



# T-CRAFT AERO CLUB

## AUGUST 2014 Newsletter

VOLUME 11, ISSUE 8

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686 at KPLU  
Photo By Brent Ross

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

### SCHEDULED EVENTS

#### AUGUST/SEPTEMBER

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

#### ⊕ Safety Meeting: Boise Tower Tour

Limited to 10 who have not been  
August 26, 2014 @ 7pm  
Location: T-Craft Hanger

#### ⊕ AOPA: Air Safety "Real World Weather"

Counts as WINGS & T-Craft Attendance  
September 4, 2014 @ 7pm  
Loc: Hilton Garden Inn, Boise Spectrum

#### ⊕ T-Craft Board Meeting

September 9, 2014 @ 7pm  
Location: T-Craft Hanger

#### ⊕ General Membership Meeting

September 30, 2014 @ 7pm  
Location: EAA/CAP Facility

### FUEL REIMBURSEMENT

\$5.26

Check Out  
T-Craft Price  
Compared to AV  
Center Self-Serve  
@\$6.15!

### MEMBERSHIP STATUS

# 63

## Members

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

### CROSS COUNTRY PLANNING CONSIDERATIONS *by Jim Hudson*

As students we learned to plan a cross-country flight by laying out a sectional chart, drawing our course line, taking note of a variety of features along the route. We considered obstructions, maximum elevation figures, airspace classification, prominent landmarks for visual navigation, alternate airports and options in case of an emergency, all of which were factored in to determine cruise altitude, route of flight, and the selection and spacing of checkpoints. Often, it's not a direct route from point A to point B, especially in the mountainous terrain we have in the west. After planning our route, we determine our course magnetic heading considering winds aloft, ground speed, time and fuel between checkpoints, and total trip time and fuel required. Then weight and balance, flight briefing, go-no-go decision, and file a flight plan. If we're proficient this process takes a minimum of an hour.



With the advent of affordable GPS (portable and in plane), computer programs, and now smart phone apps, cross country flight planning can be done quickly and efficiently in a matter of minutes. It is so easy and quick that we may be tempted to take short cuts, such as planning a direct flight from point A to point B, without looking at too much detail as we used to. It's easy to get real lazy and ignore some of the important considerations we were taught as students. Study and plan and consider the factors we learned as students, including alternate airports and landing areas in case a problem arises. A non-direct course that takes into consideration options for better weather, or a safer route with respect to emergency out's usually takes only slightly more time than a direct route. Don't cut your planning short by skipping a flight briefing. Get a flight briefing just in case you missed a new TFR or NOTAM not published, and/or better interpretation of the weather. It's tempting to ignore getting a flight briefing on short flights, but there might be some surprises in store. Last week I was planning a short flight to Idaho City, Garden Valley and return to KMAN. The WX forecast was severe clear, no TFR's, light winds aloft. I plugged in my flight in foreflight in about 2 min which gave me the flight time/fuel burn estimate and was good to go. Then I decided to get a briefing, just to double check for any new TFR's, Notams, and anything I might have missed.

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"Once you have tasted flight, you will walk the earth with your eyes turned skyward, for there you have been, and there you long to return."

— Leonardo Da Vinci



SEPTEMBER 4<sup>TH</sup>  
**SAFETY SEMINAR**

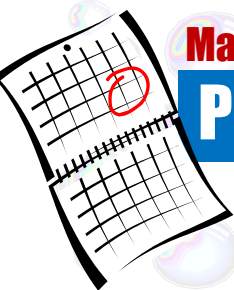
Counts for T-Craft 90 day attendance, and FAA Wings!

### REAL WORLD WEATHER

- ✓ The best weather resources, and when to use them.
- ✓ Situation that tempt smart pilots to make dumb choices
- ✓ Weather related accidents and the factors that led to them
- ✓ Knowing what's safe and what isn't when things get "complicated".

