



T-CRAFT AERO CLUB

FEBRUARY 2014 Newsletter

VOLUME 11, ISSUE 2

T-Craft Aero Club Inc., All Rights Reserved







375 hourly rate increase from \$61 to \$62 on Feb 26th.
Also affects "Use it or Lose it" monthly charge - See Page 5.

Have your photo featured here! brent@papaross.com

SCHEDULED EVENTS

FEBRUARY/MARCH

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

- 
 General Membership Meeting
February 25, 2014 @ 7pm
 Location: **EAA/CAP Facility**
- 
 Fly it Forward sponsored by PAC
March 8, 2014
Jackson Jet Center
- 
 Board Meeting
March 11, 2014 @ 7pm
 Location: **T-Craft Hanger**
- 
 Safety Meeting - **Topic TBD**
March 18, 2014 @ 7pm
 Location: **T-Craft Hanger**

FUEL REIMBURSEMENT

\$5.47



WHY FLY? by Pete Glick

It's always been interesting to me that things often come in threes. Maybe just having a focus on this theory of things coming in three makes them seem so obvious. Like most aviators, I'll talk all day about flying, given the chance. In the last couple of months, during some of those conversations, three people asked me why I fly. The answers always come easy, but these questions coming so close together got me thinking. Why DO I fly? I suspect my answers are not that different from some of you.

I was one of those dork kids who always seemed to be building airplane models rather than playing football or basketball. Frequent sonic booms over Twin Falls only deepened the mystery. Yes, there was once a time when sonic booms weren't bad. I could imagine myself in the cockpit of one of many plastic B-17s I built as it winged its way over green fields during a bombing run over Germany. On the egress from the target area, "my" Flying Fortress took hits and engines caught fire as I struggled for altitude on my way back to England. Sometimes my crew and I made it, sometimes we crashed.....just like on "12 O'clock High". Other times, I flew my plastic Corsair to wins over my friend's Japanese Zero.

The reality of bad eyesight and thick glasses ruined any idea of being a military pilot, so the next best thing of wrenching on and maintaining fire breathing Air Force Fighters became my career choice and reality. The thought of flying never left. Eventually, about 20 years ago, my dad made me an offer I couldn't refuse. He offered use of his Piper Tripacer for a summer, if I promised to fly the tires off it. All I had to do was put gas and oil in it! So he moved it to Nampa for the summer. My friend and co-worker Dick Corn taught me to fly... I was his first student. We both learned a lot.



That's the How, but Why? Flying has always had a certain mystery to it. As a young B-17 "pilot", Bernoulli's Law and the dance between gravity, lift, thrust and drag weren't even a thought....it was just a mystery. In charge of that mystery were pilots like Lindberg, Yeager, Shepard, and Armstrong who were bigger than life...and what kid didn't want to be like them? With the mystery of flight and a superhero attitude towards pilots, the need to fly was always there (my Air Force Crew Chief job burst the Superhero Pilot myth...ha). Once the training started, the best part about learning to fly was the learning part. You already know the training required huge amounts of time to learn enough to pass the written test, practical flying application, and then the FAA check-ride. Sure, there were setbacks but there were also successes, often within the same training flight. The best training flights were those where study, preparation and focus came together with a patient instructor. The poorest flights came when I allowed myself to be rushed and unprepared. They may not have been fun, but learning still took place. Really, all the effort boiled down to the personal challenge to complete the training process to gain that private pilot ticket.

Article Continued on Next Page

The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? - it is the same the angels breathe.
— Mark Twain

WHY FLY? Continued

don't have a big pile of hours so that same challenge is still there. Every flight offers a challenge and a learning moment. How well did I estimate fuel burn? How's my pattern work in a spring crosswind? When is the last time I practiced using a VOR or learned some other new skill? Then there is that inevitable and often evasive chase for the perfect landing. There are so many facets to flying that the challenges to learn something new and different is limited only by the depth of ones wallet and the years of life left to empty it.

It's true, a Private ticket is only a license to learn and that learning is a big reason to continue to fly. Preparation and the commitment of time for continual learning is still required. In addition to the challenge, flying requires the a total focus on the task at hand and ahead to safely pilot an aircraft while anticipating all that can go wrong. The answer I most often give when asked "Why I fly" is because it seems to me that all the problems of the world and the stressors of life seem to fall away on initial climb at about the same rate at which the ground falls away under the wings. Once airborne, perspective changes. Not only visual perspective of the surrounding landscape, but perspective of all of life's little trials and challenges change and seem to fall into the proper alignment. It just gets my head right!

