and educational materials.
http://www.aopa.org/Education.aspx



NTSB:

On March 12, 2013 the NTSB issued a report entitled "*Five Safety Alerts to Improve General Aviation Safety*." A Safety Alert is a brief information sheet that pinpoints a particular safety hazard and offers practical remedies to address the issue. The five Safety Alerts issued were:

- Is Your Aircraft Talking to You? Listen!
- Reduced Visual References Require Vigilance.
- Avoid Aerodynamic Stalls at Low Altitude.
- Mechanics: Manage Risks to Ensure Safety.
- Pilots: Manage Risks to Ensure Safety.

These safety alerts, and several previous ones can be found at:
http://www.ntsb.gov/safety/safety_alerts.htm

The NTSB recently issued a series of five online videos addressing the major causes of GA accidents.
http://m.youtube.com/#/playlist?list=PL5aVmmm4Qt9Fr37yky1YoUC4r5A5miP8L&desktop_uri=%2Fplaylist%3Flist%3DPL5aVmmm4Qt9Fr37yky1YoUC4r5A5miP8L

Article Continued on Page 3

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Search for and join
"T-Craft Aero Club"

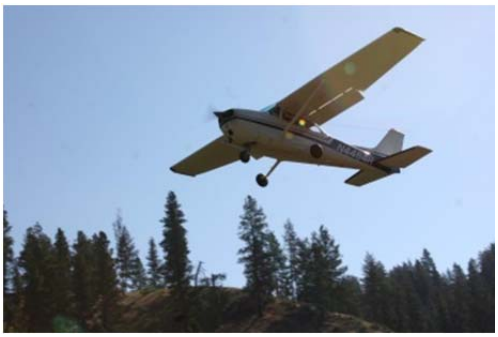
A MESSAGE FROM THE DOM *by Jim Eyer*

We have aircraft with a "BO" problem meaning Belly Oil!

Most common cause is excessive oil being discharged out the breather. The oil capacity of the engines as installed in our aircraft is dictated by an FAA regulation. Filling oil sump to near capacity is just putting a lot of oil at the upper portion of the sump where motion of the engine & aircraft make it easier to discharge it out the breather. The engine is going to throw the excess oil out in less than 30 minutes of operation. Aircraft used for training situations or that spend a lot of time flying in unusual attitudes will simply have a discharge out the breather for no other reason except that the attitudes the aircraft is being put in places oil in positions that are prone to discharging oil out the breather. Each individual engine has an oil level that it likes to operate at. Over time we have determined such a level for our aircraft. If you are using the checklist put together & placed in each aircraft by Jim Hudson you will notice under PREFLIGHT Oil Level MIN/MAX. Are you even using a checklist?

Oily mess on airframe is drastically reduced if we maintain oil at desired level. Normally we don't need to add makeup oil until level is at lowest acceptable level. How many quarts of makeup oil are added between oil changes is an important tool for monitoring engine condition. It's important to know the baseline from which to start tracking oil consumption so we have you record any added especially since we have multiple pilots using our airplanes & we need to keep the oil level at a specified amount in order to track usage.

Glance at belly of airplane & on ground before every flight. It may be hard to determine if the oil on the belly or ground is the result of a genuine leak or if it's from the breather. Often a "leak" may be the result of a careless pilot spilling some oil when adding the last quart to the engine. Oil is like blood & only a little can look like a disaster. Leaks generally have to be *really* bad before it affects the engine's apparent oil burn. Having enough oil in the engine should not be a concern until level is approaching half of the



sump capacity. Monitor closely oil pressure & temperature. As long as they are staying within the green & stable, there is enough oil currently in the engine. If you check oil level shortly after engine has been run for a while, dipstick reading will be noticeably lower because a significant quantity of oil remains adhered to various engine components. Oil consumption isn't linear–it accelerates as the oil deteriorates over time as the viscosity of the oil decreases. We use a multigrade oil which loses viscosity because its viscosity-index improvers oxidize when exposed to high temperatures. Note oil appearance when checking particularly its color & clarity. Fresh oil has a light amber color & is so transparent that it's sometimes hard to read the dipstick level. Shine a light on stick, touch with finger to find oil level. A trick I learned years ago is if dipstick is hot than dip it in cold water wipe dry & now oil will adhere much better to the cold metal. Oil gradually darkens in color & becomes progressively more opaque. Check for moisture on dipstick. Moisture is a sign that either oil isn't getting hot enough or the crankcase breather system is malfunctioning. Oil temp should be 170 to 190 Fahrenheit so that the oil is hot enough to boil away any water in the system.

NOTE: If you haven't read "***Aircraft Oil Usage***" under the Site Index on our Web Site **www.t-craft.org** please do so.

