



T-CRAFT AERO CLUB

OCTOBER 2013 Newsletter

VOLUME 10, ISSUE 10

T-Craft Aero Club Inc., All rights Reserved



MERIDIAN LIFE PHOTOSHOOT, October 2013
Photo By: Alex Hoffman & Hailey Langa, Co-Tidal Images
Photographers' Pilot: Jim Eyre

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

SCHEDULED EVENTS

OCTOBER/NOVEMBER

S	M	T	W	T	F	S
13	14	15	16	17	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

➤ Flying Alaska

Ben Brant's recent flights & Adventure

October 17, 2013 @ 7pm

Location: T-Craft Hanger

➤ General Membership Meeting

October 29, 2013 @ 7pm

Location: EAA/CAP Facility

➤ T-Craft Board Meeting

November 12, 2013 @ 7pm

Location: T-Craft Hanger

➤ Safety Meeting

Bill McGlynn's Fall Weather Briefing

November 13, 2013 @ 7pm

Location: T-Craft Hanger

FUEL REIMBURSEMENT

\$5.47



ACCIDENT CHAIN *by Pete Glick*

My Dad told me years ago that I was destined to learn things the hard way and I've proven him right a number of times. However, in an effort to learn from the mistakes of others, I've read a lot of National Transportation Safety Board (NTSB) and Air Force Accident Board reports. Often, I end up thinking of the report that could have been written about me. The statute of limitations of doing stupid things in an aero club aircraft have long expired and my experience occurred in another aero club, so I think I'm safe.

Most pilots have learned about "Accident Chains". An accident chain is a series of "links" in a chain of events that lead to an aircraft accident. Seldom will one mistake or malfunction bring about an accident, but is usually a series of problems, human caused or otherwise. The links often go unrecognized or ignored until enough links are strung together to get the aircraft and its occupants all the way to the accident site. The good news is that along the way, these links can be broken and the accident avoided.



With less than 100 hours in my logbook in the late 1990s, I checked out in a Cessna T-41 Mescalero (C-172/210 hp Continental) through the Eielson Air Force Base Aero Club. The base is not far from Fairbanks Alaska. Over the next few days, friends and I flew a couple of short cross country flights into the mountains for some glacial sight-seeing. One beautiful day, with some 20 hours of daylight, I took off from Eielson AFB with two friends carrying more than three hours of fuel on board. I was rested and ready to fly, or so I thought. It was about one hour to our destination, Circle Hot Springs. This was giving me a landing North of the Arctic Circle for my log book.

Takeoff and flight to Circle was uneventful. I followed the VOR northeast, picked up the pipeline and followed it through the mountains after the VOR faded away. Circle appeared where it was supposed to be, right on time.

Article Continued on Page 3



Winter Flying Can Be A Lot of Fun...

Wait for it. Wait for it. We are nearly there. Suppose you've noticed that the easy engine starts of summer have slowly given way to preheats & longer careful warm ups once the prop is turning. Why do people go out of their way to fly during the cold weather months since it seems to be such a hassle?

Winter flying can be a lot of fun & provide pleasant flying memories. The cold dense air boosts engine power, aids wing lift & is often stable and smooth (good time to take the wife flying). After a winter front passes we can get great visibilities. Winter flying can be an anticipated adventure or it can be a huge struggle. Like humans airplanes aren't particularly fond of cold temperatures and require a bit of extra preparation to get going. Taking the time to prepare yourself & aircraft will increase safety and comfort.

With persistence and lots of priming aircraft engines can be started & run when cold-soaked. But the engine will be damaged for lack of lubrication as excessive priming dilutes and washes off existing oil film on cylinder walls and may also cause a carburetor fire (great time to exercise your emergency egress procedure). Avgas doesn't vaporize very well when cold especially below about 20 degrees F.

