



# T-CRAFT AERO CLUB

## NOVEMBER 2014 Newsletter

VOLUME 11, ISSUE 11

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The New Addition to T-Craft  
AERONCA CHAMP N1227G

Have your photo featured here! [brent@papaross.com](mailto:brent@papaross.com)

### SCHEDULED EVENTS

#### NOVEMBER/DECEMBER

S	M	T	W	T	F	S
23	24	25	26	27	28	29
30	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

#### General Membership Meeting

November 25, 2014 @ 7pm  
Location: EAA/CAP Facility

#### T-Craft Board Meeting

December 9, 2014 @ 7pm  
Location: T-Craft Hangar

#### Safety Meeting

Topic: TBD  
December 11, 2014 @ 7 pm  
Location: T-Craft Hangar

#### General Membership Meeting

**NO MEETING THIS MONTH**  
December 31, 2014

### FUEL REIMBURSEMENT

# \$5.26

### MEMBERSHIP STATUS

# 60

## Members

Sponsor a New Member and Recieve One Hour of Flight Credit (C152)

### “FIRE AND ICE” *re-printed from the FAA Safety Circular*

During an unusually cold and miserable east coast winter a few years ago, I got this email from a flying club member: “Carb fire. Aircraft grounded.”

Uh-oh. My plans for a cozy day by the fireplace went up in smoke as I scrambled to get information and take care of all the details that arise from even minor incidents. Though the damage was significant enough to require extensive and expensive repairs to the carburetor, there were no injuries, and the airplane was largely unscathed.

With winter weather fast approaching, we chose to focus this issue on helping you mitigate the hazards that winter poses for GA so you can better enjoy some of the benefits (e.g., better performance, clearer skies). My flying club’s experience illustrates one of those hazards. If you fly an airplane with a carburetor, you should always be mindful of the potential for carburetor fires due to over-priming — especially in cold weather.



#### PRIME CONDITIONS FOR FIRE

Even with preheat — essential in some circumstances, and highly desirable in many others — GA airplane engines can be very hard to start in cold weather. Pilots quickly learn that judicious use of the fuel primer can help, and here’s why. In a carbureted aircraft, the primer delivers vaporized fuel directly to the cylinders. This “pre-vaporization” can help with cold-weather ignition because there is otherwise not enough heat already available to vaporize fuel in the carburetor and get the combustion process going in the engine, where it belongs.

The problem arises when too much time passes between priming and attempting to start the engine. Vaporized fuel doesn’t last very long in that state. It quickly pools at the intake manifold, and the excess fuel drips into the cowl, around the air intake, and onto the ground below. Now all it takes is a single spark to ignite the various puddles of fuel and start a fire that could cause major damage or injury.

*Article Continued on Next Page*

*"One can never consent to creep when one feels an impulse to soar."*  
— HELEN KELLER

## NEWEST ADDITION TO THE T-CRAFT FLEET AERONCA CHAMP N1227G

The Aeronca Champ purchase included an extra McCauley metal prop, Icom IC-A6 VHF portable transceiver, Garmin Aera 500 GPS, an Electric Hot engine pre-heater, one full and one partial case Phillips 20-50 XC aviation oil (our brand), extra inspection cover plates, two Telex noise-cancelling headsets (one missing the battery case), and two brief cases containing all aircraft documentation, including the pilot's manual and all 337's and STC's (such as auto fuel permit). The aircraft is almost "like new" in many ways, but there are a few items needing attention such as a six-inch long crack in the windshield that has been drill stopped and laced and a main tire that is a bit worn. Also, an attachment rod end on the right aileron has a little more play than our pre-buy mechanic liked and the layout of the breaker switches and gauge added beneath the main panel should probably be rearranged seeing it is a real knuckle-buster if you rest your hand near or on top of the stick.



## "FIRE AND ICE" - Continued

### AN OUNCE OF PREVENTION

There are easy and obvious ways to reduce the risk of carburetor fires. First is to avoid the need (and the temptation) for extra priming by keeping the engine warm to begin with. Keeping the bird in a hangar is helpful. A friend takes it a step farther: his AMT installed a small oil heater that he can plug into a hangar wall outlet. He uses an "internet of things" style app to activate the gadget only when he plans to fly. Remotely commanding the heater to start before he leaves for the airport gets the airplane's engine and vital fluids toasty enough for an easy start on cold mornings. (Yes, I am envious.)