Overfilling can result in a high rate of carbon & residue build up plus useless oil consumption & unnecessary cost resulting in BO.

Be safe, have fun, check NOTAMS, stay aware of current TFRs, & for all of us don't do anything stupid.

A GOOD PILOT - *Continued*

NASA:
Aviation Safety Reporting System
ASRS's award winning publication *CALLBACK* is a monthly safety newsletter, which includes de-identified ASRS report excerpts with supporting commentary in a popular "lessons learned" format. This can be found at:
http://asrs.arc.nasa.gov/publications/callback.html

FAA: *Safety Briefing*
This publication has good articles on a variety of aviation related topics. The July/August 2013 issue of FAA Safety Briefing focuses on airman preparedness. Among the feature articles in this issue include: "What Would MacGyver Do?" - a look into aviation survival equipment (p. 10), "Defensive Flying" - being prepared for the unexpected (p. 14), and "Beyond the Checklist" - little things that can make a big difference when it comes to safety (p. 17). The link to the online edition is http://www.faa.gov/news/safety_briefing/

Look up the April 2001 issue – it features Mountain Flying in Idaho

FAA: *Resource Index*
This link provides an index by category of safety-related web sites that you may find interesting. http://www.faasafety.gov/gslac/onlineresources.aspx?masterId=1

JASON SHAPPERT:
31 Day Safe Pilot Challenge
A series of short video's on some of the basics, great for students or any pilot to review.
http://m0a.com/31dayspc/

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

Jim Hudson
Safety – Membership Director

SQUAWKS

Always check current squawks on Schedule Master and Hangar Wall

N67375:
SL40 installed as Com #2.

N13686:
Developed fuel leak in same tank repaired last September. Removed & found break along weld line. Tank under warranty. Shipped for repair (still much cheaper than new tank. Could not locate used one). Oil temp gauge in for calibration. Shoulder harness holding bracket over pilot door repaired. Be extra careful when removing/replacing belt in any aircraft.

N4464R:
Door lock repaired. Short in wiring to ammeter fixed. ELT signal resulting in call at 0430 from NOAA. Found corroded battery in remote switch unit. All ACK 406 ELTs removed & shipped for repair/modification updates. All have been reinstalled. Broken wire to encoder caused Mode C squawk. Master left ON. Battery charged. Stuck flaps – replaced flap actuator. R&R right main. R&R EGT probe, wiring, gauge.

N1891X:

N9989E:
GMA 340 audio panel installed. Removed old PM1000 intercom & KMA 24. Dead battery found on preflight. Battery charged & member told alternator was suspect. Member chooses to fly & keep watch on ammeter. After several hours of flight battery again dead! Battery charged so member could get back to MAN. Alternator was replaced. Member did notice a negative needle movement on ammeter during long flight XC. Perhaps it would have been prudent to return to MAN sooner than later. What if this flight had been to back country strip?

N7593S:
Still in Q for avionics check of HSI & #2 radio.

All BIRDS

Water buckets are available in the hangar for cleaning the leading edges of our birds following each of your flights. Please clean the leading edges, windscreens and interiors so that the planes are clean and ready for the next member.

Look for the Upcoming T-Craft Ad in the August Rudder Fludder Issue!

Official Publication of the Idaho Transportation Department – Division of Aeronautics
RUDDER FLUTTER
Serving Idaho's Aviation Community for over 60 Years

Thank You Jim Hudson for putting this Ad together!