A reasonable course of action is to preheat. Preheating helps to ensure adequate lubrication during the start, initial engine warm up phase of operation, and to aid in better fuel vaporization. It also cuts down on Hobbs Time to get Oil Temp into GREEN. A good preheat will make your battery's life easier. Their output is diminished severely in cold



weather. At freezing temps the battery will only crank about half as long as it would at 70 degrees F. The contracted metal of a cold engine makes for an increased resistance the battery must overcome causing it to discharge more amperes and straining the starter. **Do Not attempt a start with a low battery.** This will only compound the situation. Get the battery charged up.



As the engine warms up moisture from engine and oil vaporizes and is vented overboard through the breather tube. The breather tube may freeze shut causing the engine's internal pressures to increase until

engine case a few inches aft of the propeller flange and then routed rearward along the top of the engine. During the run from front to aft the aluminum tube is exposed to cold air. The exit end of breather tube should be checked for blockage (especially if aircraft has taxied through snow or icy slush).

When OATs get down near freezing any water in the fuel system will cause big problems. Do the Cessna Wing Rock during preflight. Check fuel drains and sump. Fuel selectors can freeze in position so move selector thru all positions. Remember to place on Both for T/O.

Allow engine to slowly warm up at 1,000 to 1,200 rpm unless it is necessary to reduce rpm to keep from exceeding oil pressure redline. As the oil warms up the rpm can be slowly increased. **Please Allow Plenty of Time For The Engine To Warm Up!** The hydraulic lifters,

When OATs get down near freezing any water in the fuel system will cause big problems.

the crankcase oil seal is pushed out of position resulting in the speedy exit of engine oil as it flows aft over the fuselage and windshield. Continental Engines (182) are particularly susceptible to have these tubes freeze. The tubes exit the

which adjust the valve lash to compensate for engine expansion during warm up and operation, are dependent on oil to work correctly.

Article Continued on Page 8



ACCIDENT CHAIN by Pete Glick - *Continued.*

Piece of cake. GPS in General Aviation airplanes was still a few years away, so don't judge just yet. You'll have a chance. My experience using VOR to that point included flatland travel from Boise to Twin Falls, Pocatello or Boise to Donnelly/McCall and return.

After enjoying the hot springs, takeoff was brisk in an aircraft with more power than I was used to flying (read more fuel consumption). I quickly picked up the pipeline and followed blissfully along for about 30 minutes (6 more gallons used) when I should have picked up the VOR. Nothing. I couldn't gain altitude to look for a better signal, because the Military Operating Area overhead was active with Air Force fighters and I only had 1500 feet AGL to work with. No worries, I still had the pipe to follow. We put the mountains behind us and the VOR came active on and off.....but it was a long way off from the expected "TO" heading and Fairbanks was nowhere to be seen. I had the pipe in sight, so I started to question the accuracy of the instrument...for way too long. Soon we had a bazillion square miles of water logged tundra ahead and to each side with no significant landmarks to find on the chart. I fiddled with the VOR and

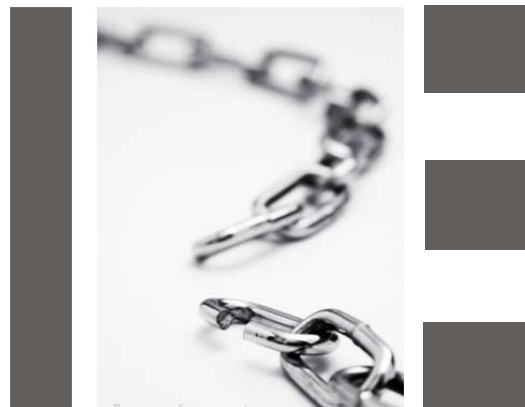
spun between the "TO" and "FROM" flags trying very hard to remember what my instructor told me. Finally, I became convinced I was the problem, not the instrument. I determined we were much further North than planned and made the turn South. My confidence was shaken but the VOR signal was strong now that we were out of the mountains.

By now, the fuel supply was consuming most of my attention. I became worried. Eventually, Fairbanks appeared on the horizon and I knew Eielson AFB was just a few minutes beyond. There were few dry, flat spots to park the aircraft should it get quiet. The fuel needles quit moving as Fairbanks International slid under the left wing, yet I didn't divert while I had the chance. Just a few more minutes. Eielson AFB controller cleared me direct to the downwind and an uneventful landing. I refueled the aircraft and estimated I had about 15 minutes of fuel left, well below the minimum required reserve. I felt Dumb, with a capital "D".

