



## PUTTING WINGS ON

## YOUR DREAMS

VOLUME XIV

ISSUE 2

---

**Submitted by Jim Hudson**  
**Membership and Safety Director**

### **Pushing the Limits**

Most of us love to fly on bluebird days with calm winds and little turbulence, and everything is right with the world. However, most of the time it's not that way. How would we handle things if we lost an engine on take-off? What if the winds changed drastically from the forecast at your destination or even on a short flight to the practice area?

Much has been written about the "Impossible" turn, turning back to land after an engine failure on takeoff, and dealing with gusty winds and crosswinds. In fact, the March and April 2012 issues of our newsletter talked about these in detail

It's always a good idea to push your limits some; take on some challenging winds, practice some simulated emergency take-off's and/or landings, practice some stalls or hood work with the help of a CFI or a more experienced pilot.

I had the pleasure to fly with Tad Jones this month in his C182 upgrade training, and we took on some of these challenges and recorded them on Tad's GoPro. Tad wrote a

very good blog about each of these "exercises" that I encourage you to read. Not only did Tad describe what we did, but also did a nice job of talking through his decision making and techniques of the maneuver.

### **The Impossible Turn – From 500' AGL**

Bear in mind that this is not usually possible to make this from 500' AGL. It depends on the conditions, temp, winds, gross weight, and anticipation that you are going to do this. In hotter weather, flying at near gross weight, not expecting this to happen, and not being proficient, one probably cannot make the turn back unless close to 1,000' AGL. In this blog, Tad recorded it on his GoPro, and I created a CloudAhoj video that shows the flight path and simulated flight instrument readings included in his blog.

<http://archbyair.blogspot.com/2017/02/winter-flight-proficiency-training.html>

### **Gusty Winds/Cross Winds.**

Tad recorded this flight with his GoPro, which unfortunately had a stabilization gyro that dampened out the turbulence. It was wild and intense, as you can tell by Tad's voice and radio calls. After we landed, the winds really picked up and I stayed in the plant to keep it from blowing around and videoed that event. Tad has a great description of the event, as

well as talking about go-around decision making in his blog.

<http://archbyair.blogspot.com/2017/02/better-to-be-on-ground-wishing-you-were.html>

The KMAN ASOS history at the time of this flight. We started about 2:15, 21:15Z and arrived back at 21:40 Z, The winds were 41 Kts. (47mph) while we were sitting waiting to put the plane away. The wind changed directions from 160 at 2:15 to 290 at 3:15.

KMAN 162235Z AUTO VRB03KT 10SM FEW050 SCT060 BKN075 08/04 A2969 RMK A01

KMAN 162215Z AUTO 29010G20KT 8SM FEW039 SCT045 BKN055 08/04 A2969 RMK A01

KMAN 162155Z AUTO **24029G41KT** 9SM FEW044 FEW060 BKN075 12/03 A2966 RMK A01

KMAN 162135Z AUTO 23010G22KT 7SM SCT070 SCT090 12/04 A2964 RMK A01

KMAN 162115Z AUTO 16013KT 10SM CLR 15/03 A2960 RMK A01

This is the link for historical data. To look at another airport, just change the name from MAN. Click on Raw Observations at the top of the page to get the METAR format.

<http://www.wrh.noaa.gov/mesowest/getobext.php?wfo=boi&sid=KMAN&num=48&raw=0&dbn=M>

Thanks Tad for your excellent blogs on your flying experiences. I'm sure we'll be continuing to have some "exciting" winds the next few months. If they're beyond your normal comfort zone, grab a CFI and push your limits a little, and while you're at it, practice some emergency situations.

