



T-CRAFT AERO CLUB

SEPTEMBER 2014 Newsletter

VOLUME 11, ISSUE 9

T-Craft Aero Club Inc., All Rights Reserved



Mt Rainier
Photo By Laura Ross

Have your photo featured here! brent@papaross.com

SCHEDULED EVENTS

SEPTEMBER/OCTOBER

S	M	T	W	T	F	S
28	29	30	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	31	

✦ Plane Wash

October 8, 2014 Starts @ 3pm
Location: T-Craft Hanger

✦ T-Craft Board Meeting

October 14, 2014 @ 7pm
Location: T-Craft Hanger

✦ Idaho Safety Stand Down

October 17, 2014 8am to 5pm
Location: Linnen Bldg, Boise

✦ General Membership Meeting

October 28, 2014 @ 7pm
Location: EAA/CAP Facility

FUEL REIMBURSEMENT

\$5.26

MEMBERSHIP STATUS

61 Members

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

“Get-there-itis NEARLY SNARED ME” by Jim Hudson

Get-there-itis is the determination to get to a destination, as planned, come hell or high water. In the case of flying, it's frequently bad weather or other issues that we ignore or take too lightly, and continue to press on. It claims the lives of numerous pilots and passengers, as we have witnessed in Idaho the past few years. It's a strong drive that clouds the thinking and decision-making of many good pilots, including myself. Last month Ken Reed reported on the book "Rescued" that outlined some of the "get-there-itis" elements that lead to the C172 crash in the Owyhee mountains a couple years ago. In that accident the pilot and passengers were lucky to survive and tell their story. As Ken pointed out, the author/pilot shared some of the bad decisions he made, with the hope of saving others from getting caught in that snare. But it's a familiar story that repeats itself over and over we pilots fail to learn from others mistakes. When it happens to yourself (speaking for myself), it causes great anxiety, some sleepless nights, and cause for some serious soul searching, and an entry into the "never again" bucket.



There have been a few of instances in my flying career in which I launched or pushed on into weather systems when I shouldn't have due to get-there-itis. On the flip side, there have been several other instances in which I canceled, delayed a flight, or stopped to wait out the weather. However, there was an incident recently, "after" reading Ken's book report, that didn't involve weather (not initially), that gave me some personal insight of another element to watch out for in the get-there-itis snare.

As some of you know, fly-fishing is another of my passions, and September at Moose Creek (101) is one of my favorite spots. My brother-in-law and I have been flying into Moose Creek for the past 12 years during the first or second week in September. It's always a fun trip and greatly anticipated. As the launch day approached the weather was looking good, however I had come down with a cold a few days before the trip. I was feeling better, but still not in tiptop shape on our departure day. I felt pretty good and thought that I was okay to fly. We got 93 Sierra all loaded up and fueled, was doing preflight when I encountered a mag problem. At that point I returned to the hanger and decided to switch airplanes. 91X was available, but required a schedule

Article Continued on Next Page

“Aviation is proof that given, the will, we have the capacity to achieve the impossible.”

— Eddie Rickenbacker

“Get-there-itis NEARLY SNARED ME”
- Continued

change with another member. I thought it would be quicker to switch planes than to have Aero Services look at 93S and fix it. I called Jim Eyre and told him about the problem and then proceeded to unload 93S and then load up 91X (no small feat in it self). After pre-fighting and fueling up 91X, I returned to the hanger to close out 93S flight log and open 91X. To my surprise, Mike Metcalf was already working on 93S. He asked me why I didn't report the problem to him, and said that he would probably have it fixed before we took off in 91X (which he did). There have been several occasions in the past when I had encountered a problem, and went directly to Aero Services and they fixed the problem promptly. Mike said he found the problem to be a broken mag wire, and that he would have it fixed shortly. We had 91X ready to go and didn't want to unload/reload again and switch back to 93S. If I would have reported the problem to Mike from the start, as it turned out a relatively easy repair, we would have been off much sooner with about 40 minute delay instead of almost a 2 hour delay. I was puzzled as to why I didn't call Mike, or taxi to his shop when I encountered the problem as I had done in the past. I realize now, that being a little fuzzy headed from my cold that I had jumped to the conclusion that I could switch planes quicker than reporting the problem and having it fixed, or at least looked at. We had planned to stop at Sulphur Creek for breakfast prior to heading up to Moose creek, which was putting additional time pressure and frustration with the delay. It would be around 11:30 before leaving Sulphur Cr. after breakfast. It was starting to get hot and I was not comfortable leaving Sulphur Creek with a near full load at that time. So we decided to skip breakfast and fly directly to Moose creek.