Another favorite part of flying has to be that of introducing others to flying. There is just something wrong with flying on a clear and a million VFR day with an empty seat, payload and mission permitting. I remember the excitement of getting to fly with my dad or someone else and I love to share that same excitement with others. I still remember my first powered flight and first glider flight. Just maybe one or more of those people I flew with will be hooked enough to be convinced to learn to fly.

Above all else, aviation brings people together. There is just something special about aircraft and the people around them that binds people. It amazing to me that among a room full of unfamiliar people, airplane people seem to find each other and start a conversation. To me, flying is still special, maybe because I never get enough but mostly because I just like airplane people and I suspect many of you feel the same. The challenge of continual learning about the process of flying, the myriad of challenges and learning opportunities that flying offers, stress reduction, being on the coat tails of some of my childhood aviation heroes, the mystery of the physics are just some of the reasons I fly. Every one of you has your own reasons, some maybe the same, and many of you likely have different reasons, but we all have one thing in common.....We all have a reason that keeps us flying and should be bound to share the experience with others. In keeping with the theory of three, I offer this challenge. Over the next couple of months, introduce three non-flying friends, family or acquaintances to flight and take them for the \$200 burger. If each of us commit to do that, just maybe within the next year, we will have three new members. You never know, one of them might be a dreamer like you and me, but one thing for sure, they wont forget it.

**Women of Aviation
4th Annual
Fly it Forward Event**

The organization Women of Aviation Worldwide is kicking off its 4th annual Women of Aviation Worldwide Week with opening ceremonies on March 3, 2014, at the College Park, Md., Aviation Museum. (www.womenofaviationweek.org)

Women of Aviation Worldwide Week is dedicated to bringing more women into the male-dominated aviation industry through introducing girls and women to the opportunities opened up by flight.

FLY IT FORWARD in Idaho will be held on Saturday, March 8th, 2014 and is Sponsored by Ponderosa Aero Club. The event will be held at JACKSON JET CENTER west of the Boise Terminal.

As in previous years, Fly It Forward will provide FREE flights over the Treasure Valley with a CFI for 100 women, teenagers and girls who have never flown in a small airplane. Professional photographers will take "before" and "after" photos. These females will be treated to a mini ground school before take off, and afterwards they'll receive a "First Flight" certificate signed by her pilot, sparkling cider toast and chocolate truffle to celebrate her achievement.

Registration is now open on the PAC web site at www.ponderosaaero.org, but hurry – only 100 free seats for 100 lucky ladies are available!



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. Dogs are allowed with a dog fee.

Transportation to cabin available from Airport:

Taxi service from \$5-10 or

City bus can be taken for free.

CONTACT ACCOMMODATION SERVICES in McCall @ **1-800-551-8234** and mention that you are a **T-CRAFT AERO CLUB** member.

For more information go to: <http://www.accommodationservices.com/Unit/Details/52956>

T-CRAFT MEMBERS receive a **15% discount** off rental rate on non-holidays. (September 1st - December 15th and March 15th - June 15th) Book 2 nights and get a 3rd night **FREE!**

News Letter Contributions
Please send photos and your flying stories to brent@papaross.com for inclusion on future issues.



A few things we could do to better improve the odds...

I'm continuing on the theme of PIC responsibility as it relates and search and rescue efforts in the unlikely event that one of us and/or our planes crash and go missing. I've been involved in another search via Facebook of an Arkansas pilot, Jake Harrell, whose plane went missing on January 31st during a fire spotting mission for the Arkansas State Forestry Commission. His plane was found February 11th, and unfortunately he did not survive the crash. I do not plan to go into the details of the search (which I don't know anyway), except the WX was MVFR, the pilot (a former Guard A10 pilot and CFII) was not on a flight plan, and the ELT did not go off. In this case Jake gave a check in report 40 min after his departure from his base as he started his fire search flight. He did not report at his next check point, which was 35 nm, or about 25 minutes from the point he last reported in. 35 NM was quite a large search area in some very dense forests and rugged terrain, with limited information to aid the search. In this case, as was the Dale Smith accident at Johnson Creek, there were no survivors after the plane was found. In some other recent accidents, there have been survivors of the plane crash, but tragically they perished due to injuries or the elements because they were not found in time.

I want to cover a few things we could do to better improve the odds of being found if we were to crash and go missing, and things we can do after the crash to help us and our passengers survive until we are rescued.

