



**T-CRAFT
AERO CLUB**

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SEPTEMBER

Volume 12, Issue 9

NEWSLETTER

Safety Article

Always keep your eyes outside the cockpit and expect the unexpected.

Article Provided By Ken Kaae

Saturday September 19th, around Noon, my wife Gail and I were returning from a fantastic flight to Smiley Creek for brunch. The weather was severe clear and virtually no wind. A great day to be in the sky! So, as all good pilot stories go, "So no S#*t, there I was, on short final to Nampa runway 11. I made a standard pattern entry to downwind for landing 11. I made all the regular radio calls on 122.7. I didn't hear anyone else in the pattern so base to final, here I come. I had a nice stabilized approach, with the speed at about 75 mph. I noticed another 182 in the run up area at the end of 11 and he then moved into position just behind the Hold Line. No problem so far. I then noticed another smaller plane taxiing west bound on the parallel taxiway. As I continued my approach to just starting the flare, Gail exclaimed, in her best, retired teacher playground voice, "do you see that plane?" I responded in my calm Chuck Yeagar test pilot voice (so it seemed to me) "I sure do!" Well, Sky King, in his Bugsmasher 500, had suddenly made a left hand turn onto taxi way right in front of the FBO. Wait, it gets better! How you ask? Skyking continued driving the 'ol Bugsmasher 500 right past the Hold Line, right out in front of me and proceeds to take off, not a single radio call, ever!!! Stall warning just starting to squawk, I have exactly 1.38 milliseconds to make a BIG decision. Complete the landing and hope Sky King gets airborne in time or jam the throttle forward and go

Continued on next page.

WELCOME

NEW MEMBERS!

Scott Marshall
Jason Hull

SCHEDULED EVENTS

SEPTEMBER/OCTOBER

S	M	T	W	T	F	S
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 29, 2015 @ 7pm
Location: T-Craft Hanger
- ✦ **Plane Wash**
October 7, 2015 @ 3pm - 8pm
Location: T-Craft Hanger
- ✦ **T-Craft Board Meeting**
October 13, 2015 @ 7pm
Location: T-Craft Hanger
- ✦ **General Membership Meeting**
October 27, 2015 @ 7pm
Location: T-Craft Hanger



Membership Status

77 (3 Social)

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.



“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

Completed BFR's

Rob Starr
Chris Rood
Paul Cainkar
Jeff Vanhoozer

High Performance Check out:

Lucas Wilhite

Flight Instructor Renewal:

Jim Hudson

Back Country Level I

Brett Sipes
Bert Osborn

REMEMBER THE PLANE WASH. WEDNESDAY OCTOBER 7 STARTING AROUND 3:00 P.M. IF YOU CAN'T MAKE IT RIGHT AT 3, THEN COME AT 4 OR 5. THIS IS A FUN TIME AND A NECESSARY EXERCISE TO KEEP OUR BIRDS FLYING.

for a go around with a backcountry turn to the right and scare the hell out of everyone in the homes to the south of the airport, not to mention Gail and myself. A go around straight ahead would put us on a collision path as he climbed out. Going for the go around is a very bad option, since the 182 isn't exactly a climbing beast configured for landing. Continental makes a great engine, but last I checked, there are no afterburner rings in the exhaust stack. Nope, hang tight with the landing and hope for the best. I pulled the throttle to idle and flared a bit high. My goal was to get the wheels down and flaps up as fast as possible and get slowed down FAST. Well, that sort of worked, as I bounced the landing (on the mains, Jim!) but got planted and slowed down, fast. As I hit, my view of Sky King in his Bugsmasher 500, was as he lifted off into the air. The 182 that was waiting to take off commented, "bet you didn't see that coming" Thank you Captain Understatement!

So you ask, what did I learn from this? Be ready for ANYTHING. I had ASSUMED Sky King in his Bugsmasher 500 was taxiing to take off on 11 and would wait his turn behind the 182. Nope, that sure didn't happen!

Let's examine the transgressions committed:

1. No radio call. No requirement for a radio at an uncontrolled airport, not a good idea though.
2. Mid field take off. Not prohibited, again, not a good idea.

3. The only thing that was actually illegal was pulling out in front of me. Granted, the Cessna 182 is not the same size as a Boeing 747 or Lockheed C5A, but come on, it's not that small! I should have been visible! The FAA is all over Runway Incursions, like a raccoon on a trashcan.

When flying, head on a swivel and keep situational awareness! Airport operations can be exciting! In my 24 years of flying, this was the most idiotic thing I've seen.

Ken Kaae

Thank you Ken for this excellent article. I would request that members send their articles on safety issues, personal experiences or anything they think would be interesting in the T-Craft Newsletter.

Send your Articles to Bert Osborn 1berto@cableone.net

SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

N1227G

\$50 / Hour



N1227G is still missing a wing. We are having a hard time keeping the mechanic on task. She should be flying in the next week or so. Standby for further developments.

N67375

\$55 / Hour



N67375 has had some problems with the electronic ignition. Those issues should be resolved very shortly.

N4464R

\$75 / Hour



In case you hadn't noticed N4464R has been repaired and is back on line. This is one of our favorite little birds. Take her for a flight and you will fall in love with her.

N13686

\$77 / Hour



N13686 has a new oil cooler and tubing. She has a new door latch, a dry vacuum pump and a new attitude indicator. She is as good as new and ready for flight.

N1891X

\$111 / Hour



N1891X is ready to take you on a back country adventure. She is steady, reliable and has not had any problems or squawks lately.

