



T-CRAFT AERO CLUB

NOVEMBER 2013 Newsletter

VOLUME 10, ISSUE 11

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The Snake Near Swan Falls Dam
During a Discovery Flight,
November 2013
Photo By: Sue Anderson

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

SCHEDULED EVENTS

NOVEMBER/DECEMBER

S	M	T	W	T	F	S
24	25	26	27		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		26	27	28

➤ General Membership Meeting

November 26, 2013 @ 7pm
Location: EAA/CAP Facility

➤ *Happy Thanksgiving!*

November 26, 2013

➤ T-Craft Board Meeting

December 10, 2013 @ 7pm
Location: T-Craft Hanger

➤ Safety Meeting

Winter Survival, Reggie Sellers & Ken Kaae
December 12, 2013 @ 7pm
Location: T-Craft Hanger

➤ *Merry Christmas!*

December 25, 2013

FUEL REIMBURSEMENT

\$5.47



MARGINAL VFR SPELLS MARGINAL SAFETY *by Jim Hudson* *Low Ceilings And Visibility Spell Marginal Safety*

It's that time of the year again, when we get into rapidly changing weather which results in less than ideal conditions. In the January 2013 newsletter I discussed the VFR minimums for KMAN, and the use of SVFR (special VFR). I encourage you to review that article.

In this article I don't want to get nit-picky about the absolute legal minimum conditions one can fly in, but rather what are safe and reasonable conditions. As one would expect, safe and reasonable for one person, may seem hazardous and insane for another. As in driving in winter conditions, I'm much more comfortable driving in snow than my wife who hates it. Experience comes into play, and everyone has a different comfort level of risk. It's somewhat the same with flying, the more unfavorable conditions you've flown in, the more you know what to expect and what to avoid. The problem in flying is, you just can't pull off the side of the road when conditions worsen and you find yourself in over your head. Regardless of a pilot's experience, certificates, and ratings, or the aircraft, some weather should be avoided, especially for a pilot without an instrument rating. I think marginal VFR weather falls in that category most of the time of being unsafe for you and your passengers.



Marginal VFR is a sub-category of VFR conditions and used by various weather products to depict visibility and/or ceilings (usually by color coding) at airports and locations with reporting stations. These are not to be confused with Air Space regulations FAR 91.155 for Basic VFR minimums of at least 3 mile visibility and/or 1,000' ceilings.

Article Continued on Next Page

MARGINAL VFR SPELLS MARGINAL SAFETY by Jim Hudson = Continued

AC-00-45G – Aviation Circular on Aviation Weather Services, published by NOAA and the FAA, lists the following definitions:

The link to this publication:

http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/215166

Category	Ceiling		Visibility
Low Instrument Flight Rules LIFR * (magenta sky symbol)	below 500 feet AGL	and/or	less than 1 mile
Instrument Flight Rules IFR (red sky symbol)	500 to below 1,000 feet AGL	and/or	1 mile to less than 3 miles
Marginal Visual Flight Rules MVFR (blue sky symbol)	1,000 to 3,000 feet AGL	and/or	3 to 5 miles
Visual Flight Rules VFR ⁺ (green sky symbol)	greater than 3,000 feet AGL	and	greater than 5 miles

* By definition, IFR is ceiling less than 1,000 feet AGL and/or visibility less than 3 miles while LIFR is a sub-category of IFR.

⁺By definition, VFR is ceiling greater than or equal to 3,000 feet AGL and visibility greater than or equal to 5 miles while MVFR is a sub-category of VFR.

There are a few exceptions where flying locally with an airport in sight is OK in MVFR conditions, and can be a learning experience. I welcome MVFR as a CFI to take my student up locally to experience what it's like, and hopefully make an impression that it's not real fun to fly in. This helps in understanding and respecting limitations, and also a respect for weather not conducive to safe flight. It's hard to judge what represents 3 mi visibility, or how far you are away from clouds. If ASOS is reporting such and such visibility and ceilings, one can go up and relate to what it's like to have some reference point in those conditions. The other observation is how fast things can change when a system is going through. I've seen it go from MVFR to IFR within one loop in the pattern.

When marginal weather prevails in an area, some pilots are tempted to fly above it. The weather is better above the clouds than below, but the problem is making a VFR descent at the destination. A preflight forecast may indicate that the destination's weather will be VFR, but if the forecast is inaccurate and/or conditions change, the pilot may be forced to divert - or attempt a dangerous descent through the clouds to marginal VFR conditions below.



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"T-Craft Aero Club"

The following are some YouTube video's and AOPA Accident case studies that will give you something to think about.

- Marginal VFR conditions – You may want to fast forward this one until the guy is in the air.
<http://www.youtube.com/watch?v=4lcxJb76CU>
- Departing in VFR, return in MVFR
<http://www.youtube.com/watch?v=tWtqtoewWPo>
- AOPA Case Studies: Trapped on top
<http://flash.aopa.org/asf/pilotstories/trappedontop/trappedontop.cfm>
- In Too Deep
http://www.aopa.org/asf/acs/acs_intoodeep/index.html

You may fool weather gods some of the time, but you won't fool all of them all of the time.

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

Jim Hudson
Safety/Membership Director

THANKS!

A special "Thank You" goes out to **BILL MCGLYNN** for teaching the Weather Class on November 13th **Very Informative!**



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. Call 208.630.3065.

IN THE KNOW

FROM THE BOARD:

Website Updates:

Revised versions of on-line POH for C152, and C182's. Weight and Balance program updated.