If you are stuck with an outdoor tiedown space, it's worth renting overnight hangar parking from the FBO, if such options are available. My club's airplane has a rule requiring the pilot to arrange overnight hangar parking if temperatures fall below certain values.

The third option — using preheat devices — is better than attempting a stone-cold start, but it's the least desirable because it is awkward and often inefficient. It's also tough on the pilot and passengers, who get colder by the minute even as the engine is theoretically getting warmer.

Regardless of engine temperatures, the most important way to prevent carb fires is to avoid over-priming. Start with the smallest number of primer strokes, and increase up to the limit if the engine does not start. What's the limit? Theories differ, but many pilots (and schools) limit themselves to four strokes of the primer. Even if the POH allows for up to six strokes — and some do — consider that conditions requiring such measures are telling you something (e.g., you need to preheat!). If the engine starts and then falters, use the same number of strokes of prime, and crank the engine as you push in the last priming stroke. Engine roughness and black smoke are clear signs of over-priming.

### WHAT IF...?

Even if you don't think you are over-priming, you and your passengers should always be prepared for the possibility of a fire. Know the POH procedures by heart, and be prepared to execute them immediately if you see or suspect an engine fire. You and your passengers should also know the location and procedures for using the on-board fire extinguisher.

I hope it goes without saying that you should not fly the airplane after any actual or suspected fire until your AMT inspects it for damage. Keep the fire where it belongs, and enjoy the benefits of winter flying!

*Susan Parson (susan.parson@faa.gov, or @avi8rix for Twitter fans) is editor of FAA Safety Briefing. She is an active general aviation pilot and flight instructor.*

### 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. Dogs are allowed with a dog fee.

**CONTACT ACCOMODATION SERVICES** in McCall @ **1-800-551-8234** and mention that you are a **T-CRAFT AERO CLUB** member.

For more information go to <http://www.accommodationservices.com/Unit/Details/52956>

**T-CRAFT MEMEBERS** receive a **15% discount** off rental rate on non-holidays. (September 1st - December 15th and March 15th - June 15th) Book 2 nights and get a 3rd night **FREE!**



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

## WORRIED?

Aircraft late?  
Didn't call as planned?  
Did not arrive at their planned destination?

**Call Idaho State Communications  
208-846-7600 or 800-632-8000**

1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.

## News Letter Contributions

Please send photos and your flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.

# IN THE KNOW

**New Instructor!**

At the November board meeting, we approved a new instructor to the approved list of instructors. Matt Stevens CFII/MEI. You can look at his listing and biography on the Instructor link on our web page.



## BRAKE REMINDER!

We are seeing increased maintenance costs for brake linings and multiple aircraft are showing signs of excessive braking. Please take care when operating aircraft.

## IT'S COLD OUTSIDE!

Cold, Heaters are set out with power chords and blankets. Take time to hook up the heater and power chord before you fly when cool outside for about 30 minutes. Most damage to an engine is the initial start. We use Multi-viscous oil when cool. Maybe grab an extra one for the flight management deck. 64R power chord is in the front.

COMPLETED BFR'S

## NOVEMBER 2014

Pete Glick – Jim Hudson, CFI

Dennis Wheeler

## ACCOMPLISHMENTS

Brent Ross – Commercial SE Add On  
Jim Hayden, CFI

# SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

## MONTHLY DUES \$70



**N1227G:**

**TBD**



**N67375:**

**\$61.00 per Hour**

VFR cert done 11/10/14



**N4464R:**

**\$83.00 per Hour**

VFR cert done 11/10/14. Broken ring terminal on landing light fixed.



**N13686:**

**\$85.00 per Hour**

Right main tire flat spot, changed - nose strut-added some N2.



**N1891X:**

**\$123.00 per Hour**

Mothballed for winter.



