



# T-CRAFT AERO CLUB

## MAY 2014 Newsletter

VOLUME 11, ISSUE 5

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Kevin Bentley, Nampa, Idaho

Have your photo featured here! [brent@papaross.com](mailto:brent@papaross.com)

### SCHEDULED EVENTS

#### MAY/JUNE

S	M	T	W	T	F	S
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	23	24	25	26	27	28
29	30					

#### General Membership Meeting

May 27, 2014 @ 7pm  
Location: EAA/CAP Facility  
*Last Membership Meeting for the Summer*

#### T-Craft Board Meeting

June 10, 2014 @ 7pm  
Location: T-Craft Hanger

#### Garden Valley Fly-In

Camp 20th / Breakfast Saturday the 21st starting at 7:30 AM, flying activities after breakfast.

### FUEL REIMBURSEMENT

# \$5.47



### “DO FLYING CLUBS MAKE FLIGHT TRAINING MORE AFFORDABLE?” by Benét J. Wilson

The following are excerpts from an AOPA article. Read it in its entirety at <http://www.aopa.org>

Kevin Bentley joined the T-Craft Aero Club in Nampa, Idaho, in April 2013 specifically to get his certificate. “Initially I contacted the club because it looked like a cheaper way to get my private pilot license. But when I contacted Jim Hudson, who is the membership and safety director of the club, he gave me a tour of the hangar,” he said. “When I found out he was also an instructor I was sold. He was very welcoming and friendly and I felt like he would be a great instructor, and he was.”



Bentley took his discovery flight on April 23, 2013, and took his checkride on Sept. 11, 2013. “When I was training for my license, I was flying two to three days a week, weather permitting,” he said. “I think I got a lot out of flying frequently in the beginning because everything stayed fresh in my mind.”

Bentley estimated that he saved at least \$3,000 getting his private pilot certificate at the T-Craft Aero Club. “It cost me about \$7,500 to go from zero hours to my license through the club,” he said. “And as long as I continue to fly frequently, I save a lot of money. As much as owning my own aircraft appeals to me, all the analysis I’ve done shows I save a lot of money by being a member of T-Craft.”

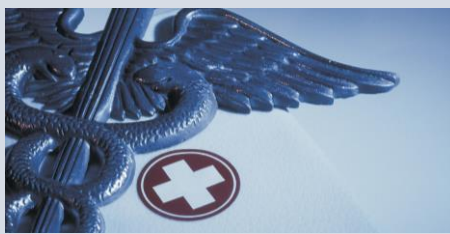
Warbird Weekend

**JULY 12-13, 2014**  
Idaho County Airport  
Grangeville, ID





That's not flying, that's just falling with style.  
 — Woody, Toy Story



**MEDICAL PRESENTATION:**

We will have a presentation at our next general membership meeting, 5/27/2014, by AME Dr. Ronald Higginbotham, D.O. and his nurse, FAA specialist Tina Damron CMA. Some of the topics they will cover are issues important to pilots including sleep apnea, heart related issues, and the FAA-Med Express. Also the subject of nutrition and foods in general. If you have some topics you would like addressed by Dr Higginbotham, please let me know and I'll forward them to him and his team.

We will have a short business session starting at 7:00 pm, and then Dr. Higginbotham's presentation at approximately 7:15. We will follow his presentation with the rest of the normal business.

**Thanks to All Who Helped with the Plane Wash!**



**News Letter Contributions**  
 Please send photos and your flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.



## “GOT WEATHER” by Jim Hudson

### FAA Administrator Huerta Launches Personal Appeal to GA

“The 2014 flying season is here! Are you prepared for the weather this flying season?” asked FAA Administrator Michael Huerta in a message to GA pilots in the kickoff of the FAA’s new Got Weather (#GotWx) campaign. The 8 month campaign works with numerous stakeholder groups to drive GA pilots to any resources that might help them deal with weather.

“Weather is the most lethal of all major causes of GA accidents. According to the Aircraft Owners and Pilots Association (AOPA), nearly 75% of weather-related accidents are fatal.” The FAA and stakeholder groups are inviting you to get involved via social media by using the #GotWx tag on twitter and helping get the word out. For more information on #GotWx please visit: [http://www.faa.gov//got\\_weather/](http://www.faa.gov//got_weather/)

Take a look at this web page for some ideas on how you can learn more about the weather and be a better pilot.