I had to ask the all-important question "How did I get myself in this situation?" (1) I followed the pipeline to the hot springs and followed it out, so how did I wind up over so much tundra? A later study of the sectional showed I missed a fork in the pipe. I followed the pipe on its northerly route. (2) I was not proficient with the VOR and was in unfamiliar, unforgiving terrain. I burned valuable fuel flying in the wrong direction before I figured out I had made a mistake. (3) And the biggie....I flew PAST AN AIRPORT THAT SOLD FUEL. (4) I never let anyone know that I was in trouble. Help was available over the radio and I was afraid to transmit my

self-caused plight. (5) Lastly, I displayed poor decision making and self-denial during each link in my lengthening accident chain.

The NTSB calls the big links in the chain "probable causes" and the little links "contributing factors." Had they written my "accident," it may have started out with "The NTSB determines that the probable cause of the accident was the pilot's failure to insure adequate fuel onboard to complete the flight." "Contributing factors were the pilot's lack of familiarity with the terrain and failure to be proficient with a primary navigational instrument." On this flight, the accident chain was broken only after



I figured out I WAS THE PROBLEM. Gratefully, I was given the opportunity to learn from this experience and become a better pilot. I studied and practiced VOR and still do, even with a GPS on board. After every single flight, I know that I can improve in some way. Most of the time, improvement could occur well before ever turning the prop....during the preparation. The best part of each flight remains learning new skills and the challenge to be a better pilot. Dad is still right, but learning from others is easier than learning the hard way.

Wishing you blue skies and fair winds

IN THE KNOW

FROM THE BOARD:

The Top Three Hours Flown per Plane in September:

- 64R - 39.9 hours
- 93S - 31.0 hours
- 686 - 25.6 hours

Upcoming AOPA Webinar we'll be watching, Join Us!

http://aopamailer.aopa2.org/trk/click?ref=zvrf6lhhh_0-4d1x3197bx049c

AOPA STAY SMART WEBINARS

SEATS ARE LIMITED! REGISTER TODAY!

OCT.
24

8:00 pm ET

OPERATING RULES FOR FLYING CLUB

At the heart of every successful flying club lies a good set of operating rules for its members. They will usually document the club's rules for aircraft scheduling, requirements for member currency and proficiency, and how to handle situations like fueling, bad weather and unplanned maintenance events. This webinar will be presented by David St. George, Manager and Chief Instructor with the award-winning East Hill Flying Club in Ithaca, NY. Whether a new club just getting started, or a mature club looking to improve, David aims to guide you through the process of creating an outstanding set of operating rules for your club.

FREE register now

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hangar Wall

Monthly Dues \$70.00



N67375:

\$61.00 per Hour

Fuel Card Missing. Please check your shirt pockets, flight bags etc. For now, use card from other aircraft. If not found within the next week or so, a replacement will be ordered.



N13686:

\$86.00 per Hour



N4464R:

\$84.00 per Hour



N1891X:

\$125.00 per Hour



N9989E:

\$128.00 per Hour



N7593S:

\$128.00 per Hour

All BIRDS

- Cold weather operations in effect, plan for preheating.
- During loading and unloading, take care to protect your aircraft windows on the interior. Clumsy and careless loading can lead to permanent marring/scratching.
- During operations, avoid marring/scratching the windshield in front of the dashboard with headsets etc.
- Never clean the windows using a circular wiping motion. Always vertical straight strokes.



JIM SCHIERS will be discontinuing flying with T-Craft this month. Jim is a well-respected and much appreciated member. The Board is considering the creation of a New Membership Status to retain a relationship between the Club and Members, more to come.

WELCOME!

Welcome New Member: **Slay Windham**. Slay will be working on his private pilot certificate.