*Fly Smart, Fly Safe, Have Fun, and – Don't do anything Stupid!*

Jim Hudson  
Safety/Membership Director

## March 2017

S	M	T	W	T	F	S
			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	

### Calendar of Events:

03/10/2017 – Accounts due

03/14/2017 - Board Meeting

03/20/2017 - Accounts past due

03/28/2017 Membership meeting

- March – Basic Med – Review Q&A
- April – Poker Run, Backcountry Presentation – Jim Hudson, Emmett Wings & Wheels.
- May – Plane Wash
- June – TBD
- July 7<sup>th</sup> & 8<sup>th</sup> – Garden Valley Fly-In
- October – Plane Wash, Fall WX Class
- November - TBD

2017 - Calendar of events is available on the T-Craft website.

The Garden Valley Fly-in is set for July 8<sup>th</sup>.

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

## Fuel Reimbursement

\$4.17 per gallon.

The fuel account balance as of 01/30/17 was approximately 4397 gallons.

### Top flyers for the month

John Brown	2.1
Cassidy Brown	1.7
Michael Bracke	1.5

### Highest billings for aircraft

93S	\$484
91X	\$313
89E	\$244

### Hours flown for aircraft

93S	4.1
375	3.6
91X	2.9

\*These figures are reported at the directors meeting earlier in the month.

## Breakdown of Membership

### Member Statistics.

- 105 Members (3 LSA only)
- 2 on wait list. (2 more interested)
- 43 Class I Members (40%)
- 62 Class II Members (60%)
- 07 Inactive (voluntary suspension)
- 05 Suspended (BFR/Med/Attend/Billing)
- 08 Social Members (non flying)

## Ratings

- 15 Student Pilots
- 67 Private Pilots
- 01 Recreational Pilots
- 14 Commercial Pilots
- 08 Air Transport Pilots
- 31 Instrument Rated Pilots

## Welcome New Members:

- Brandon Bennett
- Marjorie Wells
- Brett Hatfield

## BFR's

- Russ Graves
- Jeff Adams
- Jim Manley - IPC
- Lloyd Putnam

## Wings - Phase II

- Gordon Hall

## New Certificates

- Mitch Giebble - CFII- Helicopter

## Level II Upgrade/Cessna 182 Check Out

- Tad Jones
- Roland Steadham
- Scott Jennings

If you've achieved a new rating, BFR, accomplishment, please inform the Membership Director Jim Hudson, or Secretary/Newsletter editor Bert Osborn

If you have news or pictures that you would like to have included in the newsletter, please submit them to Bert Osborn at [1berto@cableone.net](mailto:1berto@cableone.net)

The T-Craft telephone number is 208-546-4128.

## HATS OFF

Thanks to Gordon hall for conducting the Aspen Aviation class after the general business meeting Tuesday night. This was Gordon's second presentation. As always, a great job Gordon and thank you.

## CALL FOR PARTICIPATION

At the membership meeting February 28, President Ben Brandt pointed out that the club will be considering several issues in the near future. Those issues include a discussion of purchasing a new airplane, re-painting an existing airplane, trading an airplane, expanding the hanger and purchasing a fuel bay. President Brandt asked for volunteers to serve on a committee or if a person didn't want to serve on a committee but wanted to submit ideas that participation would be welcome as well

## CFI's

We now have 9 club member CFI's on the list of 22 [club approved instructors](#). Only instructors on our list can instruct in club aircraft unless you get an exception from the board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list are approved by the board to instruct in the Champ.

## HOURLY RATES

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our rate to increase as indicated below.



N1227G  
\$60.00



N67375  
\$60.00



N4464R  
\$71.00



N13686  
\$73.00



N1891X  
\$106.00



N9989E  
\$112.00



N7593S  
\$116.00

## **SQUAWKS**

7593S The new Aspen Evolution is installed and functioning. The auto pilot is functioning and can talk to the new avionics.

9989E is grounded from the 6th to the 10th of March. We will re-install the Garmin 430 which is now WAAS certified and install the new transponder. 89E will now be ADS-B out compliant.

1891X None

4464R None

67375 None

13686 landed with a flat nose tire. The pilot did an excellent job of landing and taxing it off the runway. DOM Jim pointed out that this is a classic case of you don't stop flying the airplane until it is safely in the hangar.