Thursday, September 4<sup>th</sup>  
7:00-9:00 PM

Hilton Garden Inn - Boise Spectrum  
7699 West Spectrum St. Boise



Mark Your Calendar!  
**PLANE WASH**

October 8<sup>th</sup>  
3 PM – 8 PM

**A MUST SEE! CHECK IT**

**Warbird Pilot:  
Behind the Visor**



### CROSS COUNTRY PLANNING CONSIDERATIONS - Continued

Low and behold, there was a NOTAM for parachute jumping 2 Mi north east of Idaho City at the time I had planned to leave Idaho City. Sure, enough when I left there was a bunch of training jumps as I was leaving. It probably would not have been an issue if I had not known, since they were broadcasting on 122.9. However, if I had not known and had a different route of flight on departure, it's possible I could have been surprised with some unexpected bodies floating through the air. There have been other instances such as Caldwell being closed a few weeks ago, Temporary tower in McCall that pilots were surprised to find out about.

Once you launch on a flight it's a good idea to have good old paper charts readily available, in case your and/or the aircraft's electronic tracking device malfunctions. Know your position and be ready to go old tech if one of the high tech devices crash. As long as VOR's are still operational, they also can be very useful in some situations for navigation or getting lost, so don't forget how to use them.

I love the new technology and when used properly it can save lots of time and keep us on track, but relying on it too much may result in some dangerous or even deadly situations. A recent [Dateline](#) show "Into the Wild" tells the story of a student pilot who apparently plugged in the wrong co-ordinate into her GPS on the last leg of her cross country flight and lead her nearly 180 deg off course without realizing it. I'm sure it was dramatized for TV, but still a scary situation and an instructor's worse nightmare.

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



**Jim Hudson**  
Safety/Membership Director

**Hood River  
Fly-In  
2014**

**SEPTEMBER 6<sup>th</sup> – 7<sup>th</sup>  
Hundreds of Airplanes!**

**Come celebrate WAAAM's Birthday with style.  
See hundreds of Planes, Food, Fun, Plane Rides and more!**

**4S2 Ken Jernstedt Airfield**  
Hood River, Oregon, USA

## Book Review by Ken Reed

**"RESCUED"** by Brian Brown, with Eileen Chambers, *Harvest House Publishing, 2013*

Writing this review is creating no small amount of personal anxiety. Anytime you point out the errors made by someone else, particularly when they are piloting errors, it seems you are only hours or days away from making a similar mistake yourself. This calls for extra care with preflights and decision-making over the next few weeks.

Pilots in Idaho will almost certainly recall (some with considerable chagrin) the incident on which this book is based. Just over two years ago, during the Memorial Day weekend, a Cessna 172 went down high in the Owyhee Mountains late on a stormy and snowy evening. (Yes, it was literally a dark and stormy night.) Rescue resources across the region were immediately mobilized, and against very long odds the family was rescued by the next morning. The book, "Rescued," is an unvarnished account of the decisions and actions leading up to the crash, and a thorough and very grateful recounting of the valor and professionalism exhibited by the emergency response personnel involved in the rescue. Right up front, it's difficult to recommend purchasing the book. That said, it is available in hardback from Harvest House Publishers for about \$13.00 on Amazon.com; around \$9.00 in the Kindle version. Fortunately, it is also available in our local public libraries.

The pilot and author, Brian Brown, is an emergency responder himself, a fireman with the seniority to be the supervisor of not one, but two fire stations in California. Given that level of experience with responding to accidents, and the fact that, as a pilot, he referred to himself as "Mr. Safety," most would be astonished at the series of choices he made on that May 26th. Strewn along the decision trail are the corpses of wisdom, common sense, good judgement, and advice from older and wiser heads. Many Idaho pilots were outraged at the press coverage his actions generated, with an appearance on The Today Show mere days later which portrayed him as a hero. To Brown's credit, he refused this approbation and acknowledged that, if anything, his foolishness had very nearly cost the lives of all on board.

