



T-CRAFT AERO CLUB

DECEMBER 2013 Newsletter

VOLUME 10, ISSUE 12

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SCHEDULED EVENTS

JANUARY

S	M	T	W	T	F	S
29	30	31		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	

- **Boise Tower Tours**
TBD
- **T-Craft Board Meeting**
January 14, 2014 @ 7pm
Location: T-Craft Hanger
- **Safety Meeting**
Air Space Review
January 21, 2014 @ 7pm
Location: T-Craft Hanger
- **General Membership Meeting**
2013 in Review & Board Elections
January 28, 2014 @ 7pm
Location: EAA/CAP Facility

FUEL REIMBURSEMENT

\$5.47



MERRY CHRISTMAS & HAPPY NEW YEARS!



Treasure Valley on Christmas Day
Photo By: Aarin Bigler

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

THIS IS STUPID! by Jim Eyre

During my tenure as Senior Army Aviation Advisor for the National Guard Bureau, head of Idaho Army Aviation & State of Oregon Army Aviation, I gave many symposiums on Crew Resource Management & Risk Management.

The very good November Newsletter piece by Jim Hudson (btw all his articles are on-target) regarding marginal weather, experience & comfort level of risk, reminded me of the simple idea of the Enroute Decision Point (EDP) a tool developed by members of the National EMS Pilots Association. It is simple & easy enough for any pilot to remember, signaling it's time for him or her to abort the mission & get to a safer place.

EDP – if due to deteriorating weather you reduce your airspeed to 30 knots less than cruising speed, or if at night you are forced down to an altitude of 500' above the highest obstacle in your flight path, or 300' during the day, it's like hitting the decision altitude on an instrument approach. You must make a decision to either land, turn around, or if equipped & comfortable doing so, climb & request IFR handling. BUT YOU DO NOT CONTINUE!

How about just saying something like "This is Stupid." This tool relies on a gut feeling based on experience & comfort level, two very valid safety markers. This is Stupid. What wonderful words to break the error chain. I've certainly said it when I've been flying. Like in bad weather when scud running, or doing anything in the air where I figured I probably shouldn't be there (Like in Viet Nam). "This is Stupid" can potentially be one of those simple ideas designed to let you, the pilot, know it's time to call it quits, go home, & thus prevent really scaring yourself & pax & possibly having an accident.

Article Continued on Next Page

News Letter Contributions

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



"Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries."

THIS IS STUPID! -Continued

If you identify any of the following clues early on, you will go a long way to avoid, trap, or mitigate the further building of links, thus breaking the error chain that could ultimately lead to you, & those with you, having a bad day. (1) Ambiguity: an attitude indicator showing a bank, but no corresponding change in heading on the compass or heading indicator. (2) Fixation or Preoccupation: focus of attention on any one item or event to the exclusion of all others. Our brain is a single processor able to do only one thing well. Think of a diversion of attention as a red flag. (3) Confusion: sense of uncertainty, anxiety or bafflement about a particular situation. (4) No One Flying the Aircraft: Aviate, Navigate,

Communicate. Many accidents have occurred solely because a pilot did not make flying the aircraft his or her top priority. (5) No One Looking Out of the Window: Self-explanatory. (6) Use of Undocumented Procedure: use of a procedure that is not prescribed in approved flight manuals or checklists. (7) Violating Limitations or Minimum Operating Standards: intent to violate, or actual violation of, defined minimum operating conditions or specifications as prescribed by regulations, flight operations manuals or directives. (8) Departure from T-Craft Standard Operating Procedures: Club Operating Policies are designed to keep you, & those around you, safe. i.e. Back Country Policy. Violating an SOP usually puts you at risk.

The presence of any of these or other clues could be an indication that a link in an error chain might be forming & that appropriate caution should be applied to avoid, trap or

mitigate it from happening. This requires your constant vigilance. The ability to recognize the presence of a link provides a pilot with a powerful tool to better manage risks associated with flight.

I suggest adding the "This Is Stupid" tool to your safety toolbox along with the EDP tool. If it ever filters into your consciousness, by acknowledging that what you are doing is stupid, consider it a mental micro-switch tripping in your head, telling you it's time to stop whatever it is you are doing & follow the procedures as if you've reached the Enroute Decision Point.

Six years after his Historic Flight, Orville Wright lost a friend in an aircraft accident. He lamented, "What is needed is better judgment, rather than better skill."



BEYOND PIC by Jim Hudson

We all have learned and hopefully remember and practice that one of our primary responsibilities as Pilot in Command, is the safety and well being of not only ourselves, but also our precious cargo, our passengers. In the case of an accident, the impact of our decisions reaches far beyond those in the aircraft. It can be a life changing event and affects family, friends, and even strangers. I did not realize the far ranging impact until I became involved in the search for Dale Smith's plane that went missing on December 1st near Johnson Creek.