N9989E

\$114 / Hour



N9989E has had the Garmin 430 removed and placed into 93S. She has a strong #2 radio. The door latch has been repaired and she is ready to fly.

N7593S

\$114 / Hour



N7593S has the Garmin 430 from 89E. The original 430 in 93S died and went where ever dead GPS's go to. I suppose that's a garbage dumpster some where.

Get your flying in now. Winter is just around the corner. Fall is a really fun time to be in the air.

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. Bill McGlynn 17.6 hours
2. Preston Rufe 11.7 hours
3. Bert Osborn 11.5 hours

Top 3 Most Flown Planes

1. N13686 53.1 hrs
2. N7593S 48.6 hrs
3. N678375 41.4 hrs

Top 3 Most Flown Pilots

1. N7593WS \$5,335.00
2. N13686 \$4,089.00
3. N9989E \$3,580.00

SEPTEMBER 2015

The September meeting had 50 members and 4 guests. A record turnout

ACCOMPLISHMENTS

Andrew Hansen Level II Membership

An excellent article by everyone's favorite pilot and weather guru

Bill McGlynn

"Smoke IFR"

I recently went on a flying trip with my brother from Auburn, WA to McMinnville to Bend, and then finally from Bend to Nampa on Aug 21, 2012. We left Bend early, 630am in 93S because the forecasters were debating thunderstorms later that day depending upon the "warm cap" that was currently over the Central Oregon area, (see the NWS Discussion website at <http://www.wrh.noaa.gov/zoa/cwa.php>). The "warm cap" meant that warm air had risen but had stopped rising and was now, potentially, preventing air from rising from below, which also means thunderstorms won't get enough upward momentum to materialize - a stable atmosphere. But the "warm cap" also has another effect - it stops the smoke from dissipating in the upper atmosphere. So when my brother and I were no more than 30 miles east of Bend, we ran into a thick layer of stagnant smoke. I could see the ground, but could not see any features forward. Was visibility less than three miles? I would say it was more than 5, but hard to distinguish details in the distance. I got ready for the gauges - training from another experience with smoke.

Many years ago, I was flying my nephew to Missoula after a great family reunion weekend in McCall. August brings warm temps but it also brings smoke. I had some limited visibility enroute to Missoula so chose to follow the Lochsa River up to Lolo Pass and then down the canyon to the north to the Clark Fork and into Missoula at low level from the west over Frenchtown. This worked out well and I had good visibility the entire way. After dropping my nephew off at his house, we went downtown for some lunch with my bother-in-law, and another nephew who was interested in learning to fly, (both were along for the ride), before heading back to the Missoula airport for the return flight to McCall.

With the sun higher in the sky, the smoke took on a new hue. It seemed thicker than when we arrived, but I chalked this up to the angle of the sun. I did my normal check of the plane, called the Missoula tower, and got in line with a few tanker bombers for take-off. I made, what I thought, was a smart request of the tower - "I would like to request a spiral climb over the field through the smoke, so I can stay in your airspace with traffic advisories, before I depart to the southwest". Tower was happy to accommodate with "Cleared as requested - keep your turns within my Class D". "Roger that".

I departed Rwy 29, left downwind and began my climb out of 4000. When I reached 7000, the smoke got noticeably thicker. Sure seemed sensible that the smoke would thin out as I got higher, so what was this? The next thing that happened seriously rocked me. I looked down to see where I was in relation to the airport and it was gone. All around me, all I could see was orange smoke. I had no sense of depth and immediately remembered what Jim Hayden had always taught me - if you find yourself in this position - go to the gauges. I noticed I was in a left turn - the gyro compass was turning faster. I quickly corrected to the right and focused on the artificial horizon - leveling the wings. I wanted out of this, but wasn't sure exactly how to do it. Lower wasn't the right reaction, since as anyone who has been to Missoula knows, it is surrounded by mountains. I decided my best bet was to take a westerly heading down the Clark Fork drainage and climb like crazy. It was everything I could do to stay focused on the instrument cluster - I wanted badly to see the ground or surroundings, but every glance showed no features - just smoke. When I reached 9500 I leveled out, knowing that I was clear of any mountain tops close by and took a southwest course away from Missoula. I started seeing ground features about 5 minutes later - a very long 5 minutes. For all you IFR ticketed guys, this may have been second nature, but for me, it took all my concentration, and I burned a lot of adrenaline that day.

The part that was hardest about that experience was the shock and surprise of it all. There were no low clouds, there was no scud running that maybe starts to prepare you for the challenge.

This snuck right up on me when I wasn't expecting it. I later figured out that there had been a "warm cap" that was trapping this smoke over the Missoula valley and there was a significant fire to the northwest of Missoula. The wind had changed that morning and was slowly dragging the worst of it down over Missoula, but not to the ground. It was building under the cap. As I flew up to the cap, the smoke thickened and I didn't get out of it until I was west of the worst of it.

Keep this in mind as you fly over the next few weeks. Stable atmosphere with low or no chance of thunderstorms may sound like a good omen, but you might find yourself under the cap in surprise IFR! Practice what you would do - don't over-react and fly the plane. I learned a lot that day in Missoula. I got put to the test and was glad my training and faith in the equipment paid off. I also have a new healthy respect for smoke.

Bill McGlynn

Thank you Bill. I hope that you will submit additional articles. If you haven't attended a weather class put on by Bill I encourage you to do so.

