



# T-CRAFT AERO CLUB

## SEPTEMBER 2013 Newsletter

VOLUME 10, ISSUE 9

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### SCHEDULED EVENTS

#### SEPT/OCTOBER

S	M	T	W	T	F	S
22	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	28	29	30	31		

#### ➤ General Membership Meeting

September 24, 2013 @ 7pm  
Location: EAA/CAP Facility

#### ➤ Plane Wash & Pizza Feed

October 2, 2013 @ 4pm  
Location: T-Craft Hanger

#### ➤ T-Craft Board Meeting

October 8, 2013 @ 7pm  
Location: T-Craft Hanger

#### ➤ Safety Meeting

*Topic TBD.*

October 17, 2013 @ 7pm  
Location: T-Craft Hanger

#### ➤ General Membership Meeting

October 29, 2013 @ 7pm  
Location: EAA/CAP Facility

### FUEL REIMBURSEMENT

\$5.47



## HUMAN FACTORS

### *Why Smart Pilots Do Stupid Things* by Jim Hudson

Approximately 80 % of all accidents can be attributed to “human error”. It takes many forms, including **A**ttitudes, **C**omplacency, **I**gnorance, **D**istractions, and poor decision making. As you may recall from the March Newsletter the mnemonic **A.C.I.D.** represents something bad, which may help in awareness with some of these factors.

This article will focus on our physical well-being, Illness, Fatigue and Stress as casual factors.

It’s natural to have good days and bad days. Some days we feel like we can do wrong and everything is in sync. Other days, nothing seems to go right, as the Bronco’s experienced in the Washington game a few weeks ago. Greg Herbert uses a simple technique in his pre-flight check list. After doing his pre-flight by rote, he will review the items on the written check list. If there are more than two items he missed, it sends up a warning flag that maybe he shouldn’t fly.



Similarly to doing the physical checklist of the aircraft, we should do a preflight of our physical and mental condition. One tool for this is the **I.A.M.S.A.F.E.** (Illness, **M**edication, **S**tress, **A**lcohol, **F**atigue, **E**ating) checklist. This is contained in the **PAVE** checklist which can be found on the Index page of our website or <http://www.t-craft.org/PAVE.pdf>. If there are any items on this checklist that raise a concern, maybe we should consider not flying at that time.

Article Continued on Page 3

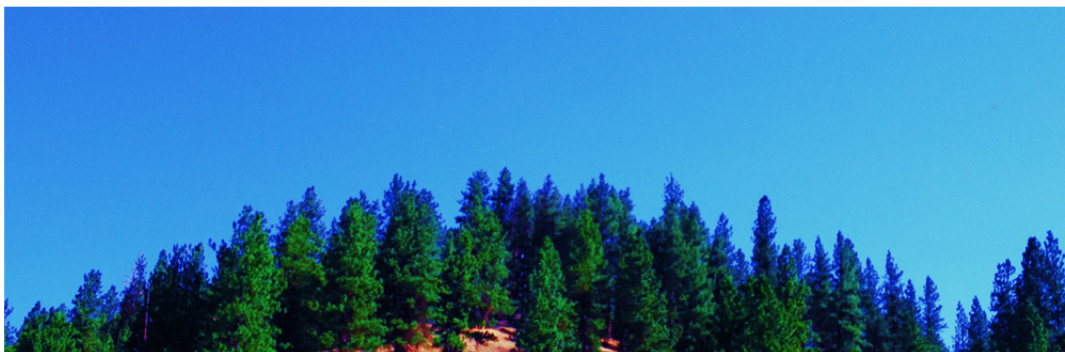
## **"TURBULENCE " by Reggie Sellers**

### ***Even a Calm Day can become an Unforgettable Experience!***

I've had a couple unexpected and unwanted flying lessons since learning how to fly that have taught me a great deal and which I likely won't forget. Both of these experiences occurred without the threat or presence of any meteorological activity whatsoever. I have experienced some nasty turbulence prior to these two experiences. I even hit my head on the ceiling of a C-172 before but never like this.

The first was in September of 2008. I had been on a fairly long, two day flight that went from Nampa to Idaho Falls where I landed and picked up three friends and then proceeded to Felts field in Spokane Washington via Missoula, MT. It was a wonderful flight through the canyons and around towering mountains. We attended a Snowmobile Movie Premier in Spokane where we stayed the night and then got up early the next morning for the return flight home. The flight from Spokane was fairly uneventful until the last 10 minutes of my return leg to KMAN.

I was just passing the Prison south of Boise when I must have flown into a dust devil or micro-burst or something like one. The left wing of N1891X, suddenly rose to over a 70 degree bank and I dropped several hundred feet. Then the right wing did the same thing and I dropped another several hundred feet. When I hit bottom I then encountered a 2000+ fpm elevator that lasted a few seconds. When the first wing raised I throttled back and tried to keep the wings level



and the nose down. I remember wondering how in the world would I be able to land in Nampa with this massive turbulence and more importantly, how were the wings staying attached. I remembered hearing my instructor's voice saying, "just fly the airplane" and I did just that keeping as calm as possible. I was pleasantly surprised that I didn't panic.



***"The left wing of N1891X, suddenly rose to over a 70 degree bank and I dropped several hundred feet. Then the right wing did the same thing and I dropped another several hundred feet."***

As suddenly as the turbulence started it subsided and I flew on to Nampa without further incident. I was grateful to be on the ground and that I had been alone. Dealing with screaming and crying passengers and that crazy



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turbulence at the same time would not have been much fun.

The second experience was in August of 2013 on a night flight in N67375 over the Nampa/Caldwell area. I was alone, which I am grateful for as my passengers would have never forgiven me. The night was clear and winds were calm without any threat of pending fronts or storms. I made two full stop landings and then thought I might fly by the practice area and then go to Caldwell and land before returning to Nampa.