It has to be admitted that reading this book will likely cause most pilots some pain, mainly from grinding their teeth. But it is a profitable experience, simply from the perspective of analyzing the decision chain and comparing it

to your own thinking. And it is entertaining to note the lapses in judgement and see how many you can count. (Perhaps you can exceed my tally, which, I'm not kidding, is 39.)

Almost any experienced local aviator will tell you the airplane, and the pilot, had no business being in that place at that time and in those conditions. But overconfidence, get-there-itis, and a simple refusal to confront reality led to the snowy mountainside and mangled C-172 that night. Without giving away too much in recounting the tale of trouble, it begins with the author describing how he had hardly flown for three months, and was looking forward to a family get-together for a performance of *Wicked* in California. This gave him a reason to plan a cross-country flight, collecting his oldest daughter from Mountain Home and flying back to Sacramento in time for the performance.

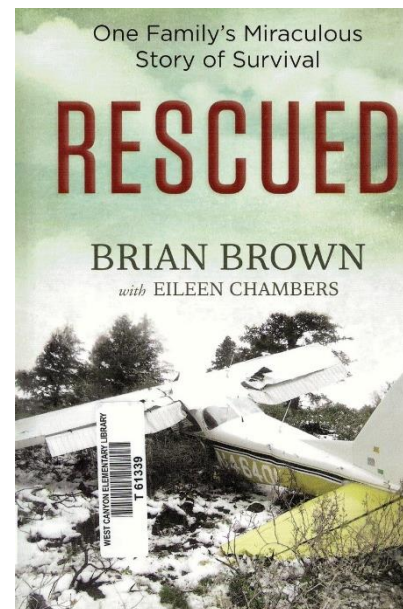
Brown asserts that he planned carefully for the trip, but it certainly appears that the flight was going to take place regardless of what the planning brought to light. A major storm system had passed through California just hours before, and Brown would be pursuing it inland. Weather briefings for the intended route were poor, and in fact wiser heads in Susanville later tried to dissuade him from continuing farther when he was forced down there due to weather. He added a passenger literally at the last minute, forcing adjustments in the baggage they could carry. Because of the unanticipated extra weight, they packed only "the essentials," and given the warm weather at their departure point they were dressed for summer.

Ready to load up at the hangar in Lodi, they discover the 1976 Cessna Skyhawk (affectionately called "Lima" by Brown) had a dead battery. Brown anticipated it would go dead again, so put a battery charger in the baggage compartment. In spite of the gloomy weather outlook, including turbulence, Brown was confident they would be fine. The predicted turbulence later became a real problem since the last-minute passenger, his younger daughter, was prone to airsickness.

In spite of warnings to the contrary, with a possible weather window over Winnemucca, the Browns prepare to launch from Susanville for the second leg of their trip, only to discover the battery is dead again. They have a hearty lunch (always recommended for airsickness) while waiting for the battery to charge, and finally take to the air again. They catch up with



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**"T-Craft Aero Club"**



with the weather about 3:30 p.m. Brown describes, "...a band of downright ugly weather dead ahead of us. Dark clouds. Heavy. Opaque." Brown is a low-time pilot and is not instrument-rated. Naturally he flies into these clouds anyway.

Unbelievably this doesn't kill them. Hammered by turbulence, unable to see, Brown is able to use "direct to" on an unidentified portable GPS, and somehow puts the plane down at KREO (Rome) in eastern Oregon. Checking out KREO on Foreflight, you will notice that it is located at the exact geographical center of nowhere. A strip covered with heavy, loose gravel, having no services, no power, no buildings. (Drove in there once; would prefer not to land on that strip.) A VOR transmitter is located about a mile away across Highway 95. Shelter for itinerant travelers is provided by a few strands of barbwire surrounding the strip. So the family shivers in the airplane for over two hours in pouring rain, with the outside air temperature around 45 degrees.