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

MEMBERSHIP STATUS:

67
Members





Cassiar Mountains near Bob Quinn Lake
Photo by Ben Brandt

ALASKA TRIP - DEPARTURE! *by Ben Brandt*

Installment 2 of 3

KMAN – S95 (Walla Walla, Wa) – KOMK (Omak, Wa)

Finally, after a lot of research, planning, working on 48T, checking the weather and a fireside chat with a Canadian departure day was here. The weather looked promising as long as we reached Smithers BC by Saturday evening. So, to get a jump on the weather we left Nampa a little before 5 pm Friday, headed for Omak Washington.

The outside air temperature (OAT) was near 100 degrees Fahrenheit when we fueled 48T, completed our preflight and began the run up. With our survival/camping gear and full fuel we were near 1750 lbs, the maximum gross weight of the aircraft. Super Cubs are typically rated to 1750 lbs in the normal category and 2000 lbs in the restricted category. There is an STC available that allows the aircraft to be certified normal category to 2000 lbs max gross weight. We rolled out onto 29 and in the usual 300 feet or so we were leaving the runway and climbing to a comfortable cruise altitude.

We had planned a direct route to S95 where we would stop for fuel before heading on to KOMK. The calm wind range of 48T is about 300 NM. The trip was uneventful and soon we were on the ground refueling at Martin field. We stopped in at the FBO for cold water, bathroom breaks and a quick

tour of the facility. The FBO was filled with great photographs, as we quickly looked around I wondered how many FBOs there are across the country that resemble little museums of aviation history. Once bustling centers of aviation activity, now quiet, dusty reminders of better days in general aviation.

With the tanks full of 100 LL we were once again headed down the runway and lifting into the air. BANG! The stumbling, coughing engine had me looking for a place to land while simultaneously adjusting the mixture to full rich. Quickly, the engine recovered and I once again leaned the engine, a little less aggressively than before. 48T had been showing signs of leading. Knowing that this trip would be 25 hours or more over 2 to 3 days I had determined to aggressively lean to reduce the chances of fouling a plug during the trip. During the run-up the engine seemed to be leaned correctly but once full power was applied 48T let me know she needed a little more fuel.

With the engine running smooth and a few more attempts to find the perfect mixture we were at altitude and racing north at a brisk 74 kts. Winds began to change in our favor and near dusk we found ourselves preparing to land in a gusting direct crosswind. As luck would have it as I was flaring a few feet above the runway the wind died down allowing me to make a smooth landing.

We quickly tied the plane down and moved our gear into the FBO (we were pleasantly surprised to find showers in the FBO). We soon found it is about 3 miles from the airport to town (no courtesy car), luckily a helicopter fire crew was stationed at KOMK and they graciously offered us a ride. After a good dinner, great company and a little over 4 hours of flying it was time to get to bed.

Omak – Kamloops – William’s Lake – Burn’s Lake – Smithers

Saturday morning we were up before the sun reviewing our route, getting a weather briefing, filing a flight plan and anxiously awaiting, maybe somewhat dreading, our expected encounter with border agents and eAPIS! As it turned out crossing into Canada was a non event. As we departed Omak we contacted Seattle Center. As required we were in radio contact with ATC as we crossed the border, next stop, Kamloops.

The topography near and north of Omak is amazing. We were quickly leaving the relatively flat terrain of north central Washington and flying through majestic mountain peaks which soon gave way to rolling hills and timber as far as the eye could see.

The morning flight was smooth and soon we found ourselves preparing to land in Kamloops. A fire 5 miles west of the airstrip had the pattern busy with tankers fighting the flames. The controller was able to slip us in behind one after extending our downwind. The 3 or 4 mile final combined with about 15 knots on the nose gave me plenty of time to “stabilize” my approach.

On the ground it was time to contact customs. I contacted customs via cell phone (before exiting the aircraft). The customs agent thanked me for contacting them, asked a few questions and then wished us well on our journey (that was easy)! A quick lunch, some fairly expensive 100LL and we were headed to William’s Lake.

Article Continued on Page 6

“Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.”



