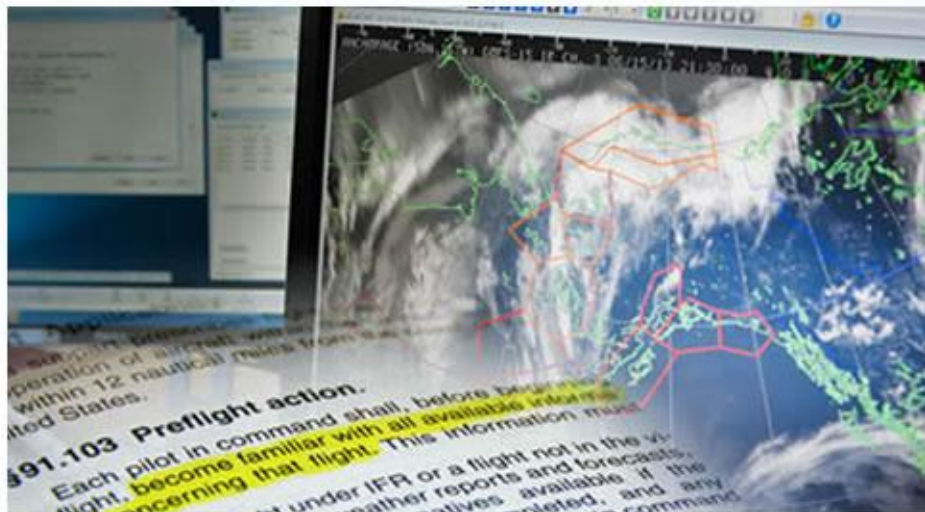




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*Article Provided By Jim Hudson*

## WEATHER



It's that time of year again, when the days get shorter, weather cooler, and the friendly skies, are not so friendly (for flying that is). If you're finding yourself with some down time, it's always a good time to do some studying up on the weather.

## T-Craft Weather Guru

We're fortunate to have our own weather guru, Bill McGlynn, who continues to find new and useful web sites and teach us on their use. Bill recently gave us two weather classes. If you missed his classes, you'll have to wait until next Spring to catch the next one. However, Bill is always open to members questions and guidance on weather issues. You can find Bill's latest weather links, and notes on how to use them on our web site. Go to the Site Index Tab, under "W". You can also find his presentation slides under the News! Tab

Article Continued on Page 4.

# NOVEMBER Volume 12, Issue 11 NEWSLETTER

## SCHEDULED EVENTS

## NOVEMBER/DECEMBER

S	M	T	W	T	F	S
22	23	24	25	26	27	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

## General Membership Meeting

November 24, 2015 @ 7pm  
Location: T-Craft Hanger

## T-Craft Board Meeting

December 8, 2015 @ 7pm  
Location: T-Craft Hanger

 **General Membership Meeting**

December 31, 2015

Happy New Year! - *No Meeting*

A special thanks to Reggie Sellers  
for changing out the light bulbs in  
the hanger.

# Please send your flight pictures  
and stories to Bert Osborn at  
1bertocableone.net

A graphic with a blue background. On the left is a black stylized nuclear symbol. To its right, the text "Membership Status" is written in white. Below this, the number "84" is written in large white font, with "MEMBERS" in smaller white font underneath. On the right side of the graphic, white text reads: "Sponsor a New Member & Recieve 1 Hour Flight Credit (C152)".

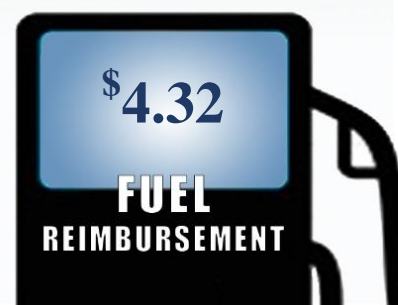
# WELCOME

## NEW MEMBERS!

Jeff Aebischer, Jim Manly  
Ivan Sudac and Tad Jones

### NEWSLETTER CONTRIBUTIONS:

Please send your photos & flying stories to [brent@papaross.com](mailto:brent@papaross.com) for inclusion on future issues.



"For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have seen and there you will long to return"

Leonardo da Vinci

## Jim Hudson

One of Jim Hudson's students, Felix Beauchesne, passed his private pilot check ride last week. Felix is not a member of T-Craft, but is one of our ace mechanic's at Aeroservices. If you know or see Felix congratulate him.