The forecast for that day was for some afternoon showers starting around noon. Everything was looking good on our flight, until we crossed over the Salmon River and got within 30 minutes of Moose Creek. I could see ahead that the ceilings were dropping, some canyon fog, and it appeared to be hazy and/or smoky ahead. Proceeding on course towards entering the Selway east of Moose creek the weather continued to deteriorate. When we had crossed the Salmon River earlier, the weather looked much better to the west with plenty of cloud clearance; however I was focused on staying on course (the way I normally go and a little shorter) and continuing into declining weather. As we got closer to the weather we found the ceilings dropping even lower and more canyon fog and rather suddenly found ourselves in the clouds. I immediately started a 180° turn and was overwhelmed with stress. I had all I could do to focus and hold altitude, mindful that I had started to descend in the canyon and certainly didn't want to descend any more. I also concentrated on keeping a standard rate turn until I was heading back and out of the clouds. I am instrument rated, however not current, nor proficient. Not being in top shape mentally, I was very stressed out and confused. Fortunately, it was only a brief period of time while we were in the clouds, but enough to realize I was much more stressed than what I had been in the past in similar situations. As I had observed while crossing the Salmon, it was clear to the west so we headed that direction. I was able to get into the Selway drainage north of Elk City, west of Moose Creek without an issue and proceeded up the Selway to Moose creek. As we approached Moose Creek, we could start smelling and see some smoke further east, and it was clear that it would have been difficult to enter from the east as originally planned. What I learned, was that I was probably okay to fly in normal conditions, however during a stressful situation I was not thinking clearly and it took all my effort to focus. I don't think I was to the point that it scared me, but I was very upset for allowing myself to get into that situation.

Get-there-itis can affect our decision-making and in many cases cause us to push ourselves beyond our limits. This incident taught me to raise my awareness on my mental well-being and to factor health concerns more heavily into the go-no-go decision. The following day at Moose Creek I felt fine, and in hindsight, wished I had waited a day before leaving on the trip.

The topic of the September 2013 newsletter was Human Factors, “Why do smart pilots do stupid things”. I reviewed that myself and would encourage you to review that article. The link to the FAA Risk Management manual referenced in that article has changed to the following: http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/risk_management_handbook/media/risk_management_handbook.pdf

It turned out to be a great trip and the fishing was outstanding.

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

Jim Hudson
Safety/Membership Director



Mark Your Calendar!
PLANE WASH
Wednesday, October 8th
Starting at 3 pm

JOIN US!
We will be serve pizza after finishing the plane wash, so don't forget to stick around afterwards and enjoy some.

News Letter Contributions

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



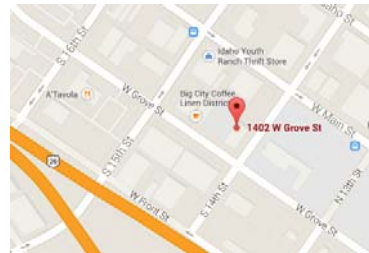
Making the "Right Call " for Safety, Single Pilot Resource Management, Managing your Energy, Challenges in Mountain Flying, VFR into IMC, Use of medications in Aviation.

