



**T-CRAFT
AERO CLUB**

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OCTOBER

Volume 12, Issue 10

NEWSLETTER

Article Provided By Jim Hudson-- Director of Safety

WHAT WOULD YOU DO IF THE BIG FAN STOPS?

SCHEDULED EVENTS

OCTOBER/NOVEMBER

S	M	T	W	T	F	S
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



You've probably all have heard about the pilot who landed on I-84 the morning of October 13, 2015 in rush hour traffic, when his engine stopped, reported as fuel starvation from failure to switch from an empty tank to a tank with fuel. This link gives more details about the incident.

<http://www.idahostatesman.com/2015/10/13/4033053/small-plane-lands-on-interstate.html>

I was interview by the Statesmen about this incident in which the reporter got it mostly right.

http://www.idahostatesman.com/2015/10/19/4043398_how-do-you-land-a-plane-on-the.html?rh=1

Continued on Next Page

⊕ **General Membership Meeting**

October 27, 2015 @ 7pm
Location: T-Craft Hanger

⊕ **T-Craft Board Meeting**

November 10, 2015 @ 7pm
Location: T-Craft Hanger

⊕ **General Membership Meeting**

November 24, 2015 @ 7pm
Location: T-Craft Hanger

Bill McGlynn will present his safety seminar at the General Membership meeting 10-27-15. Bill will present his advanced weather class Nov. 17th, at 7:00 p.m.

A friendly reminder; Accounts are due and payable on the 10th of each month.

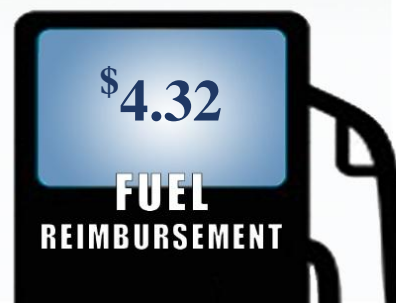
Membership Status

80
 MEMBERS

Sponsor a
New Member
& Recieve
1 Hour
Flight Credit
(C152)

**WELCOME
NEW MEMBERS!**

Jay Gooden



“For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have seen and there you will long to return”

Leonardo da Vinci

Bill McGlynn

Member Bill McGlynn will present his weather 101 safety seminar at the General Membership meeting October 27-15. Bill will present his advanced weather class Tuesday, November 17th, at 7:00 p.m. If you have never attended one of Bill's weather presentations I encourage you to attend both of the presentations. Bill raises the bar on predicting weather. I have attended several of his presentations and before I make a long cross country trip, I utilized the models he presents. I think you will find his.

presentations most informative, relevant and extremely helpful. The November 17 class will be a follow on to the class Bill will be doing at our membership meeting this month. At the November class, Bill will be covering more advanced weather topics. After you listen to Bill you may have more confidence in his weather predicting abilities than in the news channel weathermen.

A note from Jim Hudson about 64R

I saw we are doing the 100 hour on 64R and thought I would comment. I went up with Len Erickson yesterday for Back County training. We took off with full tanks, 92% of gross weight. It was fairly warm 70° at Stanley, Sulphur Creek and Indian Creek. She ran strong. We were getting 500-600 feet per minute climb at 7500 feet and taking off in what seemed to me at nearly C182 performance. We flew 3.9 hours on 24 gallons. That is 6.15 GPH. Great performing bird.

Jim Hudson What would you do if the big fan stops? continued

Given the situation, the pilot made a decision to go for the freeway instead of the airport, and fortunately no one was injured. There will probably be lots of debate as to what happened and if he made the right decision, but the important thing is that no one was hurt.

What would you do in a take-off situation? What is your abort plan? In cruise flight could you find a survivable place to land, and would you go through the mental checklist to make sure you did everything possible to correct the problem. In approaching to land do you maintain an altitude and distance from the airport so that you could always make the field if your engine quit. Can you make a dead stick landing to the desired touchdown place you're chosen?

Emergency procedures and maneuvers should be practiced from time to time, hopefully more frequently than your bi-annual flight review. The last place you want to be is in an actual emergency trying to remember what to do.

There are numerous articles on the subject in magazines, publications, and several safety articles that I've and other members have written for the newsletter on emergency situations and related subjects.

I really encourage you to review these articles and always keep the possibility of losing an engine in the forefront of your planning and flight execution.

- August 2007: Emergency Procedures – Review of what to do when things go wrong.
- February 2009: What is Your Abort Plan – what to do if your engine fails.
- December 2009: Engine Failure on take-off from Nampa – (Bill McGlynn). Specific advice for areas to land off each runway around KMAN.

Safety article continued below.

SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

N1227G

\$50 / Hour



27G is still grounded. The mechanic indicated that the wing would be on this week. Hopefully she will be ready to fly by the end of the month.

N67375

\$55 / Hour



375 had some issues with its electronic ignition. Most of the bugs seem to have been worked out and it is plugging away.

N4464R

\$75 / Hour



64R had its 100 hour inspection completed Friday October 9 and also had the 500 hour magneto inspection done.

N13686

\$77 / Hour



686 is performing well after having the oil cooler replaced. After the wash and wax job she is a really nice looking IFR training bird.

N1891X

\$111 / Hour



91X may not be blessed with a GPS but she is a really stable flying platform. One of the best back country aircraft we have.

N9989E

\$114 / Hour



New keys have been made for 89E. The original keys were lost. The pilot's door window arm lever had a broken spring. A new spring has been installed. The ELT has been registered.

N7593S

\$114 / Hour



93S will be having an avionics upgrade. The Garmin 430 quit working, will be removed and will be rebuilt into a WAAS certified 430. That will cut the cost of ADS-B compliance by nearly 50%.375

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

Monthly Membership Dues \$70

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.



FLOWN PILOTS FLOWN PLANES BILLED PLANES

Top 3 Most Flown Pilots

1. Preston Rufe 13.0 hrs
2. Kevin Harvey 12.4 hrs
3. Lyn Buchanan 10.8 hrs

Top 3 Most Flown Planes

1. N13686 40.1 hrs
2. N67375 31.6 hrs
3. N9989E 30.2 hrs

Top 3 Billed Aircraft

1. N9989E \$3443
2. N13686 \$3080
3. N1891X \$2575

OCTOBER 2015

COMPLETED BFR'S

ACCOMPLISHMENTS

High Performance Upgrade:

Andrew Hansen

BFR's

Bill Chapman

Back country Level I

Len Erickson

Pattern Panic

By Ken Reed

Ken Kaae's article in last month's newsletter immediately brought to mind two personal high-anxiety incidents at the Nampa airport from a year or two ago. They shed some light on similarities, and differences, between the Nampa and Caldwell airports which unfortunately can lead to confusion for the uninformed. That confusion has the potential for deadly consequences.

In the first case, 686 and I were headed for the runup area for runway 29, taxiing along, as they say, "fat, dumb, and happy" parallel to runway 11. It was a beautiful clear, sunny morning. A nice-looking Columbia announced his impending departure on two-niner and began taxiing to the threshold. His was the only voice I had heard on the frequency for at least a couple of minutes, and no one was in the pattern. So imagine my surprise when just a second or two later a low-wing aircraft of indeterminate manufacture materialized overhead and just to my left, coming from behind me and hooking a hard, short downwind to final right-hand turn for runway 29. My brain re-engaged only a few seconds later, and I keyed the mic and stuttered out a warning to the Columbia (who had just pushed up the power and begun his take-off roll) of the imminent collision. The Columbia pilot immediately, and with enviable coolness, acknowledged my warning, and quickly exited the runway at the first ramp, which, as you know, is mercifully close to the threshold for 29. We then both stared in amazement as the intruding aircraft touched down where the Columbia had been just moments earlier and rolled out well down the runway before exiting nearly at the west end. He appeared to be making power, and he still made no calls on the Common Traffic Advisory Frequency. No, I didn't get a tail number.

Before analyzing this incident, let's look at another of similar nature in different circumstances. I'd been working the pattern for a while, and was on my last landing for the day. There were other aircraft in the pattern at both Caldwell and Nampa, and the CTAF was busy, but not prohibitively so. I had heard a couple calls from Caldwell that were not fully intelligible, from what seemed to be a student pilot doing solo practice in the pattern. His accent suggested Indian or Pakistani origins, and poor familiarity with English. As I was turning final for 29, I realized this student pilot was announcing an entry to "right downwind for runway 29, Nampa." I quickly called the "pilot on downwind for 29" (I hadn't been able to make out his call sign) and advised him that he needed to break off and set up on a left downwind for 29, since he was flying against traffic.

The pilot did not acknowledge my warning, and I was concentrating on landing (in spite of appearances, I *do* concentrate on my landings), so I didn't look for him. As I touched down he made another call, something about right downwind-base-something, and as I rolled off the runway at Alpha 4 I saw him at the east end of a right downwind for 29. I again called him with an urgent warning to break left out of the pattern--no reply. So I made a general announcement on the CTAF that there was a plane in the pattern flying a reverse downwind and base for 29, and all traffic should remain clear until he landed. Fortunately no one was close to the approach end of 29, and after a fairly decent touch-and-go, the interloper was gone, headed back to Caldwell.