Bill McGlynn and I began discussing the weather and decision making of the pilot, shortly after the report of the missing plane. In his WX article, Bill discusses the weather at the time. A couple weeks after the missing plane report, the official search ended. Since then nearly 2000 people via FaceBook have been continuing the search, pouring over satellite images provided by Tomnod and Digital Globe, and aerial photo's provided by pilots. Tomnod became involved as one of their employees read about this unfortunate story in the San Jose Mercury News. Tomnod retasked one of their satellites to take sat shots of the entire Johnson Cr area over several clear days.

Bill McGlynn, Kevin Bentley, and I made a search flight December 19th, flying in an area many thought the missing plane might be, checking out several "potentials" selected by volunteers using Tomnod (and reporting on Facebook). We posted GoPro video's and still shots Kevin took for folks to review for potential down sightings.

We were just one of many flights that pilots have been making since the official search has been called off. Andy Marosvari, one of the BOI tower controllers, has made two recon flights over the holidays, (see more on the Facebook link below). Others are continuing the search on the ground. One individual, Arthur W. Stock Jr. of McCall has made two or three several day trips on foot/snow shoes in search. Another three day ground search is being planned the first week in January.

The prelim NTSB report has been released and they reported five fatalities. We think the same, however, the search continues for the wreckage. This is the link if you are interested: <http://www.nts.gov/aviationquery/>

The link to the Facebook Group and the Smith Family Page are as follows: <https://www.facebook.com/> & <https://sites.google.com/site/searchfordalesplane/>

Here is the link for our CloudAhoy map: <http://www.cloudahoy.com/3/CA3.htm#LXCibzB00UfIQFL6il>

This is a stark and very sad reminder of our responsibilities as pilots and the long ranging impact of our decisions.

Fly Smart, Fly Safe, Have Fun, and Think about how your actions may impact others.

WINTER WEATHER & GOOD JUDGMENT *by Bill McGlynn*

High Pressure Does Not Necessarily Mean Good Weather...

While doing my normal preparation for the Winter WX Class (Nov 7), I came across an AOPA video, (<http://flash.aopa.org/>) that was really well done, but I felt it missed an opportunity to drive home a point - High pressure does NOT necessarily mean good weather. OK - true - HIGH pressure in the summer months tends to accompany good weather, but winter is different. Even though there is HIGH pressure, there can be considerable showers and snow squalls. This is mainly because the moisture at the mid and low levels in the atmosphere tends to remain trapped near the ground - sometimes low enough to form fog. It takes a serious blast of wind and/or sun to dry out the atmosphere and by then another LOW pressure system is arriving. So winter is best exemplified by some cold, sunny days punctuated by many small and large low pressure systems passing through and even over high pressure at the surface.

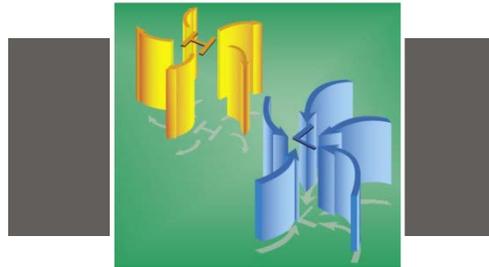
This brings me to the recent accident of the Beech Bonanza in the mountains of West Central Idaho. If you recall, Sunday, Dec 1, the day the plane went missing, was not a particularly good day to fly. A low pressure system had just swung through the state and even a few of our own members appeared to have headed home from the Thanksgiving holiday a day early to avoid weather challenges, (good judgment). But HIGH pressure, in the form of a ridge was moving in from the Pacific Northwest, and I wonder if the advance of that HIGH pressure, gave the Bonanza pilot confidence that improving weather was imminent.

In fact, LOW pressure systems have a tendency to leave a lot of "debris" behind. Debris in this case being excess moisture trapped in the mid and lower atmosphere generating squalls of showers, low clouds, fog and ICE!

We will probably never know the facts about the missing Bonanza and the preparation the pilot did before the flight. We are not here to judge him, but we



should learn from his mistakes, because as a famous pilot once remarked, "We have to learn from others' mistakes because we won't survive to make all of them ourselves." So please take this analysis in its true spirit - let's learn from this and strive to improve our weather judgment.



A day or two before a flight, I like to read the Forecast Discussions from the weather stations along my route of flight, (<http://www.wrh.noaa.gov/>). These are written by forecasters that live in these locations - so they usually include some local insight that won't appear in the model runs. Here is what two of them had to say the evening before the flight from Baker to Butte.

