



T-CRAFT AERO CLUB

JANUARY 2014 Newsletter

VOLUME 11, ISSUE 1

T-Craft Aero Club Inc., All rights Reserved



Boise pilots Bill McGlynn, left, and Jim Hudson, right, gathered Saturday at pilot Kevin Bentley's Meridian home to talk about the huge public effort to find Dale Smith's ill-fated plane. The trio shot video and pored over images.

Photo Published with Approval by the Idaho Statesman -
Photo By, DARIN OSWALD — doswald@idahostatesman.com
Read more here: <http://www.idahostatesman.com>

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

SCHEDULED EVENTS

JANUARY/FEBRUARY

S	M	T	W	T	F	S
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22

➤ 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

➤ T-Craft Board Meeting

February 11, 2014 @ 7pm

Location: T-Craft Hanger

➤ Boise Tower Tours - TBD

FUEL REIMBURSEMENT

\$5.47



A SAD ENDING by Jim Hudson

If you have been following the search for Dale Smith's Bonanza B36TC that went missing near Johnson Creek on December 1st, you now know the tragic outcome. The plane was found, but there were no survivors of the pilot and four family members on board. You may also know that I, Bill McGlynn, Kevin Bentley, Andy Marosvari, and several other pilots participated in search efforts after the "Official" search ended mid-December. Also a Facebook group was started which ended up with 2,266 participants, mostly strangers, to help collaborate to find the missing plane. None of us knew the pilot or his family, but became personally very involved and drawn into the search effort. Finding the plane has brought a great relief of peace, and closure to the family. However, the reason for this ill-fated flight is still a mystery, and we can only speculate as to what may have happened. Looking at the known facts, it would appear that there were several opportunities to hit the "this is stupid" button and abort the mission. (Jim Eyre's article in December's newsletter)



"Everybody came together on this search," said Pineshi Gustin, of Vancouver, B.C., of the effort to find the plane. "It wasn't just one person."

Read more here: <http://www.idahostatesman.com/>

Many questions remain:

Flight Planning

- Why did he choose a flight route directly over the Idaho Wilderness in IFR conditions, even though he was IFR rated and on a IFR flight plan.
- Why did he choose the minimum IFR flight altitude of 13,000' – his aircraft had a service ceiling of 25,000'. Possibly he was out of oxygen and could not obtain it before his flight.
- Why did he launch, knowing of the icing, turbulence, and mountain obscuration AIRMETS?

Article Continued on Next Page

"On a mile of highway, you can drive a mile. On a mile of railway, you can travel a mile. With a mile of runway, you have the whole world."

A SAD ENDING - Continued

En-Route

- Why did he not request a diversion to McCall when he first started to pick up icing (approximately 6 minutes from Johnson Cr)? ATC had to ask him why he was diverting off his course and losing altitude approximately 15 NM East of Donnelly VOR (V-121), about 12 NM from KMYL.
- Why divert to Salmon instead of McCall. 30 seconds after reporting he was picking up ice, he requested, and was approved a diversion to Salmon from his original flight plan to Butte. Why not KMYL. Why didn't ATC ask him about KMYL
- From the point he changed his flight plan, he continued on for another 3 minutes, maintaining 12,000', however his ground speed dropped from 190 KTS to 165 Kts.
- Two minutes later (5 minutes from picking up ice) he was 2 NM from Johnson Cr and reported to ATC he was having engine problems, ground speed dropped to 150 Kts, altitude to 11,400.
- 1 min after reporting engine problems, he reported to ATC that he lost his engine, a few seconds later was the last mode C radar ping, 9,900'. At that point he was directly over the north end of JC air strip.
- 24 seconds after that was the last radar ping (no mode C altitude).

- Approximately 12 seconds after the last radar ping he impacted the side of the mountain on the W. side of Antimony Ridge, approximately 1.5 nm east of Johnson Cr.

We can only speculate on what might have been going through his mind before and during the flight. From reports from family members and those who had flown with him, he was a conscientious and safe pilot. However, there were also reports that he had flown through icing conditions before, and that he was "comfortable" flying at 13,000' without oxygen. Was it Overconfidence, Get-there-ite-is, Hypoxia, Stress, some, all, or other factors?

As Bill McGlynn remarked in his weather article last month:

We will probably never know the facts about the preparation the pilot did before the flight, or what really happened during his flight. We are not here to judge him, but we should learn from his mistakes. 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 decision making abilities.

Fly Smart, Fly Safe, Have Fun, and don't forget the "This is Stupid" Abort Now button.

Jim Hudson
Safety/
Membership Director



Ground School

Preston Riley, CFI and former T-Craft member, will be teaching a private/sport pilot ground school class through the Boise school district community education program. The class will be Monday and Wednesday evenings 6 PM – 8 PM at Timberline High School. There will be 16 sessions from January 27th – March 20th. The cost of the class is \$161.30 including Rod Machado's books. For more details, call Preston at 861-5296 or look at the course catalog:

<https://www.boiselearns.org/Course/Status.awp?&course=14W-PEN-032>



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..

News Letter Contributions

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

WHAT'S THAT STRANGE DEVICE UNDER MY SEAT?