Ways to leave tracks so someone can find you.



▶ Make sure someone knows your flight plan. Your key survival effort begins by filing a flight plan and following it or amending the flight plan. Better yet, use flight following if your flight altitude is high enough to be tracked. With flight following you are in constant contact with ATC and will be tracked by radar. In the case of shorter flights, and/or back-country flights, it is not always practical to file a FAA flight plan, but make sure someone knows your route and expected time to your destination, and that you indeed did arrive.



typically used only in an emergency situation. It is like a handheld 406 MHz ELT that transmits GPS coordinates when manually activated.

▶ Cell Phone – Always keep it on. It is constantly being interrogated (when there is coverage) and through cell tower forensics, positions can be determined. Of course, if there is coverage, an emergency call can be placed.

▶ Tracking Apps – CloudAhoy. CloudAhoy will track a flight very precisely via GPS, however at this time it only works on iPhone/iPads. I'm not certain if the flight track data could be obtained for S&R purposes. I will be researching this.

▶ Frequent position reports – com radio. There always is a chance someone heard you or the transmission is recorded by ATC.

“Make sure someone knows your flight plan. Your key survival effort begins by filing a flight plan and following it or amending the flight plan”

▶ Use a SPOT, PLB (personal locator beacon) or both. A SPOT tracker uses satellites to track your flight and report your position in real time via a web page, email, and/or text message. It can be set up to report every 10 minutes automatically, or whenever the “OK” button is pushed. The SPOT also has a SOS button which will initiate an official Search and Rescue. A PLB is

Increasing the odds of being found – if you survive the crash.

▶ ELT – Check that it is operating – it has been reported that only 60% - 70% of the time ELT's are operational off after a crash. All of our birds are equipped with 406 MHz ELT's and have manual override controls located in the panel – know where they are and how to operate.

Article Continued on Next Page Sidebar



SEARCH AND RESCUE - Continued

- ▶ Activate SPOT/PLB
- ▶ Hand-held COM – have it set as default to 121.5
- ▶ Survival Kit – have a basic survival kit for signaling, starting a fire, keeping warm (space blankets), shelter building, first aid kit, and water. Dress appropriately for conditions.
- ▶ Pre-flight Briefing: Please watch the AOPA preflight briefing video. It is very good and has many new points on how to brief your passengers on the operation and use of communication and survival equipment. www.aopa.org/Education/Safety-Videos/Passenger-Safety-Briefing.aspx

This is the link to the safety briefing card mentioned in the video: www.aopa.org/-/media/Files/AOPA/Home/Online%20Education/passenger_safety_briefing_card.pdf

I would like to continue on the topic of Search and Rescue for our March safety meeting. If you have suggestions and ideas, please let me know.

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

Jim Hudson
Safety/Membership Director



METAR PUZZLES By Bill McGlynn

Aren't METAR puzzles fun? They are fun, until you see a complicated one pop up on your Garmin on a cross country and you left your decoder ring at home. METARs get more interesting in the shoulder months as winter turns toward spring and wx starts to mix and the consonants all start to string together into an unrecognizable scrabble.

Everyone has probably seen a METAR that looks like the wx people must be passing coded jokes to one another. Here is a recent example from KBOI ...

KBOI 292249Z 27006KT 3/4SM UP BR OVC002 00/00 A2984 RMK A02 SFC VIS 5 UPB09E43FZRAB43SNE09 SLP121 P0003 T00000000

Honestly now - do you know how to decode this? Well, the standard stuff is easy - station/timestamp (349pm MST)/winds/vis/ - oops, what is "UP", (not "whazup", not sure, maybe come back to this), then of course, we have all gotten accustomed to seeing BR because we live in this inverted Valley, but do you know why BR is the designation for MIST - wait for it.... Next in the string is ceilings, and then.... "00/00"? OK - now it may be time for some decoding tuneup.

Decoding: First of all, the fact that this automated station does not indicate "AUTO" right after the timestamp means that although the equipment is automated, it is not unmanned, (or unwomaned). Nampa and Caldwell however, do indicate "AUTO" which means there is no one on the field, (of either gender), logged in and verifying, editing or adding remarks to the observation.

UP - is unknown precipitation - the automated equipment uses this designation when not sure what's coming down - snow, rain, frozen rain, pellets - on that particular day, KBOI probably saw all the above in one hour.

The savvy METAR translator realized that the 00/00 designation was temp and dewpoint - they just happened to be all zeroes.

