



**T-CRAFT
AERO CLUB**

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APRIL NEWSLETTER

Volume 12, Issue 4

A WORD FROM BILL McGLYNN

Notes and web links from March 31st wx class

Some of what's new about forecasting the weather (wx), are the improvements to the Global Forecast System, (GFS). Effective Jan 16, NOAA has increased the resolution of their forecast grid to 8 square miles, by 64 levels up the atmosphere. The result will be more "tuned" forecasts for smaller areas of geography. This is good for us pilots who would like better wx estimates for mountain passes and backcountry airstrips that don't currently have a TAF. The GFS also extends their 3 hour forecast to 10 days forward, from 8 - meaning we will get forecasts in 3 hour increments out to 10 days, rather than 8 days of 12 hour snapshots. NOAA has also upgraded their algorithms and run them on a faster supercomputer. All this should increase accuracy and allow them to offer even more products in the future. We will be on the lookout.

Based on suggestion from our members, I have broken down the website into three categories - long-range, short-range, and the day before your flight. Long-range means you track wx changes from 16 days to 7 days before your flight. Short-range suggestions will span from 7 days to even hours before launch.

Generally, the way I study the wx for an upcoming flight is to start with the GFS precip models, (<http://mag.ncep.noaa.gov>). When you get to this landing page, choose "Model Guidance", then next page "Namer" and "GFS", then next page, choose the latest model run of the 4 across the top while keeping in mind these models take up to 5 hours to run. Therefore, an 18 UTC model run might not be available until 4 or 5pm our time. Then choose "850_temp_mslp_precip" to start your analysis. This 850mb model predicts primarily precip over 16 days, (don't forget, 850mb is roughly 5000 ft msl). The first 10 days is forecast in 3 hours segments and the next 6 days in 12 hour blocks. Green is precip predicted to fall over an area sometime in a block of 6 hours. This gives you a chance to see if there is going to be rain, (and potentially low clouds & decreased visibilities) across your planned route, but really doesn't help you understand what is bringing the rain. You have to look at another model to see the mesoscale, (wide area), weather systems traversing your route.

Continued on Next Page

**WELCOME
NEW MEMBERS!**

Wyatt Gibson
Sarah Chandler
Andrew Hansen

Greg Graybadger
David Lamoreaux
Randy Nye
Leon Baker



Membership Status

69
MEMBERS

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

NEWSLETTER CONTRIBUTIONS:
Please send your photos & flying stories to brent@papaross.com for inclusion on future issues.

SCHEDULED EVENTS

APRIL/MAY

S	M	T	W	T	F	S
26	24	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

✦ **General Membership Meeting**
Guest Speaker Rich Stowell, 2006 CFI of the Year "Stick and Rudder Flying - an Interactive Discussion"
April 28, 2015 @ 7pm
Location: T-Craft Hanger

✦ **Plane Wash**
May 6, 2015 @ 3pm - 8pm
Location: T-Craft Hanger

✦ **T-Craft Board Meeting**
May 12, 2015 @ 7pm
Location: T-Craft Hanger

✦ **General Membership Meeting**
Last Membership Meeting for the Summer
May 26, 2015 @ 7pm
Location: T-Craft Hanger



“To Most People the SKY is the LIMIT. For those who LOVE Aviation, the SKY is HOME!”

Unanimous

Wx Class Notes - *Continued*

Weather gets pushed around the globe mostly at the 500mb level of the atmosphere, which is roughly 18000 ft msl. To see the GFS predictions of these systems, choose "500_vort_ht" instead of the 850mb model on the last page. As you run through this model you can see low pressure systems moving around North America and the likely source of the precip you see on the 850mb model. Ridges (high pressure), appear as upside down "U's" - troughs, (low pressure) as right-side up "U's". The areas of yellow and brown represent upward vorticity or areas of rising air that can trigger small scale storms and precip, (which would show up as areas of green on the 850mb_temp_mslp_precip model.

Finally I look at the "700_rh_ht" model. This predicts relative humidity (and thus clouds), at approximately 10k ft msl in the atmosphere. There is a scale on the left to help you gauge the level of RH. I have found light green to be equivalent to scattered clouds, and the darker green to be a mostly overcast or completely

overcast. This will also help you gauge winds at 10000 ft and see the lower level highs and lows, (similar to the 500mb charts). Don't forget - the absence of green here doesn't necessarily mean there are no clouds - just no clouds at 10k ft. There could be cloud layers lower or higher, but generally for many places we fly, high RH at 10k ft translates to rain and showers below. I also suggest you look at the "850mb_rh_ht" model. This will give you an indication of winds, and relative humidity, (clouds) at 5000ft.

For those of you who appreciate the "Big Picture", choose NPAC in the model area, then GFS, and "500_vort_ht" on the next page. You will be able to see how these systems transit the North Pacific on their way to Idaho.

In planning for a cross-country trip, I look at (<http://www.wrh.noaa.gov/zoa/cwa.php>).

HERE ARE THE LONG-RANGE LINKS:

<http://mag.ncep.noaa.gov>

Look at the "850_temp_mslp_precip models", as well as the "500mb_vort_ht", and the "700_rh_ht".