## Darin Hunt CFII

Darin Hunt is a T-Craft approved CFII. Darin is a full time instructor and contributed a very interesting and informative safety article to this month's newsletter. Darin owns Air-O-Drome Aviation, a flight school at Caldwell Industrial Airport (EUL). He is offering private pilot ground school. Classes will meet 3 times per week and the cost is \$500.00 for the entire course. That cost includes course materials and the FAA knowledge test. Since the cost of the FAA knowledge test is \$165.00, \$500.00 is an

excellent price. If you are interested in taking the ground school, call Darin at 208-989-8604. As a part of running the flight school, Darin gives flight instruction for all levels of students. He is qualified in aircraft from the LSA and tail draggers, through the Cessna line that T-Craft flies, up through the newer high performance aircraft such as the Cirrus SR-22, the Cessna 400 and more.

Under the leadership of committee chairman Gordon Hall, the committee studying ADS-B is making progress. Earlier this year, Gordon Hall volunteered to head a committee to check into ADS-B solutions for the club. All aircraft that fly in controlled airspace have to be equipped with ADS-B out by the year 2020. All of our aircraft except 27G fly in class B, C, D and class E airspace. The committee has decided to prioritize aircraft for updates. Since 7593S is the IFR certified 182, the second radio was not working and the Garmin 430 had quit, 93S was given top priority. The Garmin 430 from 89E was temporarily moved to 93S. The Garmin 430 has now been returned to 89E. The committee concluded that because 93S had an operating auto pilot, it should remain as the IFR certified 182. The Garmin 430 that was removed from 93S has been sent to Salem and rebuilt into a WAAS certified Garmin 430 and re-installed in 93S. The cost was approximately \$3,500.00. Replacing the current 430 with a WAAS certified Garmin 430 will cut the cost of upgrading to ADS-B by nearly one half. The savings in the future will be approximately \$2,000.00. Gordon also told the board that the present NORCO #2 radio was not working. On the recommendation of DOM Jim Eyre that the number 2 radio should be replaced with a GNC 255, that was done as well. With the upgraded radios we also needed a new VOR indicator head. All the avionics work on 93S has been completed and now you can fly it with a WAAS certified Garmin 430. For you instrument jockeys that means you can now do precision GPS approaches instead of ILS approaches.



# SQUAWKS AND Rates

Always check current squawks on Master Schedule & Hanger Wall

## N1227G

\$55 / Hour



1227G is repaired and flying. Gordon Hall flew her to make sure she was balanced and ready to fly. Gordon reported no problems with 27G during his flight.

## N67375

\$61 / Hour



67375 is one of the best 152's flying. Pilots who have flown other 152's report that our little bird is in great shape when compared with other Cessna 152's. It is an economical and reliable aircraft.

## N4464R

\$83 / Hour



4464R is past her TBO but is still flying strong. Her compression numbers are still excellent. She is one of the most reliable aircraft in the fleet. 64R is one of the easiest birds to land and is easily configured for straight and level flight.

## N13686

\$85 / Hour



13686 is having its wings flown off. That is a comment made by an observer who saw that she has had at least 2, 100 hour inspections since the annual last April. She is IFR certified and is an excellent training craft.

## N1891X

\$123 / Hour



Usually at this time of year 1891X is mothballed. Because of the high demand for the 182's there will be no mothballing of aircraft this year. This is a great aircraft to fly.

## N9989E

\$126 / Hour



The Garmin 430 has been returned to 9989E and she is ready for long cross country flights. Fly where ever you want to go in style and comfort. This is a reliable and very good looking aircraft.

## N7593S

\$126 / Hour



7593S now has a WAAS certified Garmin 430. She is IFR certified and can be used for any GPS IFR approaches. She also has a new second radio so there is no reason to be out of touch with ATC when flying her.

Winter Flying Hours are in effect starting in December and will continue to be through February.

**Monthly Membership Dues \$70**



## FLOWN PILOTS FLOWN PLANES BILLED PLANES

### Top 3 Most Flown Pilots



1. Preston Rufe 14.5 hrs
2. Gordon Hall 11.1 hrs
3. Dale Reese 10.5 hrs

### Top 3 Most Flown Planes



1. N13686 39.4 hrs
2. N4464R 33.1 hrs
3. N7593S 30.2 hrs

### Top 3 Billing craft \$

1. N7593S \$3,343
2. N9989E \$3,386
3. N13686 \$3,034

## NOVEMBER 2015

### COMPLETED BFR'S

Jeff Aebischer, Steve Chaffin  
Jason Hull, Steve Turney,  
Andrew Hansen  
Paul Chase - Wings Level II

### ACCOMPLISHMENTS

Bert Osborn IFR certification

## WORRIED?

Aircraft late?  
Didn't call as planned?  
Did not arrive at their  
planned destination?

**Call Idaho State Communications  
208-846-7600 or 800-632-8000**

1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.

## WEATHER

Jim Hudson's article continued:

If you're a skier, boarder or snowmobiler, you can have some fun impressing your friends (or keeping it a secret), by using the WX forecasting tools to predict the next big dump.