1227G When changing a tire maintenance noticed that the wheels had been put together incorrectly causing a wear issue. The issue was being addressed and the problem should be resolved this Wednesday.

Remember to report squawks on schedulemaster. The old clip boards for reporting squawks have been retired.

## **COLD WEATHER FLYING**

The heaters, cords and blankets are still out and need to be used. As I have said many times, if it's cold enough for you to wear a coat or a jacket, it's cold enough that the aircraft engines need heat. When you fly arrive early and take the time to hook up the engine heater and the oil sump heater. As Jim always reminds us, if we take care of the engines, they will last a long time and serve us well.

REMEMBER - Pre-heat - Pre-heat - Pre-heat - Pre-heat - Pre-heat - Pre-heat

## **AVIONICS REPORT**

As reported last month, the Aspen Evolution has been installed in 7593S and the auto pilot is now working. The HSI, ADF and 14 pounds of excess wiring and old instruments were removed. The beacon light will now run off the master switch rather than off of the avionics switch.

64R has been IFR certified and is now IFR legal. That doesn't mean it's IFR capable. Since it doesn't have a GPS we can only fly ILS and VOR/DME approaches but none

of the GPS approaches into Nampa, Caldwell or Ontario. 9989E will become IFR certified after the first of the year.

### **ADS-B IN KIT**

If you want ADS-B in and aviation weather, you can utilize your iPad or other tablet with ForeFlight, WingX, and other EFB's and a low cost receiver kit from Stratux. <http://stratux.me>

Click on each item for the \$129 kit and it will bring up the item to order in Amazon. The battery pack would be optional if you already have one. It's a simple kit to put together. Stratux has great instructions, and a YouTube to assemble it. We have several in the club who built it, so if you have any problems, questions you could contact Andrew Hansen, Gordon Hall, or Jim Hudson.

### **MEMBERSHIP DUES**

Effective February 1, 2016 membership dues were established at \$60.00 per month. At the Annual meeting this year membership approved continuing dues at the rate of \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases and the great maintenance under the watchful eye of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying. Upgrades will not impact the hourly cost of flying an aircraft.

### **PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.**

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

### **OFF FIELD FUEL REIMBURSEMENT**

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

### **From Reggie Sellers, Director of Billing Remember Winter Flying and Billing**

The three month period of winter flying rules, December, January and February, has come to a close. For those of you who were surprised by the last billing you didn't read the newsletter. For your review the following sets out winter flying rules.

5.6 Winter flying hours: during the months of December, January and February the

monthly “use it or lose it” minimum flying charges may be combined for credit in any of these months. For example, if a member did not fly in December or January but flew the equivalent of 3 hours of 152 time in February, the December, January and February “use it or lose it” credits would be applied to the February billing period. The same is true if the 3 hours were flown in December.

I might add that **if you don't fly at all during the three winter flying months**, you **will be billed for 3 hours of 152 time all in one month (Feb)**. Each year this catches someone off guard so please enjoy the funnest time to fly....winter.

### FLY IDAHO LICENSE PLATE

The Idaho Aviation Foundation's Fly Idaho license plate program sold enough license plates that the aviation plates will be offered for at least two years. If you haven't purchased one, please consider doing so. A portion of the proceeds from your sale will be used to further aviation in Idaho.

To purchase your plate, visit:

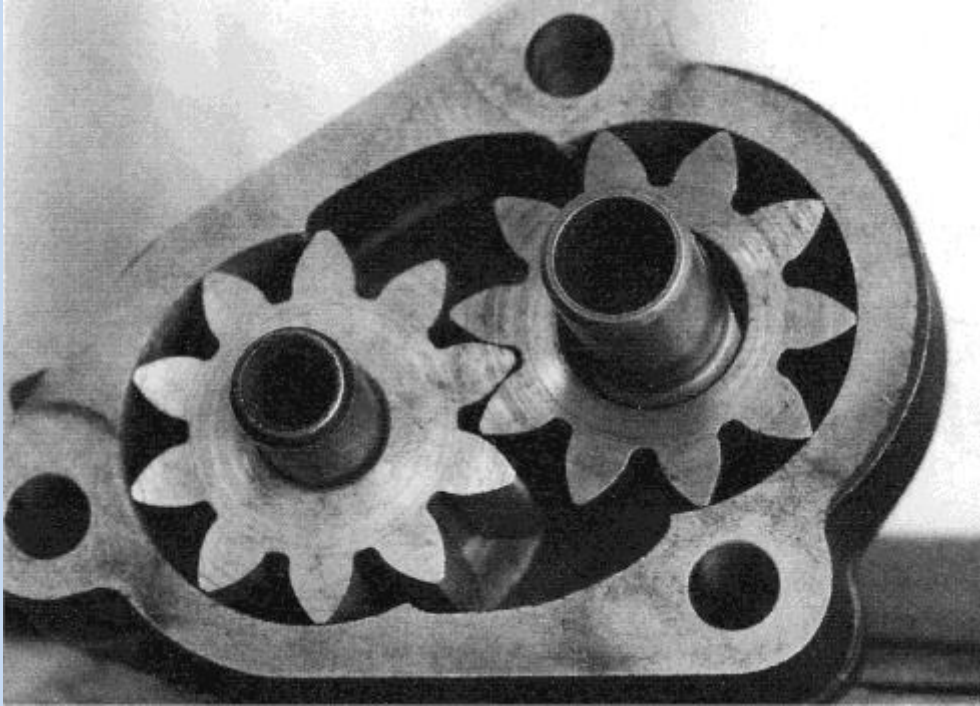
<https://www.accessidaho.org/secure/itd/personalized/plates.html>

From the Director of Maintenance James Eyre

### VALVE CARE

Good habits keep oil flowing smoothly  
By Steve Ells

In one way, the human heart is similar to a reciprocating airplane engine; both use valves to control vital fluid pressures. Both Lycoming and Continental Motors engines use simple spring-loaded ball and seat type valves to control the engine oil pressure. In addition to the simple oil pressure relief valve there's at least one more oil system valve in every oil system designed to protect components and prevent oil cooler damage. All oil pumps consist of two meshed gears that revolve inside the pump housing-one gear is driven, and it in turn drives the second gear. As the gears rotate, oil drawn from the sump is forced around the outside of the gears. Before its circulated to the engine one of these valves comes into play. High-pressure oil from the pressure side of the pump flows through either the oil screen or through the engine oil filter before the oil goes on to the engine.



Both oil screen assemblies and oil filters have filter bypass valves. What does a filter bypass valve do? It keeps oil flowing to the engine should the filter or screen become clogged by oil-borne contaminants. The oil-borne contaminants that clog engine filters and screens are almost always caused by the failure of internal engine parts such as the aluminum wrist pin plugs or main or connecting rod bearings. When the filter or screen becomes clogged it's a sure thing that the engine will fail within a very short time due to the loss of oil cooling and lubricity at critical points in the engine. A few minutes of operation may still be possible after the bypass valve opens and unfiltered (and contaminated) oil continues to circulate until engine failure.

The get-on-the-ground-now sign of impending engine failure is a dropping oil pressure and a rapidly rising oil temperature. Hopefully none of us will ever experience an engine failure, but it's almost a sure bet that a number of pilots have unknowingly caused a filter (or screen) bypass valve to open because of a full-throttle-type engine start or the lack of engine preheating. Continental says to preheat when ambient air temperatures drop below 20 degrees Fahrenheit. Lycoming says to preheat anytime the temperatures drop below 10 degrees F except for the O-320-H series and the O/LO-360-E series engines; the preheat trigger is 20 degrees F for these engines. Many experienced pilots believe these limits are too low and start preheating whenever outside air temperatures are at 30 or 40 degrees F.