THE RECOMMENDED SHORT-RANGE LINKS INCLUDE:

<http://www.usairnet.com/cgi-bin/launch/code.cgi?Submit=Go&sta=KP69&state=ID>

<http://www.nws.noaa.gov/mdl/forecast/graphics/MAV/>

Note that on this site you can choose which model you would like to use - GFS or NAM. I particularly like the "Ceiling Height/Sky Cover" option, and select the "Ceiling Height (cat)" in the drop down menu.

THEN THE DAY BEFORE AND DAY OF YOUR FLIGHT, THESE SITES BECOME HELPFUL:

[http://mag.ncep.noaa.gov/model-guidance-model-parameter.php?group=Model%20Guidance&model=nam-](http://mag.ncep.noaa.gov/model-guidance-model-parameter.php?group=Model%20Guidance&model=nam-hires&area=namer&cycle=20150331%2018%20UTC¶m=sim_reflectivity&fourpan=no&imageSize=&ps=model)

[hires&area=namer&cycle=20150331%2018%20UTC¶m=sim_reflectivity&fourpan=no&imageSize=&ps=model](http://mag.ncep.noaa.gov/model-guidance-model-parameter.php?group=Model%20Guidance&model=nam-hires&area=namer&cycle=20150331%2018%20UTC¶m=sim_reflectivity&fourpan=no&imageSize=&ps=model)

Choose the "sim-reflectivity" to view the NAM model's prediction of rain. Be careful with this one - I had one bad experience where this underestimated the precip and the GFS 850mb model was right.

<http://skyvector.com>

<http://aviationweather.gov/adds/cv/displaycv>

<http://www.goes.noaa.gov/nhemi.html>

<http://www.aviationweather.gov/satellite/plot?region=lws&type=vis>

<http://www.intellicast.com/National/Radar/Current.aspx?region=default&animate=true>
Actual Radar

<http://www.mccallaviation.com/webcams.html> Idaho Webcams from McCall Aviation

Bill

**DON'T MISS THE EVENTS
COMING UP IN JUNE!**

GARDEN VALLEY FLY-IN!
June 12th & 13th, 2015



3rd Annual **FOOD, FORUM & FLIGHT SAFETY PROGRAM** **Cascade Airport - Saturday, June 20, 2015**

Free WINGS Seminar: LANDINGS THE GOOD, THE BAD, AND THE UGLY

How come everyone sees it when you make a bad landing, but no one is around to see the good ones? Discuss this paradox as well as elements and techniques you can use to make better landings. Review procedures designed to tighten up the traffic pattern as well. Rich will describe some of the most memorable of his 24,000+ logged landings.

Location: Hangar #30, Cascade Airport (U70), Cascade, ID

Date: Saturday, June 20, 2015 (deadline to sign up for food is Thursday, June 18th)

Agenda: 0930-0945 - Opening Remarks
0945-1030 - FORUM: Landings - The Good, the Bad, and the Ugly
1030-1045 - Break
1045-1110 - FOOD & FLIGHT: Live Landing Demonstrations (WX permitting)
Demonstration pilots: Rich Stowell & Lori MacNichol
1110-1130 - Q & A, Door Prizes

Food: (optional) Subway sandwich and cookie, water or soda. Must pre-register so we can order sufficient food. Suggested donation: \$1.00

Door Prizes: Including 10 gallons of 100LL for one lucky winner!

Check out Bill's WX Presentation, as well as, the Back Country Presentation on the T-Craft Aero Club Website. Go to <http://www.t-craft.org/news.htm>

SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

N1227G
\$55 / Hour



The Champ is now online.

N67375
\$61 / Hour



N4464R
\$83 / Hour



N13686
\$85 / Hour



*Don't Forget
Plane Wash
May 6th
@ T-Craft Hanger
Starts at 3 pm!*

N1891X
\$123 / Hour



N9989E
\$126 / Hour



N7593S
\$126 / Hour



*Monthly
Membership
Dues \$70*



FLOWN PILOTS FLOWN PLANES BILLED PLANES

Top 3 Most Flown Pilots



1. Randy Nye 9.1 hrs
2. Travis Gibson 7.7 hrs
3. Mark Turner 7.1 hrs

Top 3 Most Flown Planes



1. N13686 24.9 hrs
2. N4464R 23.8 hrs
3. N67375 22.4 hrs

Top 3 Most Flown Pilots



1. N13686 \$2117
2. N4464R \$1975
3. N7593S \$1688

APRIL 2015

COMPLETED BFR'S

Daren Barnes
Joe Bejsoveck
Ben Brandt,
Ken Kaae
Kevin Harvey
James Patterson



RECREATIONAL
AVIATION
FOUNDATION

Congratulations to **Bill McGlynn** for becoming the **Director of Development** at the **Recreational Aviation Foundation!**

NEW APP!

**AIRPORT
COURTESY CARS
BY GLENN BRASCH**



Description: This is the most comprehensive list of airport courtesy crew cars available to pilots and crew members nationwide, with over 1000 listings. Find it at the Apple Store or Google Play.

GUEST SPEAKER RICH STOWELL, 2006 CFI OF THE YEAR
"STICK AND RUDDER FLYING - AN INTERACTIVE DISCUSSION"

T-CRAFT
GENERAL MEMBERSHIP
MEETING
APRIL 28, 2015
7:00 PM
@ T-CRAFT HANGER

Rich Stowell
Charter Member, Society of Aviation and Flight Educators