Although it's hard to say for sure, it's likely that the proximity of the Caldwell and Nampa airports, with similarly aligned runways, *but with different procedures*, caused the problem in both cases. If you're new to the Nampa/Caldwell and yes, Parma airports area, it would be a good idea to spend some time reviewing the Airport Facility Directory to get familiar with the pattern directives at each airport. Nampa Airport has runways 11 and 29, with left traffic for both. Caldwell has almost the same runway headings, with runways 12 and 30, but with left traffic for 12 and right traffic for 30. Parma mirrors Caldwell, with runways 12 and 30, but with left traffic for 30 and right traffic for 12. Confused yet? It seems likely that the two incidents described above resulted, at least in part, from confusion or ignorance of Nampa/Caldwell traffic patterns on the part of the pilot.

Apart from making sure that you understand the local airport traffic patterns yourself, it would be a good idea to incorporate a few additional safety measures into your routine when in the pattern to make sure that you don't find yourself a collision statistic. You have likely noticed that the checklists for the club aircraft reference a "clearing circle" to check traffic just before takeoff. Don't neglect this step, and don't focus your lookout strictly on where the traffic *should* be, but also where it should *not* be. If a pilot flies to Nampa from his/her base at Caldwell, there is a chance they might confuse traffic patterns and set up a right downwind for runway 29. Look for them there as well as traffic in the correct pattern. The same applies when you make your own

initial approach to the pattern before landing. Try to scan the entire pattern for traffic that may not be where it is supposed to be, as well as listening for radio calls that might indicate someone is confused or ignorant about local pattern procedures.

In addition, it's not a bad idea to spend some time yourself in the pattern for each of these potentially problematic airports. A circuit from Nampa to Caldwell to Parma and back can be instructive, and helpful in eliminating careless assumptions and confusing radio calls. I believe I managed to successfully incorporate three mistakes in a single position call during my last visit to Caldwell, a performance that I'm sure few of you could match. So I'm not pointing fingers at anyone's radio technique--just saying that practice can't hurt any of us.

So as the days shorten and weather conditions may have increased impact on visibility, be extra vigilant in announcing your position and being aware of any nearby traffic, whether in expected places or not. And if you want more to worry about in these autumn months, take a look at "Fright Flight," a story posted in October 2012 under "News" on the T-Craft website, or linked in the October 2012 club newsletter in the archives. (Sheesh, talk about a shameless plug!)

Prop Blast from DOM

JAMES EYRE

T'is the season to once again remind everyone about the "cold temp" care of the engines that drive our wonderful aircraft. If what you are about to read seems familiar, well, it is. Much of what I've said before is still true today.

Please take a few moments to read (again if have already) the **COLD WEATHER OPERATIONS** article found on our web site index.

Winter flying can be a lot of fun & provide pleasant flying memories. Cold dense air boosts engine power, aids wing lift, & is often stable & smooth (good time to take significant other flying). After a winter front passes we can get some great visibilities. Winter flying can be an anticipated adventure or it can be a struggle. Like humans airplanes aren't particularly fond of cold temps & require a bit of extra preparation to get going. Taking the time to prepare yourself & aircraft will increase safety & comfort. We are very fortunate to have a hanger to keep our aircraft out of the harsh elements however it can still get quite chilly inside the hanger.

If you are not familiar with our winter engine pre-heat operation and/or have questions please ask. We use two (2) electric cords per aircraft plus a small floor heater with dryer vent tubing attached to foam pads. The foam pads fit into air intake openings in nose cowling. One electric cord attaches to a plug found near the oil dip stick. This plug is on a line coming from the oil sump pan heater. 64R has plug located in left nose cowling. The other electric cord plugs into the floor heater. To reduce the possibility of fumes getting to the heater please keep the heater on a chair. A blanket is available to place over upper cowling keeping the warmth in while you do your usual thorough preflight. When you are ready to go experience a fun, safe flight PLEASE UNPLUG the heater. No reason to keep it running while the plane is gone. With power cords strung across hanger floor please step with caution and inform your passengers to tread cautiously while in the hanger.

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, & to aid in better fuel vaporization. Good preheat will make the battery's life easier. Battery output is diminished severely in cold weather. At freezing temps the battery will only crank about half as long as it would at 70F. The contracted metal of a cold engine makes for increased resistance the battery must

overcome, causing it to discharge more amperes & straining the starter. **Do Not Attempt a start with a low battery.** This will only compound the situation. Notify maintenance to get battery charged up to capacity.

Even with our pre-heating arrangements the engine block requires a bit of time to reach operating temp. Please allow for the needle to come off the bottom and approach the green before putting power to her. The engine will bless you with long life and continued safe flying.