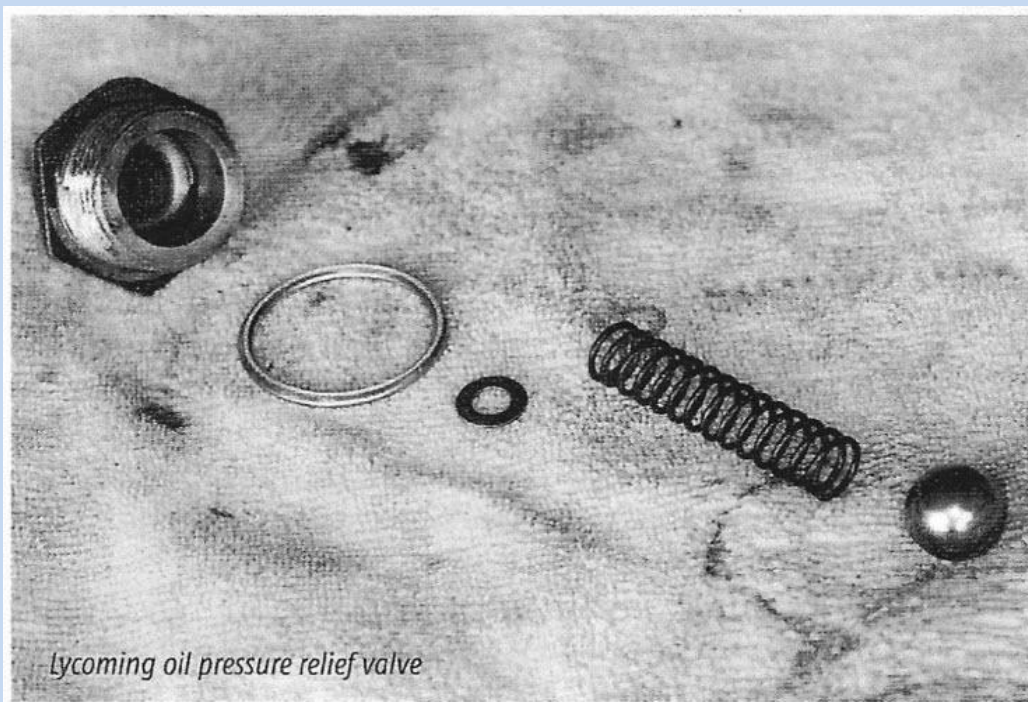
#### OIL-PRESSURE RELIEF VALVES

The variation in the rotational speed of the oil pump from idling to full throttle and the fluctuation of viscosity of the oil because of temperature changes are compensated for



by the tension on the pressure relief valve spring. After the oil passes through the filter or screen the oil pressure relief valve controls the maximum oil pressure. Oil pumps are always oversized - this ensures that there will always be a more-than adequate supply of oil pressure and volume in all conditions. The spring-loaded relief valve can be likened to a hole in the main oil galley (tube) that is automatically opened to vent off too- high pressures. The "hole" opens when the oil pressure pushing against the "oil" side of a round steel ball exceeds the pressure applied to the other side of the ball by a spring.

Engine oil pressure is adjusted by changing the spring pressure. Lycoming wants an oil pressure of 25 psi at idle; Continental wants 10 psi. Low oil pressures may be caused by internal engine wear or by channeling off the oil-relief valve seat. These seats can be refaced in the engine without too much trouble. Oil-pressure relief valves rarely cause any trouble. Occasionally a piece of debris gets caught between the ball and the seat; the symptom for this malady is lower-than-normal oil pressure. But unlike a major engine or oil system failure, the oil temperature will stay steady instead of rising. If this should happen, reduce power and land as soon as possible and get the relief valve cleaned.