**N9989E:**

**\$126.00 per Hour**

Replaced a wire for LED.



**N7593S:**

**\$126.00 per Hour**

## PLEASE NOTE!

Winter Flying Hours are in effect starting in December and will continue to be through February.



## “T-CRAFT WEB PAGE TOUR”

This month’s article is a review of some great information you can find on our webpage. As a general note, our website was developed over 12 years ago. Although it is still quite functional and has lots of great information, there is some old material and broken links. I have been managing the website for the last several years. I fix and clean up things as I come across them or someone points something out, but there are still things that need to be fixed, archived or deleted. Please take the time to review our web page and give me feedback on any problems you may find, or things you would like to see added, updated, or changed.

Summary of [www.t-craft.org](http://www.t-craft.org) web page.

*The following is an overview of each page and the material you can find within.*

**Home:** This is the first page everyone sees. The purpose is to give a brief description about our club, and hopefully attract new members. In the upper right corner is an “Interested in Joining” box for potential members to click on. This will bring them to the new member information page from where they can find out more about the club and how to join.

**New Member Information:** This page explains the process of joining T-Craft Aero Club. It contains the application packet (our policies, procedures, and application form), and links to the Constitution and Bylaws. It has the check-list of documents to provide when applying for membership, and what to do once they’ve been accepted into the club.

**News:** This page used to contain news about the club before we had newsletters. Now it contains some of the large presentations we’ve had over the past few years, including Backcountry, Air Space, ATC, and weather presentations.

**Calendar:** This page contains an updated calendar of events for the club. I often get asked if there is a meeting at such and such a date and time. All of our meetings are kept up to date on this page. There may be a few last minute changes, and when these occur a notice is sent to members via email.

**Membership:** This page has some additional information about our club membership, and types of membership.

**Fleet:** This page is one of the most informative pages for our members. It contains all of the specific information about each aircraft; make, model, rate, equipment list. It also contains pdf versions of each model’s POH, checklist, and avionics operating manuals. A link to the insurance policy for each aircraft is at the bottom of the table.

**Costs:** This page lists the membership fees for each class, monthly dues, and hourly rates for each aircraft.

**Learn to Fly:** This page is an important one for any potential student members. It discusses what it takes to learn to fly, encourages a discovery flight, and gives a realistic cost estimate on getting a private pilot certificate. A link to the club approved instructors and their information is provided on this page.

**Newsletter Archive:** Here you will find archives of our monthly newsletters going back to 2008. Also at the top of the page is a link to the listing of past Safety Articles contained in the newsletter by topic and author.

**Scrapbook:** This page has not used recently. It contains some old photo archives. Our Facebook page and newsletter has taken the place of this page.

**Contact Us:** This page contains contact information to the club’s board of directors and the clubs mailing address.

**Store:** This page has the contact link for club apparel.

**Links:** This page has some links to aviation related web sites. I have not checked these links recently and it’s possible they have changed.

**FAQs:** This page contains “Frequently Asked Questions”. It contains some old information and I’m working on updating this page.

**Site Index:** This page is another important page that contains an alphabetical index to topics in the web page, and to articles and important documents. You will find information on Air Space, ATC cheat sheet, Aircraft Oil Usage Guidelines, Cold Weather Operations, Density Altitude, Passenger Briefing Checklist, Weight & Balance program, Weather Planning tools, and many other topics. I encourage you to check out all the information on this page.

**Flight Log Training:** This is a brief instructional video of our flight log system. If you have difficulty viewing this, try internet explorer or another browser.

**T-Craft Approved Flight Instructors:** This page is not on the main menu; however it is referenced in several places. I have recently updated the information listed on this page, as well as biographies on some of the instructors.

Being a safe pilot has more to do with knowledge, judgment, and good decision making skills than with physical skills. Our web page includes quite a bit of knowledge and information to help keep you knowledgeable. Hopefully this guided tour will help you find some things you may not have known were there, or have forgotten where they are located.

As always,

*Fly Smart, Fly Safe, Have Fun, and don't forget the “This is Stupid” Abort Now. Button*

**Jim Hudson**  
Safety/Membership Director