### AOPA Air Safety Resources:

Some of you may have seen AOPA's Air Safety's relatively new Weather Wise Video Series. There are a couple of short video's as described below: (click on the highlight which should launch the browser). In addition to these, ASI has many free courses on weather topics, which you can find on the page these video's are published.

**This 1<sup>st</sup> video** — the first in a series, is focused on practical weather flying for pilots—it looks at strategies for sorting through the chaff and pinpointing the information that really matters for your upcoming flight.

**The 2<sup>nd</sup> video** — a three minute video focused on practical weather flying-- it explores some of the many resources available at the revamped Aviation Weather Center website, and discuss how pilots can use them to get a more complete picture of the weather prior to flight.

Of all the weather websites out there these days, one of the best and most popular is NOAA's Aviation Weather Center-- often referred to as ADDS, or [aviationweather.gov](http://aviationweather.gov).

### FAA

Believe it or not, the FAA has some really good stuff too. I ran across the following document, "[General Aviation Pilot's Weather Guide](#)" – on Preflight Planning, Weather Self-Briefings, and Weather Decision Making. It's a great document for new and experienced pilots on obtaining weather, decision making, and some tools to help with our decisions. Click on the above link, and it should load. If not it can be downloaded from our website Site Index Tab.

As you probably know, a safe pilot is always learning. With respect to the weather, there will never be an end to our life-long learning. We must continue to learn and understand the weather and know our level of risk and skill in handling the weather conditions and circumstances.

As Always,  
Have Fun, Fly Safe, Fly Smart, and don't do anything Stupid.

## Poor Decisions

### Knowing when to stay put

By Darin Hunt

As a Private Pilot aspiring to earn a Commercial Pilot Certificate, I took every opportunity possible to obtain flight time. I was attending Utah State University in Logan, Utah, pursuing a degree in aviation while working full time to support a family. My wife and kids had driven to visit family in Slate Creek, Idaho, several days earlier. I had work and school obligations, so I planned to fly up and join them for the weekend. This would be a great opportunity to build flight time and gain more flight experience.

I rented a Cessna 172 from the local flight school. The plan was to land at Grangeville, Idaho, since the Slate Creek Airport was a grass runway. My rental policy required the use of hard surface runways only. Weather was moving in over the mountains lowering ceilings with steady rain. Approaching Slate Creek Airport I saw deteriorating weather a couple miles ahead. The ceiling appeared to drop to the surface, so I decided to land at the Slate Creek Airport. The approach was simple, yet scenic with the airport situated alongside the Salmon River. I touched down softly in the wet, knee-high grass and secured the airplane for the weekend. I felt confident I had made the right choice to land at Slate Creek, even though it was a grass runway. I felt a sense of accomplishment that my first ever actual soft field landing went so smoothly. Simulating hundreds of soft field landings on hard surfaced runways had paid off.

When the time came to return home, the unsettled weather still remained, with rain showers lurking in every direction. A standard briefing revealed marginal VFR conditions prevailed for the first half of the return flight. Mountains tops were forecast to be obscured with overcast cloud bases 2000 to 3000 feet AGL. I questioned the safety of departing the area for the return flight. Since I could see the cloud bases approximately 2000 feet high up on the mountains, I decided to give it a try. Shortly after takeoff I was able to see that clouds were obscuring the mountain pass I needed to go through. I returned to spend the night with family. Upon landing, however, my father-in-law suggested an alternative course of action. He stated that I would be able to remain below clouds if I followed the Salmon River until it emptied into the Snake River. I could then follow the Snake River towards Boise, Idaho, where I would be out of mountainous terrain with better weather. If I remained over the river, I could stay below the clouds having good visibility and plenty of separation from terrain. He had flown that area many times, and I respected his opinion. I decided to give it a try, since I needed to get back to work and school. After my second takeoff, everything was going fine. Things were exactly as he had predicted. I had good visibility and felt very safe with my height above the terrain. I attributed the warmer temperature over the river as the reason for the clouds staying higher. Unfortunately, my sectional chart ended not too far northwest of my departure airport. I had originally planned on returning the way I came and, therefore, hadn't purchased any additional charts. Following the river, as suggested by my father-in-law, was taking me over a route I was completely unfamiliar with. Without a sectional chart to compare against I had to trust that the river would take me where I wanted to go.

When I arrived at the point where the Salmon River empties into the Snake River I, initially, turned up river, which would have taken me to Boise. I then began to look closely at the river and saw that the water was running the opposite direction I thought it should. Going against my initial thinking, I turned the airplane around and followed the Snake River the wrong way. I kept telling myself (incorrectly) that, "I know the Snake River winds every which direction, but it will ultimately take me where I want to go." I kept looking for a point on the sectional chart that I

could identify along the route. I figured at some point I would re-join my chart and be on my merry way. I started tuning various frequencies in my communication radio and attempted to make contact with airports that I thought I was getting close to. There was no response. The thought to use the 121.5 emergency frequency never even entered my mind. I had been flying for several hours and was starting to get concerned about my fuel situation. I had flown approximately 5 hours since topping off the tanks with fuel. I remember my flight instructor had taught me to not solely rely on the indications of the fuel gauges. At this point both of my fuel gauges were showing empty with only an occasional flicker. Some quick head math revealed I didn't have a lot of time left before fuel starvation would result.