The oil cooler used on the 150-hp Lycoming O-320 series engine must be capable of withstanding continuous pressures of 150 pounds per square inch and a proof pressure of a minimum of 400 psi. These numbers are far above anything pilots will ever see on an instrument panel gauge. Yet oil coolers still burst - and this is almost always caused by extreme high-pressure spikes caused by failure to preheat the engine and oil cooler during cold weather. Oil coolers are also equipped with valves; these valves, which operate much like the thermostat that controls coolant flow

through an automobile radiator, automatically control oil flow through the cooler. At lower temperatures this temperature-controlled valve is retracted and cold oil bypasses the cooler. When the oil temperature increases to approximately 150 degrees F, the valve assembly - often called a Vernatherm after the manufacturer's name - will lengthen toward a tapered seat. At 180 to 185 degrees F the valve will be fully seated - sealing the bypass route and routing all the oil through the cooler.

Another feature of the Vernatherm valve is a spring that assists the bulb in seating the valve end. This spring has one other important job. In the event of an oil-pressure spike - a high-pressure surge - this spring will be compressed to open the bypass route to protect the cooler. It's critical to always preheat the oil cooler. This is a bigger problem on Lycoming engines where the coolers are most often remotely mounted. If the cooler hasn't been preheated, the Vernatherm valve and seat may be damaged. As the engine warms up, the Vernatherm valve senses warm oil temperatures and will lengthen to seal against the bypass seat. This routes the warm engine oil to the cooler. If the cooler hasn't been preheated, this warm oil will bump up against exceedingly viscous cold oil in the cooler. At very low temperatures, the oil in the cooler will be extremely thick. This causes a pressure spike that exceeds the spring pressure against the valve of the Vernatherm, and the bypass path will open. This immediately drops the oil pressure and the valve then slams shut against the seat. This jack-hammering of the oil pressure at the cooler will cause the valve to hammer against the seat, and can also cause damage to the oil cooler. In extreme cases the cooler will burst.

What's the takeaway from all of this? Learn how to start your aero engine gradually; high rpm starts are one of the most destructive things you can do to an engine. Preheat the engine and the oil cooler when it gets cold. Consider using multi-viscosity oils during winter months; they aren't anywhere near as viscous as straight-weight oils. EAA

## From Other sources:

# FAA Issues SAFO on Pilot Awareness of Class B Airspace Boundaries

In order to promote safer flying around the Class B boundary, the FAA is making several safety recommendations for pilots and flightcrews.

[Anders Clark](#), February 3, 2017

54 0

[Home](#) » [Aviation Articles](#) » [News](#) » FAA Issues SAFO on Pilot Awareness of Class B Airspace Boundaries

***The FAA is interested in increasing safety when flying around the Class B airspace boundary, for both commercial and general aviation pilots.***

[The FAA](#) recently posted a SAFO (Safety Alert For Operators) to alert pilots and flightcrew operating near **Class B Airspace** ([the controlled airspace that surrounds the nation's busiest airports](#)) boundaries to the risks associated with excursions out of and incursions into Class B airspace and emphasize the importance of the role both the pilot and flightcrew play in maintaining the proper separation of aircraft.

The FAA says they're issuing the SAFO for two reasons:

- At present, certain instrument approaches may temporarily take an aircraft operating in Class B airspace outside Class B boundaries.
- Pilots and flightcrew performing a visual approach to an airport inside Class B Airspace may inadvertently exit Class B Airspace either by “*descending early or at a rate steeper than the published instrument glide path*” or by “*extending their flight path beyond the Class B airspace lateral boundary.*”

### Class B Airspace Boundary Discussion

In the case of an excursion from Class B airspace, or dropping below the Class B floor during visual approaches and “*intermediate descent during approach,*” an aircraft may come into close proximity to other aircraft that are operating outside, but near the boundary of Class B airspace. The FAA warns that these aircraft may not be in contact with or under the control of an ATC ([Air Traffic Control](#)) facility that provides Class B airspace services and that this may increase the risk of an NMAC ([Near Mid-Air Collision](#)).