"We have to learn from others' mistakes because we won't survive to make all of them ourselves."

Sat Eve Forecast Discussion issued by MSO 11-30-13 - 937p MST

AVIATION...Periodic snow/rain showers with pockets of freezing rain will impact aviation across the Northern Rockies during the next 24 hours. Valley fog and freezing fog will persist within some valleys, while others will experience low stratus. Terrain obscurations will be commonplace during this time. The snow/rain showers will become much more numerous after 01/1800Z, marking the beginning of a prolonged

winter storm scenario over the region.

Sat Eve Forecast Discussion issued by BOI 11-30-13, - 820p MST

.AVIATION...VFR except for MVFR In haze in the treasure valley and IFR ceilings at KMYL tonight. no showers expected overnight. more snow showers expected late Sunday morning mainly across the west central and Boise mountains which will continue through Monday. Surface winds variable 14KT or less. winds aloft NW 15-25KT at 10K FT MSL. cold frontal passage expected late Monday for quick burst of rain /lasting an hour or two/ in the lower valleys and snow in the mountains.

Both of these reports would have seriously gotten my attention. Terrain obscuration and snow/rain showers would have been show stoppers for me. First thing in the morning, I would have checked the updated and revised forecast discussion...

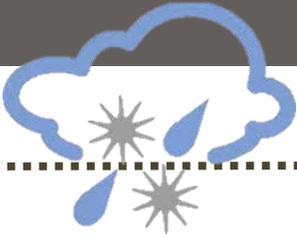
Sun morn Forecast Discussion issued by MSO 12-1-13 - 343a MST

.AVIATION...Periodic snow/rain showers with pockets of freezing rain will impact aviation across the Northern Rockies during the next 24 hours. Widespread mountain obscurations will occur due to snow and lowering ceilings in the higher terrain. Valley fog and freezing fog will persist within some valleys, while others will experience low stratus. The snow/rain showers will become

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WINTER WEATHER & GOOD JUDGMENT - *Continued*

much more numerous and more intense after 01/1800Z, marking the beginning of a prolonged winter storm scenario over the region. In addition, winds will increase across the region from the south to southwest in the low elevation. At mountain top levels, west winds from the west will approach 60 knots.

Sun morn Forecast Discussion issued by BOI 12-1-13 - 352a MST

.AVIATION...Areas of MVFR and isolated IFR due to fog/stratus and light rain and mountain snow. precipitation will be focused north of the snake river through sunrise. mountains obscured. snow levels generally 4000 to 5500 FT MSL today. light SE to SW winds this morning...becoming SE to SW 10 to 20 KTS with local gusts around 35 KTS after 18Z. westerly winds aloft will average 45 KTS at 10K FT MSL.

OK, I was nervous before when thinking about freezing rain and mountain obscuration - now the Missoula NWS is talking about 60 knot winds - over the Bitterroot Mountains? No thanks. This Missoula report sounded much more ominous than the Boise report - neither sounding great, but I would definitely be looking at a lower level flight through the Treasure Valley rather than over the mountains of Central Idaho. At least if I encountered ICE, severe turbulence from 60 kt winds or a random blizzard I would be in a big valley with lots of options of navigating around, or getting to the ground and/or turning around. Even if you're IFR proficient, our airplanes are not equipped for Flight Into Known Icing (FIKI), so any potential encounter with ICE should be avoided at all cost! So what did the forecasters say about ICE?

Sun morn Airmet for ICE issued 12-1-13 - 645a (PST)

897, WAUS45 KKCI 011445, WA5Z SLCZ WA 011445 AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 012100

AIRMET ICE...ID MT WY NV UT WA OR FROM 50WSW YXC TO 50NW GGW TO 90SSE MLS TO 30SE OCS TO 70SSE REO TO 20SSW DSD TO 70SSW YKM TO PDT TO 50WSW YXC MOD ICE BTN FRZLVL AND FL200. FRZLVL SFC-070. CONDS CONTG BYD 21Z THRU 03Z.

OTLK VALID 2100-0300Z...ICE ID MT WY NV UT CO WA OR, BOUNDED BY 50NNW GGW-50SSW ISN-60SW RAP-60S DDY-20WSW DBL-40SSE MTU-30NE BVL-20ENE REO -PDT-70SW YXC-50NNW GGW MOD ICE BTN FRZLVL AND FL200. FRZLVL SFC-070. CONDS CONTG THRU 03Z.