When you arrive at our hanger plug in oil pan heater and floor heater to start taking chill off engine. Usually it takes 30 minutes or so to do a “good” preflight so this time should allow for some heating. BTW if you want to place your bode in a warm cabin you could “carefully” place a heater inside plane to take the chill off. Your paxs will appreciate your kindness as will the instruments.

With persistence & 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 & washes off existing oil film on cylinder walls & may cause a carburetor fire (could provide a great time to exercise your emergency egress procedure). As the engine warms up moisture from engine & oil vaporizes & is vented overboard through the breather tube. This tube may freeze shut causing the engine’s internal pressures to increase until the crankcase oil seal is pushed out of position resulting in the speedy exit of engine oil as it flows aft over the cowling & windshield. Continental Engines (182) are particularly susceptible to have these tubes freeze. The tube exits engine case a few inches aft of prop flange & routed rearward along top of engine. This routing exposes the tube to cold air coming through the cowling. A hole located up from the exit end of the breather tube should be checked for blockage (especially if aircraft has taxied through snow or icy slush) as it provides engine venting if the end of tube ices over & is blocked.

Any water in the fuel system can cause excitement you may not desire especially when OATs get near freezing. During your excellent preflight do the Cessna Wing Rock and be sure to check fuel drains & sump. Fuel selectors can freeze in position so move the selector thru all positions just remember to place in 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 engine oil warms up the rpm can be slowly increased. **Please Allow Plenty of Time For The Engine To Warm Up!** Hydraulic lifters, which adjust the valve lash to compensate for engine expansion during warm up & operation, are dependent on oil to work correctly. We use Phillips XC 20W-50 which allows oil to circulate easier throughout the engine after start.

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

Just like all of us, aircraft engines are sensitive creatures. Reduce power gradually especially in cold weather. Just because the air is cold & dense doesn’t mean you shouldn’t lean. The scavenging agents in avgas require some heat, usually around 1,200 degrees F., to keep lead from depositing in the combustion chamber & on the plugs.

If landing & taxing through snow/slush minimize brake usage (should do so year round). Warm brakes will melt any frozen material upon stopping then refreeze locking plane in position (could ruin your entire day). This is especially bad situation if parking outside for extended time (MYL?).

It is the responsibility of all T-Craft members to care and operate our aircraft in a responsible and safe manner. Please remember aircraft engine temps need to come off the bottom and indicate an upward movement **BEFORE** doing a power run up. Best to have it touching the “green”. Winter flying is going to cost you

additional time on the Hobbs (especially so if you don't preheat!). Learn to live with it. Be kind to your engine and it will provide you with many hours of safe flights!

Winter flying requires the correct mental attitude, a commitment to pay extra attention to the care & maintenance of aircraft, & a willingness to wait out suspicious weather. These are minor inconveniences compared to the payoff

Be sure to attend the General Meeting 10/27 to get the latest from our own weather guru Bill McGlynn.

Have fun, be safe, pay attention to the little things, take care of your aircraft, and please don't do anything foolish (or stupid).

Jim Hudson safety article, continued;
What would you do if the big fan stops?

- July 2010: Dead Stick Landings – Benefit of practicing “simulated” engine out landings, and how to do them.
- May 2011: System and Equipment Malfunctions
- June 2011: Leaning Practice / Procedures – Get the best fuel burn and engine performance.
- March 2012: The Impossible Turn – How to practice it.
- November 2012: Carb Heat – When to use it
- December 2012: What's your abort plan – Another take.
- February 2013: Emergency Procedures- Think this stuff through

Engine failures due to mechanical issues are extremely rare; however, knowing as much as possible about the engine may help you solve an in flight situation should it arise. The following Air Safety Article is very good on understanding the basics of engine operation. http://www.t-craft.org/Reference/Engine_Op.pdf

We should always be prepared for the unlikely event of engine failures or mechanical problems: or more likely it is pilot error of fuel, or system mismanagement, and resultant loss of engine.

Are you prepared to stay cool, or start sweating?

As Always,
Have Fun, Fly Safe, Fly Smart, and don't do anything Stupid.

Jim Hudson
Safety/Membership Director
T-Craft Aero Club

Calendar of Events:

9/27/2015 General Membership Meeting - Safety Presentation / Bill McGlynn - Weather 101

11/10/2015 - Board Meeting

11/17/2015 - Bill McGlynn's Advanced WX class. Recommend that you've taken one of Bill's previous weather classes.

11/24/2015 - General Membership Meeting - Safety Meeting TBD

Remember: Accounts are due on the 10th of the month.

Please submit your articles for next months news letter. Email to 1berto@cableone.net