By Jim Eyre



Find Us on Facebook!
Search for and join
"T-Craft Aero Club"

Cessna Service Bulletin SEB07-5 Revision 4, Pilot and Copilot Secondary Seat Stop Installation was issued to announce that Service Kits were available to install a new design Secondary Seat Stop for the pilot and copilot seats. Compliance is mandatory for the pilot seat and recommended for copilot seat. We opted to do pilot seat only. The Secondary Seat Stop is an additional device installed on seat that assists in preventing uncommanded rearward movement of the seat. It is designed to assist in providing an additional margin of safety by limiting the aft travel of the seat should the primary seat latch pin(s) not be properly engaged in the seat rail/track. In certain instances, seat slippage could result in some pilots not being able to reach all the controls and/or subsequently losing control of the airplane. The functionality of the Secondary Seat Stop should be completely transparent to the operator.



Applicable Service Kit parts credit and applicable labor allowance credit was provided per aircraft. To receive credit, the work had to be completed and a Warranty Claim submitted by a Cessna Single Engine Authorized Service Facility by December 31, 2013. Skyline Aviation is no longer working with Cessna and Western Aircraft in Boise would not allow another shop to install. So we worked a deal with Yingling Aviation, Wichita, KS., (an authorized Cessna Facility) that allowed Aero Services to receive and install parts. Dennis directly purchased Kits with T-Craft Credit Card from Yingling. After installation a copy of the logbook entries and applicable

FAA Form 8130-3 Airworthiness Approval Tag that was shipped with the Service Kit was required that showed installation of the Service Kit and was included with the Warranty Claim. This info was sent to Yingling and they in turn refunded our CC. Now you know.

Extra Tidbits: There are 112,500 BTUs in one gallon of avgas, enough energy to run a refrigerator for a month. "To deal with stress or pressure in the cockpit, a pilot just has to be ready for anything. Never get too comfortable in the pilot's seat" Dick Rutan.



Fellow T-Craft members,

I want to describe what I did that caused the prop strike on 89E. The morning of the strike, there was snow on the ground and it was cold but the visibility was great and the weather predictions for a flight to Bend and back was good. I taxied for take-off on 29. There was snow on the run up area and thus I thought I would do my run up at the end of the taxiway. When I pulled back power and applied brakes I knew instantly that I was in trouble. I felt no braking power at all and I realized too late that that section of the taxiway apparently had ice under the thin layer of snow that had blown back on the taxiway. I pulled back throttle all the way and tried to work the brakes a bit more. I started to turn right to follow the course of the taxiway but found that the plane continued in its same trajectory but was now trending towards sideways. I decided it would be better to go off the taxiway straight on as opposed to sideways and so I straightened out again and slid off the end of the taxiway. I had expected a bumpy transition and was surprised at how smoothly and seamlessly the plane went onto the snow covered rough. So surprised in fact, that I made the quick decision to try and power up and to try to turn the plane around and get back onto the taxiway. This was a very bad choice. Before getting back onto the taxiway the nose wheel dipped down into a depression that was covered by the snow and popped off commensurate with the prop strike.

I have played the events of that day over and over in my mind numerous times. I think my poor decisions can be summarized as follows:

- Lacking the imagination to recognize how the snowy and icy conditions could change things from "routine" to very different from my "routine."
- Not testing the brakes more frequently on the taxiway despite knowing that snow and ice were present
- Taxiing faster than conditions warranted
- Having an element of get-there-it is
- Failing to recognize that once off the taxiway I should stop no matter what!
- Thinking that I could get back on the taxiway by forging a path through the snow, especially when I could not see what was hidden by the snow.

Ben Brandt
President

T-Craft Members:

Most, if not all of you are aware that 89E recently suffered prop strike. The board has reviewed this issue and is in agreement with the member involved that the incident, while precipitated somewhat by the conditions, was avoidable. In such cases article 4.15 of our club policy allows for recovery of a portion of the deductible. I am happy to report to you that the member involved in the incident has offered to cover the entire deductible to reduce any impact to you, the club members. Again, this is over and above what is required. As with any club our members determine our success. I would like to express my sincere appreciation to Mark and all members of T-Craft for taking their responsibilities to one another seriously. Thanks to all of you and special thanks to Mark for going the extra mile to be a great club member.

Mark Turner

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

The elections are open to all who are interested. So far we have the following candidates:

- President - Ben Brandt
- Secretary - Brent Ross
- DOM - James Eyre

If you are interested in running for any of these positions please contact Gordon Hall (glh211@aol.com) or Bill McGlynn(wmpmclglyn@yahoo.com).

Someone spilt a sugar coffee drink in 375 on the passenger side and did not clean it up. Ken Reed stepped up and cleaned up the aircraft carpet. These are our aircraft and need to be left in a condition worthy of our members. If you have passengers, be responsible for their actions as well. Thank you, Ken, from the club for taking the time to clean up 375!

Please check the T-Craft Site Index Page for two new Airspace links.

On January 6th our Secretary, Brent Ross, was appointed to the Nampa Airport Commission by the Nampa City Council for a 5 year term.

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hangar Wall

Monthly Dues \$70.00



N67375: \$61.00 per Hour



N13686: \$86.00 per Hour



N4464R: \$84.00 per Hour



N1891X: \$125.00 per Hour
Available to schedule. Brought out of mothball.



N7593S: \$128.00 per Hour
Prop oil leak, seals replaced.



N9989E: \$128.00 per Hour
Prop strike. Will be out of commission.

congratulations!



Houston Head

Earned his Private Pilot Certificate in 45 hours, barely over the minimum required time of 40 hours (Part 61)!

WELCOME!

Welcome New Member, **Kevin Bluth**, son of **Antoine** who joined last month. Kevin will also be working on his Private Pilot Certificate. Kevin is our first member to join under the family membership plan.

MEMBERSHIP STATUS:

68
Members

COMPLETED BFR's DEC 2013:

- **Jim Hudson**
FAA WINGS/Gordon Hall

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