Of course they can see that the late hour and the conditions dictate discontinuing the venture. Naturally they realize that the airplane and the pilot are not capable of coping with the difficult weather from which they were scarcely able to escape. It's obvious that they have used way more than their share of luck already, and they dare not tempt fate any further. So, as you would expect, they launch once again into the growing darkness and forbidding weather.

*Review Continued on Next Page*

# IN THE KNOW

## LOANER HEADSETS

Former Member **Jim Schiers**, donated three sets of headsets for club members to use. They are classics' but functional. These are to be used one trip at a time. They are stored in the lower right file drawer, where our aircraft engine/hull manuals used to be kept. This drawer is not locked. Please return to the drawer after use.

## ATTENDANCE POLICY

With summer activities and fewer club events during the summer, many members have not been to a club event since the end of May. There are numerous club events scheduled in September, and yours truly will enforce the **90 day policy** as we resume our membership meetings in September.

## AUGUST 2014

### Completed BFR's

**Kevin Bentley**  
FAA Level 1 Wings  
Jim Hudson, CFI

**Brian Corey**  
John Vance, CFI

**Jared Martines**  
Jim Hudson, CFI

### Achievements

**Reggie Sellers**  
Level II Back Country  
Gordon Hall, CFI

**Brent Ross**  
Level II Back Country  
Jim Hudson, CFI

**Kevin Bentley**  
Class II C182 Checkout  
Jim Hudson, CFI

# SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

## MONTHLY DUES \$70



**N67375:**

**\$61.00 per Hour**



**N13686:**

**\$85.00 per Hour**

100hr completed. Cracked muffler found.

We found water in fuel from 686 lately so a reminder to **ALL**: During your thoughtful preflight of **ANY** T-Craft plane **ALWAYS** drain fuel from all sumps.

Do the Cessna Wing Rock **AND ALWAYS, ALWAYS** drain some fuel after every refueling. If you park outside and it rains check your fuel for water. Stay vigilant my friends.



**N4464R:**

**\$83.00 per Hour**

118hrs past TBO, going good. Light wire fixed.



**N1891X:**

**\$123.00 per Hour**



**N7593S:**

**\$126.00 per Hour**

IFR certification. Right elevator cracked fairing replaced.



**N9989E:**

**\$126.00 per Hour**

Dennis wrote up right fuel gauge, checked wiring and components, ordered a sending unit.

**BOOK REVIEW BY KEN REED CONTINUED:** It really is too painful to continue with the sequence of events and decisions that lead finally to the crash site. That the plane was still in one piece up until the impact is amazing. That there were any survivors of the crash is astonishing, let alone that all three survived without critical injury. But even given their tremendous luck to this point, the family would likely have been dead in 24 hours without help. At this point the storyline diverges into covering the growing search and rescue effort, triggered not by Brown's ability to contact help, but by "The Dancing Queen," a call from his oldest daughter on his wife's iPhone.

Brown now describes, with considerable detail, each of the people involved in any way with the rescue effort; from dispatchers to firemen to pilots to paramedics to local ranchers. Each character is not just introduced in general terms, but is usually given a fairly lengthy biography, replete with flashbacks to their youth and their motivation for entering a career as an emergency responder. These bios can get tedious, and don't contribute anything to the story line, so skipping through them will save reading time. The concerted efforts of the dozens involved in the search and rescue effort pay off, and the Brown family is rescued as the sun begins to rise the next morning.

In looking back at the accident and their rescue, Brown fervently attributes their survival to divine intervention. Anyone can make mistakes, and many pilots can relate their own stories of "an angel on their wing" who saved them from what could have been a grim outcome to an error on their own part. Certainly pilots would do well to follow God and invoke His protection and guidance. That does not mean we should plan so thoughtlessly, prepare so carelessly, and fly so recklessly that our only hope for survival is a "Rescue" from God.