For ease of interpretation...this was an airmet for moderate ice covering an area from 50nm west-southwest of Cranbrook (BC), to 50nm northwest of Glasgow, to 90nm south-southeast of Miles City, to 30nm southeast of Rock Springs to 70nm south-southeast of Rome, to 20nm south-southwest of Redmond, to 70nm south-southwest of Yakima, to Pendleton, to 50nm west-southwest of Cranbrook. Ice was anticipated between freezing level (surface to 7000 MSL) and FL 200 and were expected to continue beyond 3pm MST.

OK - ICE between freezing level - (which is surface to 7000 ft in most places), and up to FL 200 is a wake up call and you should not believe that you're smarter than these guys. If you choose to fly this day, you are taking your life, (and the lives of your loved ones), to Vegas and betting on red. The odds of a bad outcome have increased exponentially. These are the moments that define a really good pilot from a mediocre one. It takes a real pro to step up and say, "the weather has shut us down today - we need a Plan B that doesn't include flying".

As I like to stress in my Weather Classes - it's much easier to set expectations in the planning stage of a flying adventure than to have to explain to everyone in the middle of the trip that the weather doesn't look good and we might have to turnaround. Look at the models 2 weeks ahead of time and consider what you

would do if there are freezing temps and precip rolling through the forecast. It helps if you can explain to the members of your party that the weather may work against you, based upon your examination of the early models, and at some point may require a Plan B. This makes you - the pilot - look more responsible and professional - someone who really knows what they're doing. Don't put yourself in the position of feeling that you have to go or lose face. If you warn everyone ahead of time that you will be monitoring the weather, then there is no loss of face when you see several days ahead of time that a cross-country flight would not be wise. You will also have had time to formulate "Plan B".

Finally, if you decide to fly in less than perfect weather, take all your technology with you and stay acutely aware of your location relative to potential landing strips/sites. Even if you file IFR or request flight following, don't rely on ATC for directions to the best landing site - it consumes precious time and ATC may not know you are directly over a an airstrip or paved roadway. It's a good idea to make them aware of your situation - but don't expect they will be able to save you. Flying IFR in winter is also a good idea - in this case IFR means "I Fly Roads". Choose a populated route with many options for landing and choose big open valleys where you have good visibility that will help you see squalls, fog or clouds in plenty of time. This is especially important when flying over terrain that you don't know well. Don't expect you can fly on top and avoid the bad stuff below. Get the odds in your favor and expect the unexpected and you and your passengers will breathe easier. Make sure you also carry your survival bag. If you have to land you don't want to face bitter cold without any cold weather gear. There are several survival gear websites, but you can get ideas from this one - <http://Survival.kit>.

Best wishes for the Holidays and Safe Winter Flying!



IN THE KNOW

FROM THE BOARD:

Annual Meeting & Board Elections:

Our annual meeting and board elections will be held January 28th. All are welcome to attend and give any input on the direction of the club.

The following positions will be up for election:

- President
- Secretary
- Director of Maintenance

If you are interested in serving the club in any of these positions please contact Gordon Hall (glh211@aol.com) or Bill McGlynn (wmpmcglynn@yahoo.com).

Myatt's T-Craft Order:

The initial 13 orders from Myatt's are in and Brent will bring them to the January 28th meeting. If interested in having your order before the January meeting, I Brent would be willing to help get the orders to individuals, please contact Brent at 949-5351 to make arrangements.

Boise Tower Tour:

We had our first tower tour led by Bert Osborn on December 18th. There are more being scheduled, contact Jim Hudson

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>

Congratulations!



SLAY WINDHAM
SOLOED 12/9/2013

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hangar Wall

Monthly Dues \$70.00



N67375:

Replaced alternator.

\$61.00 per Hour



N13686:

Replaced alternator and mag compass.

\$86.00 per Hour



N4464R:

Annual completed, secondary seat stop installed. Recommendation to keep on flying passed TBO and into next fall.

\$84.00 per Hour



N1891X:

Mothball, continue through December for sure. May consider bringing back out contingent on 182 demand.

\$125.00 per Hour



N7593S:

Dennis talked to Jaimie, Jim E talked to Justin, Justin and Jim are going to take out the bird to see what is happening with the avionics. HSI tie in to the navomatic 300 etc. Looking for a replacement for the Narco 12D, aircraft spruce avionics have a Cessna replacement for \$1,490.00. There is a TKM replacement, waiting to hear back. KX-155 is possible but 3K+.

\$128.00 per Hour



N9989E:

Prop strike. Will be out of commission.

\$128.00 per Hour

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 windshield 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, **Antoine Blugh**. Antoine will be working on his private pilot certificate.

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

MEMBERSHIP STATUS:

67

Members