Photo By: Ben Brandt

ALASKA TRIP - DEPARTURE! By Ben Brandt - Continued

The topography changed little between Kamloops and William’s Lake. Rolling hills covered with timber and showing recent logging activity through a series of patchwork clear cuts occasionally giving way to beautiful valleys with quaint towns each with their own airstrip. As we approached William’s Lake the weather we had seen forecasted earlier was evident to the north east.

On the ground at William’s Lake it was time to make a decision regarding the route for the next leg of our trip. Would it be the Cassiar highway or the Trench? The weather made the decision simple, Prince George was in the soup and forecasted to get worse, and the route to Smithers was in the clear. Now, how much fuel would we need?

48T was not designed with long distance travel in mind. My calculations suggested full fuel tanks would get us to Smithers as long as we didn’t encounter substantial headwinds. A quick call to the briefer suggested extra fuel would be a good idea. With this in mind we filled two of the 6 gallon fuel bladders we had brought for just such an occasion, loaded them in the belly pod, identified a suitable location for refueling and attempted to restart 48T.

Apparently I was less than appropriately focused on the task at hand when I shut down the aircraft, I had left the master switch on and the battery had been drained just enough to prevent starting. Having never hand propped an aircraft I now attempted to apply the theory I had learned in my training and through numerous hangar flying sessions over the last few years. The first attempts were tentative but soon I had 48T running and we were taxiing to prepare for takeoff.

Mistake number 2. William’s Lake looks like a typical uncontrolled airfield in the US. I soon learned that I needed clearance to taxi. With a quick apology we were once again taxiing to the departure runway.

Gradually the topology began to change from endless rolling hills to the occasional jagged peaks becoming more and more frequent. Watching our fuel closely revealed that we would more than likely reach Smithers with adequate reserve but we weren’t trying to set a speed record. We took the opportunity to empty our bladders (fuel and otherwise) at Burn’s Lake. Squirrely winds made for an interesting landing but I was quickly becoming comfortable with the Super Cub and the landing was nearly perfect.

The fuel bladders which were purchased through Alaska Bush Wheels worked very well, no leaks, no fumes, fast draining and easily stowed. With an additional 12 gallons in the wings we were once again on our way. Forty five minutes later we were on the ground in Smithers, once again looking for a ride into town.

As we taxied to the tied down area I spotted more helicopter pilots. Josh and I quickly tied down the aircraft and headed for the group of Canadian Helicopter pilots enjoying a beer or two following a day of flying survey crews in the Cassiar Mountains. The pilots had a lot of questions about our trip and immediately offered to give us a ride into town and help us find a hotel for the night. Throughout this adventure,

whether it was during the planning phase or during the trip itself, the brotherhood of pilots was always evident. We never had to ask for a ride or help with the weather. Each pilot we encountered took time to provide helpful insight, local knowledge and tons of encouragement, what a fraternity we belong to!

Sunday morning we had breakfast with our new friends from the great white north. James made a call to friends flying further along our route to get a real time report to fill in the gaps. The weather looked good and we were soon headed to the airport to start the next leg of our Journey.

Smithers – Bob Quinn – Dease Lake – Atlin – Whitehorse

From planning I knew the leg from Smithers to Dease Lake would be the longest of the trip. This combined with limited airstrips, no alternate fueling locations and potential weather issues increased my anxiety level. We topped off the airplane and added 12 gallons to the belly pod. The plane felt heavy as we lifted into the air headed for Bob Quinn. As we approached Bob Quinn it was obvious we would need to find a hole in the cloud layer that blanketed the small valley and our intended refueling location.



Photo By: Ben Brandt

Finding a hole in the clouds we were soon below the cloud layer working our way to the airstrip near the top of the ridge and 500 to 600 feet below the cloud layer. Another smooth landing and quick refuel and we were on our way.

Article Continued on Page 7

Here's a **BiG** Thank You!



We had an awesome time at the **Plane Wash and Pizza Feed** on **October 2nd**. If you see one of these folks around the hanger, shake their hand and say **"Thanks"** for their hard work and participation!