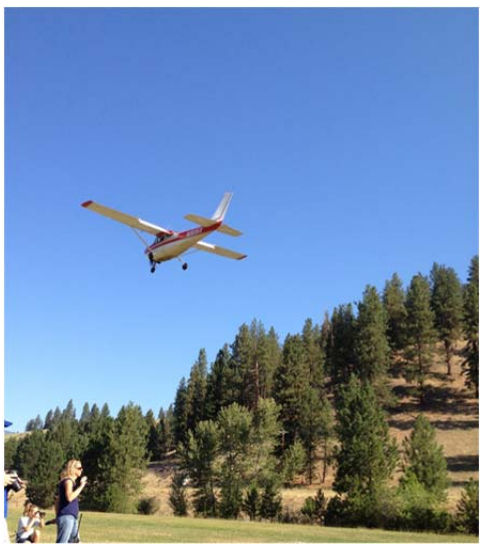
Meridian Life Magazine Ad

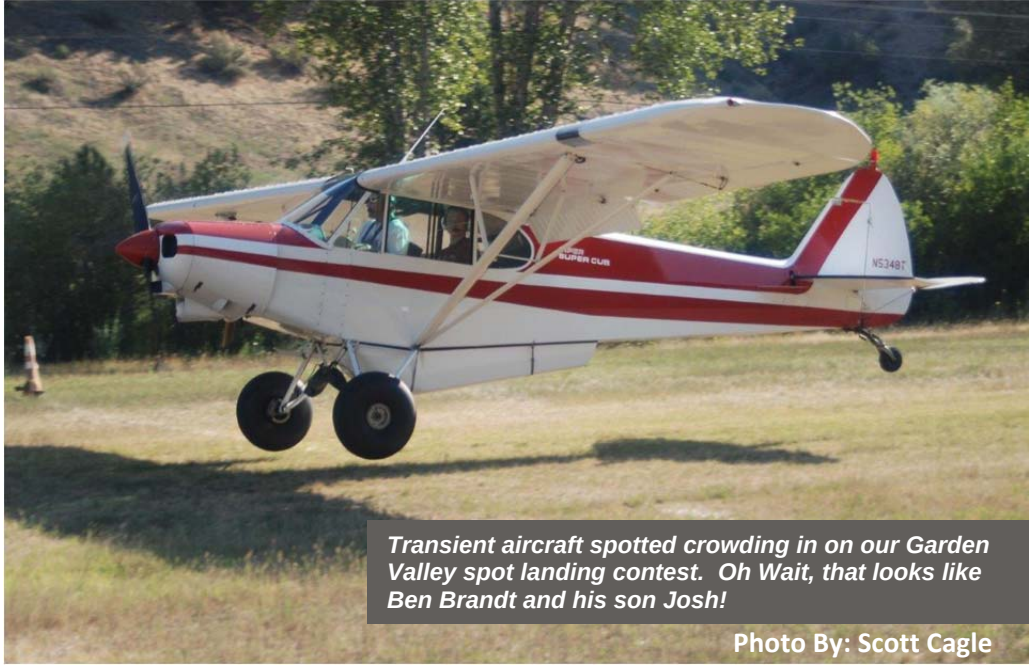
Look for upcoming request for a group photo shoot

"You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck."

News Letter Contributions

Please send photos and your Flying Stories to brent@papaross.com for inclusion on future issues. Thanks





Transient aircraft spotted crowding in on our Garden Valley spot landing contest. Oh Wait, that looks like Ben Brandt and his son Josh!

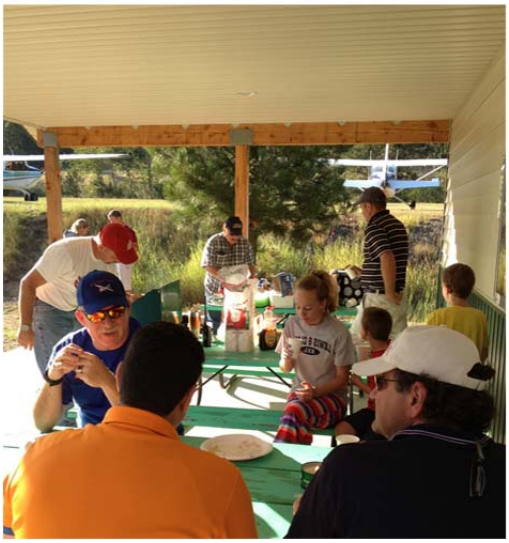
Photo By: Scott Cagle

2013 ANNUAL T-CRAFT AERO CLUB GARDEN VALLEY FLY-IN

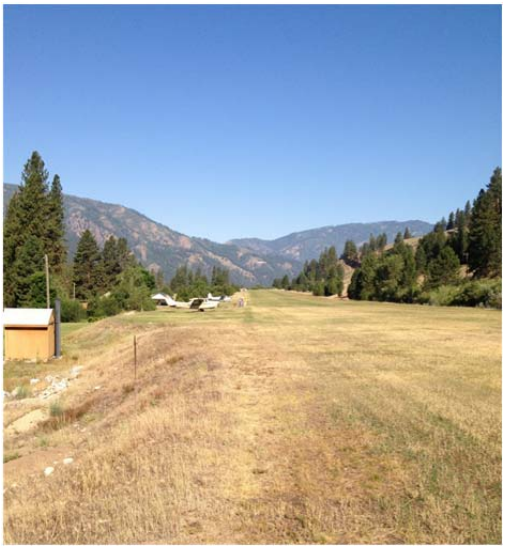
Paul Cainkar & Jeff Beers
Photo By: Scott Cagle

Preparing for Take Off
Photo By: Brent Ross

Jeff Vanhoozer & Dennis Wheeler
Photo By: Paul Cainkar



Breakfast
Photo By: Laura Ross



Getting Ready
Photo By: Laura Ross

Sponsor a New Member and receive one hour of flight credit (C152)

MEMBERSHIP STATUS:

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Members