They also warn that in certain cases, during high traffic periods, “*airplanes above the floor of Class B airspace may receive instructions from ATC that when executed, would cause the*

*airplane to exit*

*the confines of the Class B airspace,”* and that pilots and flight crew may be unaware of the excursion as they may not be advised of the event during times of high controller workload.

Additionally, the agency says that due to an increase in the use of “*inflight navigation aids, such as GPS moving maps,*” that [general aviation](#) aircraft that are not in contact with ATC may be operating close to the Class B boundary. This also raises the risk of an NMAC both in the case of an excursion by an aircraft operating in Class B, or an incursion from aircraft operating just outside Class B.

## **FAA’s Recommendations**

In order to promote safer flying around the Class B boundary, the FAA is making the following recommendations to pilots and flightcrews:

- When preparing for operations in or near Class B Airspace, pilots and flightcrew should thoroughly review and brief the airspace boundaries.
- During an approach in Class B, pilots and flightcrew are urged to pay special attention to both proper descent profiles and their current position in relation to the airspace boundary.
- When pilots and flightcrew are receiving radar vectors, they should pay special attention to the lateral limits of Class B airspace.
- Any pilot of an aircraft that is operating above, around, or below Class B airspace boundaries and who is not under ATC guidance should be aware of the increased risk of an NMAC.
- All pilots are encouraged to maintain extra vigilance and apply “See and Avoid” principles during any terminal operation.
- Pilots and flightcrews are encouraged to “*control the potential for distractions*” when operating near Class B boundaries, or “*coordinate the timing and manner in which they program avionics or flight management systems.*”

Finally, the FAA recommends that pilots review the following materials:

- [Aeronautical Information Manual](#) (AIM) 3-2-3 *Class B Airspace*
- [14 CFR §91.113](#) Right-of-way rules: Except water operations
- [14CFR §91.131](#) Operations in Class B Airspace;
- [FAAST Team How to Avoid a Mid-Air Collision](#)
- [FAA VFR Class B Enhancement Graphics](#)



## **Piper PA28-140 - Loss-of-Control - March 30, 2013 - Colorado**

**NTSB Identification: CEN13FA219**

**Aircraft: PIPER PA 28-140, registration: N55093**

**Injuries:1 Fatal**

### **NTSB Summary:**

The airplane was on a multi-leg, cross-country flight. Radar data showed the airplane descending toward its intended destination at night. About 18 miles from its final destination, the airplane made several turns off its intended track, and it then resumed its track toward the airport while about 1,500 ft above ground level. The radar flight track and weather radar images showed that the airplane was flying in between two areas of convective storm activity during this time. Radar contact was lost about 16 miles from the destination. No distress calls were heard from the pilot. The airplane wreckage was found in a pasture the following day. The airplane had impacted the ground in a near-vertical attitude. One witness reported hearing the sound of the engine revving but did not see the airplane, and the propeller blades showed evidence of being powered at the time of impact. Examination of the airframe components, flight controls, and the engine did not reveal any mechanical anomalies that would have precluded normal operation.