A SPECIAL THANK YOU GOES TO:

Jeff Adams	John Baglien
Mike Bracke	Ben Brandt
Scott Cagle	Chuck Carlson
James Eyre	Carl Fetterman
Jim Hudson	Ken Kaae
Bert Osborn	Ken Reed
Justin Robinson	Brent Ross
Reggie Sellers	Mark Slusser
Dennis Wheeler	

A Special Thank You Also Goes To:

Vivian Brandt	Josh Brandt
Laura Dawson Ross	Mary Cahoon



ALASKA TRIP - DEPARTURE! BY Ben Brandt - Continued

We arrived at Dease Lake with plenty of fuel thanks to our stop at Bob Quinn. After refueling a quick calculation revealed we had used 33.6 gallons of fuel. With the extra fuel we had carried in the bladders we had almost 13 gallons in reserve. Without it we would have been down to less than a gallon as we maneuvered to land at Dease Lake. Throughout the trip we always made sure to have plenty of fuel fully aware that a quick change in the weather causing a minor diversion would quickly burn away our reserves.

The changes in the topology were becoming more dramatic, tundra, visible glaciers and amazing mountains had permanently replaced rolling hills and grassy valleys.

Atlin BC, once called Discovery, was not yet visible but the evidence of extensive mining, both recent and ancient, indicated we were close. Locals informed us that the new gold strike in the area was expected to be the tip of the ice berg and it is believed there is more gold to be found here than in any other previous legendary gold strikes. We settled for a hamburger and prepared for the final flight of the day.



Photo By: Ben Brandt

The briefer warned of impending convective activity along our route but stated if we got going now we should make it to Whitehorse without a problem. As we taxied toward the gravel strip I noted the windsock showing significant winds varying almost 180 degrees. As I mentioned earlier I was becoming comfortable flying the cub in the wind and with the urging of the briefer to go now or go tomorrow I waited until the windsock favored my direction of departure and I advance the throttle. The cub accelerated nicely, the tail came up and we started to fly. The wind changed abruptly, my eyes told me we were fast enough to fly but the airspeed indicator had dropped to well below 40 mph, the tail was pinned and I was beginning to rethink my decision to takeoff. This was not a good time to change my mind, with a stiff quartering tailwind aborting the takeoff at this point would result in a ground loop. With plenty of runway left I continued to work the rudder pedals in a desperate attempt to keep the airplane headed down the runway and gradually we gained enough speed to fly. We broke ground and I began to bleed flaps, an additional tail gust as we climbed above the trees had me adding flaps back in to arrest that sinking feeling. As we turned toward Whitehorse everything began to settle down, I bled flaps and looked back at the airstrip. Only then did I notice that I had taken off with a developing thunder cell directly overhead. In my haste to avoid convective activity I had failed to make myself aware of the conditions that I was currently in. Happy to have learned a valuable lesson without damaging my son, myself or the aircraft we found ourselves in Whitehorse looking for a place to eat.

Whitehorse – Burwash – Beaver Creek – Northway – Tok – Wolf Lake

Monday morning I awoke early to review the route and contact US customs. The call to US customs was less than pleasant. The agent in Alcan asked when I would be leaving Whitehorse, and I mistakenly informed him I planned to leave at 8:30 am which would put me in Northway approximately an hour ahead of the projected time I had entered in eAPIS. The agent quickly informed me he needed to know when I would be leaving not when I "planned" to leave. I told him I would leave at 8:30 and barring unforeseen winds what I projected my "exact" arrival time would be. I endured a final lecture chastising me for filling out my eAPIS in advance and headed for the airport.

Article Continued on Page8

ALASKA TRIP - DEPARTURE! BY Ben Brandt - Continued

We put on extra fuel and headed for Northway. As we neared Burwash we sighted our first large herd of Caribou. A quick stop in Burwash to transfer fuel from the bladders to the wing tanks and we were on our way once again. The winds were pushing us along faster than expected. We stopped at Beaver Creek, right on the border, to call ahead and avoid further aggravating the customs agent. This time the agent we talked too seemed happy and instructed us to go ahead to Northway and an agent would meet us there.