C182 Fuel Tanks:

It has come to my attention that all of the C182 fuel tank capacities and useable fuel quantities are the same. Fuel Capacity is 80 gallons, 75 gallons useable. AD 75-16-01, dated 7/30/1975 was issued correcting the capacity of fuel tanks manufactured after June 1, 1973. This AD required re-labeling fuel tank capacities to 40 gallons each, and fuel selector placard to 75 gallons useable for both tank position, and 37 gallons each tank. All of our birds have had these changes for sometime, however the POH in 91X was not updated to reflect this change. The POH's in the planes have been marked up to indicate the correct quantities, so please make note in your personal copies. The dip sticks, which were different have been replaced with all of the same, however our fuel sticks indicate useable of 39 gal/tank. There are no 37 gallon fuel sticks, so a note has been placed to subtract 2 gallons from the indicated reading on each fuel stick. The weight & balance program has been updated, as well as the pdf versions of the POH's on our web page to reflect this change.

- Jim Hudson, Safety/Membership Director

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hangar Wall

Monthly Dues \$70.00



N67375: \$61.00 per Hour

During recent 100 hour, oil sump heater installed. Brake linings replaced.



N13686: \$86.00 per Hour

Cessna Secondary Seat Stop installed (pilot side only). Cessna will cover cost of parts & labor after paper work is completed and approved. This is a great safety device. All our birds will get this installation as parts become available.



N4464R: \$84.00 per Hour

Engine (10 hrs to TBO) still running strong. Replacement planned for late January or early February. Please plan your schedules accordingly.



N1891X: \$125.00 per Hour

Will ground her starting December 1 for winter down time (saves us insurance and having her just sit). This mothball time will continue depending on circumstances down the road. Will move her to North side to switch with 686 for winter



N9989E: \$128.00 per Hour

Doing ok.



N7593S: \$128.00 per Hour

HSI squawk continues to be pursued. #2 Radio, NARCO MK12D, gone where old radios go when go longer alive. Replacement being worked.

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 windscreen in front of the dashboard with headsets etc.
- Never clean the windows using a circular wiping motion. Always vertical straight strokes.

WELCOME!

Welcome New Member: **Houston Head & Richard Peck**. Houston & Richard will be working on his private pilot certificate.

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

MEMBERSHIP STATUS:

67

Members

Congratulations!

PAUL CAINKAR

Earned his Private Pilot Certificate last month.

HOUSTON HEAD

SOLOED 11/18/2013



ALASKA TRIP - ALASKA! by Ben Brandt

Installment 3 of 3

Alaska!

Upon arriving in Alaska it was time for 48T to get fresh oil and a tire change! For the trip to Alaska we had 26" Goodyear tires on the mains and the standard tail wheel. Now it was time to install the 35" Alaska Bushwheels with the BabyBush tail wheel. The installation kit sent with the wheels had everything we needed minus the tools to complete the installation. In less than two hours we had the wheels mounted and were ready for a trip around the patch. 48T flew well with the new tires. Balance seemed perfect and the picture out the front windscreen changed little, the only added difficulty was getting in! We were ready to continue the adventure!

After a few hours sleep we were once again in the air headed to search the rivers for the telltale signs of Silvers. Silver Salmon are easily spotted from the air; the dark mass of fish in the water lets you know right where to start fishing. We headed west out of Wolf Lake down the north side of the Cook Inlet inspecting each river as we went. Luckily we had a local to lead us to some of the better fishing spots. As we would soon see he was also a very accomplished Cub pilot. We soon found what we were looking for and there was a road 5 or 6 hundred yards from the spot we wanted to fish.

We quickly landed on the road, grabbed our gear and headed to the fishing hole. However, Brian (our friend and a local Silver Salmon expert) had elected to attempt to land on a river bar adjacent to the fishing hole. Regretfully, I don't have a picture of the landing site Brian selected, but believe me it was worthy of top billing in a Big Rocks and Long Props video. We watched Brian make nearly a dozen passes before his yellow Cub disappeared out of sight. We arrived at the fishing hole to find Brian and his son with one Silver on the bank and another in the process of being landed. His Cub was safely perched on a river bar less than 200 ft in length. I surveyed the approach and was even more impressed to see that he had to drop the airplane in over some willows growing on the cut bank 6 to 8 feet above the sandbar and to top it off there was a root wad marking the "apron" that had to be dodged. I was impressed and glad that I was able to land on the road.



Photo by Ben Brandt

We soon had a limit of Silvers and were headed back to Wolf Lake. Returning to the road where the Cub was parked I realized I would be taking off with a 90 degree 10kt to 12kt crosswind with very little room for error. To top it off there was another aircraft approximately 700 ft down the airstrip/road. We completed our run-up and started our take-off sure to hold plenty of right aileron to control our drift. 48T held centerline perfectly as we lifted from the road 400 feet or so from the other aircraft. What a thrill!

Flying in Alaska was fantastic! Eventually I did land on a river bar (albeit one that afforded me 1000' of white sand runway) and I gained an appreciation for the weather. Over the course of my time flying in Alaska I flew in weather I wouldn't have ever dreamed I would fly in. In each case the trip was led by an experienced pilot who knew where we were going and what ceilings/visibility would allow us to safely reach our destination. There is no substitute for local knowledge!

We were able to fly to and through incredible places. Lake Clark Pass was one of the most incredible places I have had the privilege of flying through. We also enjoyed great hospitality at Port Alsworth and throughout Alaska during our short time there.

Soon I plan once again to head to Alaska. This time maybe weather will permit a coastal route but whatever route we take I can hardly wait to get back and experience our nations General Aviation capital. Alaska!



Photos by Ben Brandt



News Letter Contributions

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