### “We Got Weather”

We are very fortunate to have fellow member Bill McGlynn, who is very knowledgeable about aviation weather, and tools we can use. Bill has put on WX classes a couple of times a year for the past several years sharing his knowledge with us. The following is a step by step guide Bill presented in his last class of obtaining weather forecast as you prepare for a flight.

**From Bill McGlynn:** Here are some notes and web links from our wx class on Thursday, May 15.

Generally, the way I study the wx for an upcoming flight is to start with the GFS 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 5 pm 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 8 days is forecast in 3-hour segments and the next 8 days in 12-hour blocks. Green is precip predicted to fall over an area sometime in a block of 3 hours (first 8 days, 12 hours second 8 days). Also you can see temperature lines at this altitude. This gives you a chance to see if there is going to be rain or snow, (and potentially low clouds & decreased visibilities) across your planned route, but really doesn't help you understand what is bringing the moisture. You have to look at another model to see the weather systems traversing your route.

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 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" and troughs, (low pressure) as "U's".

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.

In planning for a cross-country trip, I look at these models frequently and watch the changes as the timing of the trip gets closer. Once the trip is within the 8 day window, I find these models to be very good at predicting the wx. I frequently look at the Forecast Discussion from the weather



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forecasters over the area of my trip, to get their perspective. You can find links to the Forecast Discussions here:

<http://www.wrh.noaa.gov/zoa>

As your trip gets closer, there are a number of websites that can give you insights to what may happen with the wx. Here's a list of the links: <http://www.usairnet.com>  
<http://www.nws.noaa.gov//MAV/>

Then the day before and day of your flight, these sites become helpful:

<http://skyvector.com>

<http://aviationweather.gov>

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

<http://www.aviationweather.gov//plot>

<http://www.intellicast.com/> - Actual Radar

<http://www.nssl.noaa.gov> - Simulated Radar

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

Bill's presentations can be found on the club web site under the [News!](#) Tab listing.

**Thank You Bill!**

### Density Altitude:

It won't be long and we'll be getting up in the 90's and a good review of the effects of Density Altitude is always in order. Review the DA article and DA Chart on the club webpage in the [Site Index](#) section. A dramatic YouTube video which you may have seen before, but worth review, showing the effects of DA can be found at [Bruce Meadows Accident 2012](#). The DA was approximately 9,050' at 2 PM the day of the accident.

*Fly Smart, Fly Safe, Have Fun, and don't forget the “This is Stupid” Abort Now. Button*

**Jim Hudson**  
Safety/Membership Director



# IN THE KNOW

IF OAT is 40F or below prior to your flight please take some time to preheat the engine. You will find blanket & power cords under counter in 375 bay AND couple heaters on chairs in far NW corner of hanger for your use. Please use chair to keep heater off floor. Thanks.

## 90 DAY POLICY

We have several members who will be past 90 day attendance if not at the membership meeting. The policy will be enforced, which means you lose your scheduling and flying privileges. Inactive members must also meet the attendance policy before they begin active flying.

There are circumstances which come up to prevent you from attending, please let the membership director know and we can discuss exceptions with the board.

**JIM HUDSON**

# SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

## MONTHLY DUES \$70



**N67375:**

**\$62.00 per Hour**

Getting a new electronic ignition installed this week.



**N13686:**

**\$86.00 per Hour**



**N4464R:**

**\$84.00 per Hour**



**N1891X:**

**\$125.00 per Hour**



**N7593S:**

**\$128.00 per Hour**

Fuel leak right side 93S was NOT from fuel bladder. Leak was from gasket on transfer point. R&R gasket. Problem fixed. There are no fuel leaks or drips.



**N9989E:**

**\$128.00 per Hour**

She is back on-line ready to fly however with some restrictions as we continue to settle in this rebuilt engine. A white binder in aircraft has instruction you are asked to follow keeping in mind that she is one of "your" expensive assets. She would like long x-country flights. Please do not fly beyond 085.0 on TACHOMETER. If we complete these last few hours as we would like this engine should provide us with a long and strong life.

**COMPLETED BFR'S**

**May 2014**

**None to Report**

## WELCOME!

**New Members DON ALLEN AND TRAVIS GIBSON!**

Travis is a student pilot with CFI Daren Hunt. Travis is close to taking his check-ride.

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

## MEMBERSHIP STATUS

**66**

**Members**