Friday October 17, 2014 8:00am - 4:30pm

FREE Limited to 250 - reserve your seat now by calling Idaho Division of Aeronautics at (208) 334-8775 or email: dan.etter@itd.idaho.gov

Linen Building
1402 W Grove Street
Boise, ID 83702

First floor of the historic Linen Building, down town Boise at the corner of 14th and Grove. Free parking at the building



Keynote

TONY CORTES (Chair, Department of Applied Aviation Science at Embry Riddle)

Making the "Right Call" for Safety. *Although we are exposed to the conflict between "right" and "wrong" from a very young age, few of us have received instruction on how to make ethical decisions in aviation settings. Yet there is an intimate relationship between ethics and aviation safety. Our conscience will sometimes remind us, over and over, when our decisions fall short of professional or personal values. We may consider such reminders to be obnoxious distractions ... echoed drumbeats of guilt ... but that uneasy feeling can be an early warning of a developing accident chain and may provide us a chance to intervene and prevent disaster. Real world examples will be showcased of pilots struggling with making the "right call" for safety in difficult situations.*

SHANNON FORREST (Flight Safety, NASA, Airline Pilot, Gold Seal Flight Instructor)

Single pilot resource management session. *Situational awareness, decision making, etc.*

ROD ALNE (CEO of The Peak Inc. Retired Special Operations, US Air Force)

Survivor Mindset-how to prepare for an unexpected night in the field. *Training will include proper preparation to improve survivability in an unexpected night out. Focus will be on fire, shelter, and signaling.*

MIKE WEISS (flight doc)

Use of non-prescription and prescription drugs in aviation.

CAPT OLINGER (Boise ARFF)

Emergency rescue capabilities at BOI.

RICH STOWELL-(Master CFI and 2014 National FAASTeam Rep)

Managing your Energy. *A pilot-oriented approach to maintaining control. The majority of fatal accidents in general aviation result from loss of control (LOC) while maneuvering. Master Instructor and 2014 National FAASTeam Rep of the Year Rich Stowell reveals the secrets to maneuvering safely and with confidence, including dissecting some common maneuvers. Take a fresh look at the relationship between angle of attack, g-load, and pitch and power to help you avoid common LOC scenarios.*

Amy Hoover (Chair, Department of Aviation at CWU)

A first-hand look at operational challenges in mountain and canyon areas with emphasis on unique weather phenomena as they affect flight planning and aircraft performance.

Dale Wilson (Professor of Aviation at CWU)-VFR Flight into IMC. *Trapped by the Weather or by Ourselves? It was late one evening in March, 1991, when Dale got the call. Two of his school's airplanes were missing. The next morning it was confirmed that both had collided in mountainous terrain killing all six occupants. This was a controlled flight into terrain (CFIT) accident caused by continued VFR flight into IMC. Fortunately the frequency of these types accidents has dropped considerably over the years—from a combined average of about twice a week in the 1980s in the United States and Canada, to about twice a month today. Despite this improvement, VFR flight into IMC is still the number one cause of fatal GA weather-related accidents. Over the most recent 10-year period it has caused the loss of 518 lives in the United States. This presentation focuses on factors that increase the probability of experiencing a VFR-into-IMC accident, and more importantly, offers strategies that can be used to avoid getting trapped by this threat.*

IN THE KNOW

FROM THE BOARD

Board is considering a proposal to add an LSA membership level to the club. This membership would be separate from the current Class I and II. Buy-in would be separate. Looking at an inexpensive conventional gear aircraft renting for ~ 50.00 per hour.



PLANE WASH!

Wednesday,

OCTOBER 8th

Starting at 3 pm

SQUAWKS/RATES

Always check current squawks on Schedule Master and Hanger Wall

MONTHLY DUES \$70



N67375:

\$61.00 per Hour

Lower plugs pulled, fouled up, cleaned (electronic ignition).



N13686:

\$85.00 per Hour

100 hour completed, replaced muffler.



N4464R:

\$83.00 per Hour



N1891X:

\$123.00 per Hour

VFR cert done.



N7593S:

\$126.00 per Hour



N9989E:

\$126.00 per Hour

COMPLETED BFR'S

SEPTEMBER 2014

Larry Hettinger

Carl Fetterman

Achievements

Brent Ross
ATP Certificate

Travis Gibson
New Private Pilot