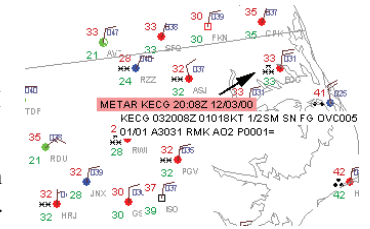
The A2984 of course refers to the barometric pressure on the field of 2984.

The NWS has gotten a little fancier about how they use the RMK fields and have added info in the past few years, some for pilots and some for NWS forecasters. In this KBOI report, they identify the capability of the weather observation equipment - A02 identifies this station as being capable of sensing precip, and an A01 designation means it cannot sense precip. Nampa has an A01. Next they describe the surface vis to be 5 miles under the 200 ft ceiling - this was probably added by the tower personnel as a human observation - providing hope for those poor souls searching for the ground on the ILS 10R that they might be able to see as far as 5 miles once they drop from under that 200ft ceiling, (which happens to be the MDA for this approach). UPB = unknown precip began at 9 mins past the hour and ended 43 mins past the hour. Which hour you ask - well, it would have to be the previous hour (2pm) since this equipment is good, but not good enough to see into the future. As we mentioned earlier, KBOI saw a variety of precip that day, so the station reports that it sensed Freezing Rain at 43 mins after the hour (or 243p), and ended with Snow at 9 mins past the hour (309p). The SLP (Sea Level Pressure) is there mostly for us wx savvy pilots (oh, and meteorologists), to be able to reference pressure in millibars, so we can compare to our wx models, and link isobars. They only allow 3 digits for some reason, so you have to be clever. SLP121 translates to 1002.1 mb. The first digit - "1" - tells you the pressure is above 1000mb, and the next two digits are pressure above 1000 in units and tenths - in this case, 1002.1mb. Had the pressure been - say 998.9mb - then the SLP would have read SLP989. This is how the wx guys know exactly where the high and low pressure boundaries are - it's very helpful for them, not as much for us. Moving on - the P refers to accumulated precipitation, and the last number in the string is hundredths, so over the hour, KBOI recorded 3/100th's inch of precip. A trace of precip would be recorded as P0000. Finally, the T followed by a string of zeroes is referencing temp and dew point in tenths of C. It just so happens that at this recording at KBOI, the temp and dew point were exactly at 0. Had the temp been say 5.5C and the dew point 3.2 then this would read T00550032. If the temp had been minus 5.5 and dew point minus 3.2, this would have read T10551032 - the "1" designates the temp is below zero C - this is TMI for almost everyone but the NWS.

Fun Factoids (ok - not that much fun, but good for impressing your CFI at your next BFR): Back to the question of where did BR come from as a designation for mist? Is this just an obfuscation exercise for some evil meteorologist from another century? Well actually, the French were very early in defining aviation weather and many of our wx abbreviations come from their designations. BR is short for Brume - French for mist. Another familiar one to us is FU - which I always thought came from the military mnemonic FUBAR but actually came from fume in French, or smoke in English. If you would like to see more of these, check Darren Smith's website <http://www.cfidarren.com/r-metarmystery.htm>

If you're interested in a full METAR tune-up - I like this site - <https://www.iviao.aero/training/tutorials/metar/metar.htm> It might also be a good idea to print this and keep it in your flight bag in case you're on a cross-country and see a string of consonants that you don't recognize.

If you're looking for a quick METAR reporting website, this is a good one that also includes a METAR translator - <http://heras-gilsanz.com/manuel/METAR-Request.html>



IN THE KNOW

FROM THE BOARD:

After careful review of N67375 costs, the board has voted to increase the hourly charge from \$61 to \$62 dollars. This will also affect the "Use It or Lose It" charge since it is based on the one hour flying time on 375.

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

MONTHLY DUES \$70



N67375:
Annual completed.

\$62.00 per Hour



N13686:

\$86.00 per Hour



N4464R:
Spring on side window that keeps it open, on order.

\$84.00 per Hour



N1891X:
\$125.00 per Hour



N7593S:
\$128.00 per Hour



N9989E:
Engine test run at facility last Monday.
\$128.00 per Hour

COMPLETED BFR'S

FEBRUARY

Paul Chase

Wings Program / Jim Hudson CFI

MEMBERSHIP STATUS

68

Members

Sponsor a New Member and Receive One Hour of flight Credit (C152)

T-CRAFT-PAGE 5