I began to feel anxious and struggled to keep a clear head. I began looking for any available airport or emergency landing location. This was definitely an example of a time where I was in the air wishing I was on the ground instead of on the ground wishing I was in the air. I was so restricted by bad weather that I had to find something in the canyon alongside the river. I saw nothing.

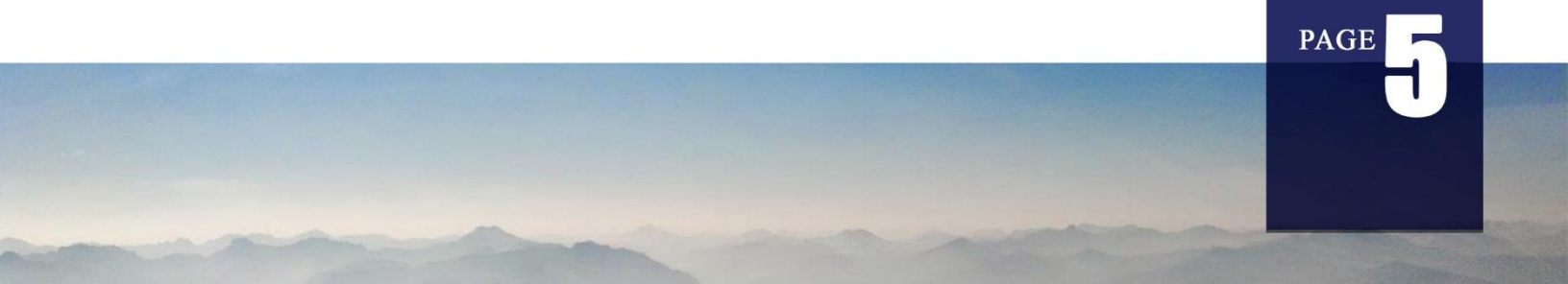
Just when I thought I wasn't going to find anything the river entered a wide valley. I saw a larger city and the first thing that went through my mind was, "There has to be a runway here somewhere." As I quickly scanned for an airport I found one within a few miles of my position. Feeling relieved I lined up with the first runway I saw and started an approach to land. The only care in my mind was getting on the ground before I ran out of fuel. Out of the corner of my eye I saw a flash of light. I looked to my left, and from the control tower I saw a steady green light shining at me. I remembered from my training that that meant I was cleared to land. Honestly, I probably would have continued regardless of the color. Yet knowing that I had received a clearance to land put my mind at ease.

I was completely lost. I had no idea where I was. All I knew was that I had landed safely. I taxied up to the nearest access gate and secured the airplane. As I walked out of the gated airport area I noticed that nearly all the cars parked in the airport terminal area had Washington license plates. I stopped the first person I met coming out of the terminal. I wish I could once again meet that individual because I'm sure what I said sounded rather strange. I asked him, "I know this might sound weird, but where am I?" His answer came without hesitation, "Tri-Cities, Washington." I thanked him and continued to walk into the airport terminal. I am sure he had additional questions about why I didn't know where I was, but I just walked away. I had no idea where Tri-Cities, Washington, was. I caught a security guard in the airport terminal who gave me the phone number for the control tower. I called the tower and let them know I was the one that had just landed using the light signals. They were very friendly. I luckily hadn't caused any issues with the flow of traffic to or from the airport. They gave me the ground frequency and directed me to the GA side of the airport. Once there, I was able to purchase the fuel and the necessary charts, and plan my return flight home. Everything went smoothly from that point forward.

To VFR pilots, flying "IFR" has often times been construed to mean, "I Follow Rivers or Roads." In my case following a river in bad weather, through unfamiliar terrain, nearly cost me my life. Accidents in aviation tend to be a result of a compilation of mistakes over time. I made a poor decision to attempt a flight into unfamiliar terrain, with marginal weather, and without a chart to follow. A series of poor decisions that lead up to an accident is commonly called a "poor judgment chain." As a single pilot, a person must recognize when a series of poor judgments are being made and break the chain.

Thankfully, I made it through that experience without an accident. I was just lucky! Knowing what I know now, I never would have taken off to return home. The risks far outweighed the





benefits of the flight. Flying is a gift. We can't compromise safety with poor decisions and excessive risks. Since this experience I have become a Certified Flight Instructor and have had many opportunities to help others learn from my mistakes.