I was at 5000 flying near the north edge of Lake Lowell when all of a sudden the little bird's left wing went up to an almost 90 degree bank and the plane dropped then hit bottom rose abruptly and then the right wing rose to about 80 degrees and the

plane dropped again. I chopped the throttle when the left wing rose, fought to keep the wings level and nosed over to keep from stalling.

***Article Continued on Page 3***

*“Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.”*



## HUMAN FACTOR by Jim Hudson -Continued

A more in-depth coverage of the PAVE checklist can be found in Chapter 3 of the FAA Risk Management Handbook publication found at:

[http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/FAA-H-8083-2.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/FAA-H-8083-2.pdf)

Being in top physical and mental shape involves many factors, including diet, exercise, proper hydration, sleep, and stress. What’s most important? In a recent CFI refresher course I took, there was a 4 minute video titled “The 23 1/2 hour Solution” that answers the question, at least in the opinion of the author.

<https://www.youtube.com/watch?v=ZEzimW-b9Ik> . A longer, more in-depth 9 minute versions of this is at: <https://www.youtube.com/watch?v=aUalnS6HIGo>

Fatigue and Stress. These are hard factors to self-assess. We may not realize the effect until we get in a critical

situation, like an engine failure, inadvertently getting into IMC, or other situations in which we need our full mental capabilities. Or it could result in a bad decision like forgetting to put our landing gear down, get-home-it is and running out of fuel, or other mental errors. It’s very hard to admit our weaknesses and cancel a flight. But if we judge poorly, the consequences could be severe. The following video by the Air Safety Institute takes a sobering look at one pilot’s tragedy and the lessons all of us can take from it.

No Greater Burden:

<https://www.youtube.com/watch?v=lcNiLVuw7as#t=1896>

There are several stress assessment tools for self-evaluation listed on this web site:

<http://www.healtheducation.uci.edu/stress/stressinventory.aspx>.

One simple one is the Holms and Rahe Life Events Questionnaire:

[http://www.mindtools.com/pages/article/newTCS\\_82.htm](http://www.mindtools.com/pages/article/newTCS_82.htm)

Hopefully a review, awareness, and self-assessment of the health related elements above will help strengthen the link in the safety chain most prone to failure, the human element.

***Fly Smart, Fly Safe, Have Fun, and – Don’t do anything Stupid!***  
**Jim Hudson, Safety – Membership Director**

## 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>

## “TURBULENCE ” by Reggie Sellers -Continued

Wow, I thought, what in the world just happened. The horizon was black with just a few farm lights so I was grateful for functioning instruments. I was also very grateful nobody was with me and remembered thinking that I was happy that I was going to die doing something I love. I thought a large plane or helicopter had flown over and was thinking possible collision. I lost about 1000 feet in mere seconds and then the turbulence lessened but didn’t go completely away so I leveled off, brought some throttle back in and made a very cautious, wide turn back to KMAN at 1500 AGL.

I tuned in to Nampa automated weather and found that winds had gone from calm to 8 kts at 300 so I must have flown into some sort of wind shear as the winds picked up (winds were calm when I left). I returned to Nampa and landed on 29.

Both incidences were a little puzzling. I am sure many of you have had similar experiences. I have heard of pilots flying too close to weather and encountering turbulence but in both of these cases there wasn’t any threat of weather...just changing winds. I am thankful for instructors and flying friends that have shared their flying experiences with me and very grateful that I was able to remain calm until the turbulence subsided.

# IN THE KNOW

## 90 DAY ATTENDANCE:

In reviewing member attendance, several are past the 90 day attendance, or will be by the end of this month. I'm a little lenient during the summer months on enforcing this policy due to summer activities and reduction of meetings. I will be resuming my duties in enforcing this policy as we move into more regular meetings. Please addend one of the functions to avoid enforcement of this policy, which will be suspension of flying and scheduling privileges. If you have any questions as to your attendance status, or have circumstances preventing you from meeting this obligation, please let me know. Jim Hudson

## WEB PAGE UPDATES:

Updates include the incorporation of our new logo on the home page.

The Weight and Balance program has been updated to reflect new fuel costs in the trip planning section and N67375 has been updated to reflect 2.2 pounds (new radio) added to empty weight. The excel program can be downloaded from the site index page.

Also an index to the safety articles going back to 2007 is now on the Newsletter page. Click on this link "Index of monthly Safety Articles" for a list of safety articles that have been written over the past several years. I even go back and review what I've written myself.

## News Letter Contributions

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

## SQUAWKS/RATES

*Always check current squawks on Schedule Master and Hangar Wall*

### Monthly Dues \$131.00 + Tax



**N67375:**

**\$61.00 per Hour**



**N13686:**

**\$86.00 per Hour**

High temp....Oil Filter Adapter and other components replaced.



**N4464R:**

**\$84.00 per Hour**

100 hrs from engine TBO, getting estimates on engines now. ELT went off without actuation, rebuilt.



**N1891X:**

**\$125.00 per Hour**



**N9989E:**

**\$128.00 per Hour**

100hr, replaced right brakes. Magnetos due for inspection, completed. Silicon sealed rear window. Static system cert. Comm. radios, switched the antenna coaxial cables, might be the antennas if problem follows.



**N7593S:**

**\$128.00 per Hour**

Report of heavier oil usage, still have warrantee on this engine.

## 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.

## NEW CERTIFICATION:

Congratulations to **KEVIN BENTLEY** on earning his private pilot certificate this month. Kevin Joined in April and wasted no time earning his wings.



## MEMBERSHIP STATUS:

**69**  
Members

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