On the ground in Northway we awaited the customs agent. Soon it was apparent we would be meeting the gentleman I had spoken with earlier that morning, Officer Journey. My son and I watched as a vehicle turned off the highway toward the airport entrance tires squealing, a slight s-turn tires still squealing, followed by a tires locked sliding stop and out hops my favorite customs agent.

After a quick check for radioactivity, purchasing a decal for crossing the border, answering three questions, showing our passports and enduring one more lecture from Officer Journey we were back on US soil. Even if we didn't feel that welcome we

were relieved that the paper work was complete. For future reference, fly past Northway and go through customs at Tok. According to Officer Journey only an idiot would go through customs at Northway. Having experienced this I would have to agree.

We stopped in at the FSS located on the field in Northway for a quick weather briefing. The gentleman inside was extremely helpful and oddly enough not a close friend of Officer Journey. More convective activity promised to provide plenty of bumps for the final leg of our trip. We flew to Tok for a quick fuel stop as we continued to Wolf Lake.

The trip from Tok to Wolf Lake was uneventful and soon we were announcing our intentions to land on 122.9. We had arrived safely at Wolf Lake. **The adventure was just beginning!**



Photo By: Ben Brandt

ARE WE THERE YET? By Jim Eyre - Continued

We use multi-viscosity oil (Phillips XC 20W-50) allowing oil to circulate easier throughout the engine after start.

If landing and taxing through snow/slush minimize brake usage. Warm brakes will melt any snow/slush upon stopping then refreeze locking the plane in position (even worse scenario if we had wheel pants on aircraft). This could be an especially bad situation if you are parking outside for extended time (MYL?).

Aircraft engines are sensitive creatures. Reduce power gradually especially in cold weather. Gross throttle reductions should be avoided in any air-cooled, piston engine airplane any time of year! Shock or sudden cooling can lead to expensive problems.

Just because the air is cold and dense doesn't mean you shouldn't lean. The scavenging agents in avgas require some heat, usually around 1,200 F., to keep lead from depositing in the combustion chamber and on the plugs.

Don't Consider Taking Off Until the Oil Temperature Has Reached at Least the Bottom of the Green. 182 drivers – don't try to expedite the warming of the engine by closing the cowl flaps. Airflow is not sufficient during ground operation and you'll only end up with lukewarm oil and hot heads (imagine who). Consider closing cowl flaps in climb if the CHT hasn't reached its normal operating range. You can do nearly as much damage by running an engine too cool as you can run it too hot. It is vital to maintain working oil temperatures.

You will find two power cords for each aircraft plus a small heater on chair (pls leave on chair) with dryer vent tubing attached to foam pads. One power cord attaches to a plug found near the oil dipstick. This plug is on a line coming from the oil sump pan heater. Oh yes – 64R oil pan heater plug is found in left nose cowling. The Foam Pads fit into air intake openings in nose cowling. The blanket over upper cowling helps hold warmth. Remember to unplug heater when leaving to go fly.

Winter flying requires the correct mental attitude, a commitment to pay extra attention to the care and maintenance of aircraft & a willingness to wait out some suspicious weather (big thanks to Bill McGlynn our weather guru. **Plan to attend his Weather Class in Nov 13th.**)

We are THERE! Have fun, be safe, pay attention to the little things, and please don't do anything foolish (or stupid).

CABIN FOR RENT

This cabin, available for rent, is located in McCall's Spring

Mountain Ranch and owned by a club member. It has access to the clubhouse, year round hot tub, fitness center, seasonal swimming pool, and tennis courts. Internet available in the clubhouse. Located about a mile from downtown McCall, Payette Lake and the McCall airport.

T-Craft members will receive a 15% discount off the rental rate on non-holidays.

Sep 1st - Dec 15th and Mar 15th - Jun 15th, book 2 nights and get a third night free.

Dogs are allowed with a dog fee.

Contact Accommodation Services in McCall @ 1-800-551-8234 and mention that you are a T-Craft Aero Club member.

<http://www.accommodationservices.com/Unit/Details/52956>

Transportation to Cabin Available From Airport: Taxi service from \$5-10 or the city bus can be taken for free..

News Letter Contributions

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