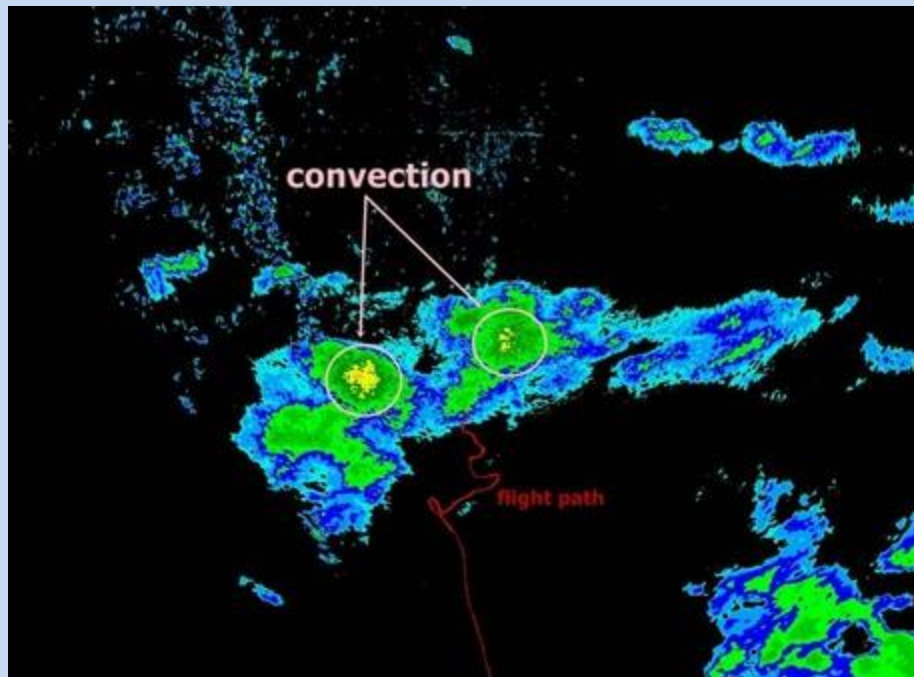
Two residents in the vicinity of the accident site reported that they observed strong surface wind gusts and a drop in temperature about the time of the accident, and surface weather observation stations in the region of the convective activity reported surface wind gusts up to 30 mph about the time of the accident. Weather information indicated that the area of the convective weather activity on either side of the flight track was dissipating, which resulted in outflow and low-level windshear at or near the surface.

According to a friend of the pilot, the pilot had been traveling the day before the accident. She stated that the pilot called her the night before the flight and that he told her that he was exhausted; however, it could not be determined what time the pilot went to sleep the night before the flight and, therefore, whether fatigue played a role in the accident. Based on the available information, it is likely that the pilot was attempting to maneuver the airplane between the two convective storms at the end of a long day and that the pilot lost airplane control after encountering the convective outflow from the storm cells. It is also likely that the pilot's relatively low overall flight experience (115 hours) and low night flight experience (12 hours) contributed to his inability to fly in the environmental conditions that were present.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

- The pilot's loss of airplane control while maneuvering between two convective storms that likely produced low-level windshear. Contributing to the accident was the pilot's relatively low overall flight experience and low night flight experience, which contributed to his inability to fly in the environmental conditions that were present.

#### **NTSB Photos:**





## Analysis

This is a clear example of a pilot who apparently overestimated his ability. Perhaps the cognitive bias called illusory superiority played a role. A 115 hour private pilot with just 12 hours of night experience should not be navigating between thunderstorms at night in a Cherokee 140. In fact, you would not find me navigating between two thunderstorms at night (or in the daytime either) in a Cherokee 140.

The full NTSB accident report contains the following in a section titled, Additional Information: "According to information provided by a friend of the pilot, the pilot had awakened about 0400 on March 29 to take a commercial flight from Denver to California as



part of the plan to retrieve the airplane back to Denver. The pilot arrived in San Jose California about 1000 and then took a shuttle to Bakersfield where the airplane was located. She stated that the pilot then flew the airplane from Bakersfield to Phoenix where he was going to stay the night. She stated that she last heard from the pilot via a phone call about 2100 on the night of the March 29. She stated that the pilot told her on the phone that he was exhausted and had not eaten lunch or dinner.

The next morning, March 30, the pilot called her about 0800 to tell her that he was beginning his cross country flight and would stop in Albuquerque (Sandia Airpark) for fuel and to have lunch and refuel. The last time she heard from the pilot was about 1730. The phone call was about one minute long and she stated that the pilot sounded rushed and told her that he would be arriving at Centennial about 2000."

Clearly the pilot was suffering fatigue to some degree. He was probably rushed by the weather. We do not know why he did not wait out the weather, get some rest, and see how things looked in the morning. Perhaps there were some external factors such as an important meeting or other pressing matter.

As important as a commitment may seem, it is never worth the risks involved in flying into that kind of weather. Clearly this pilot was not using a personal minimums checklist. Having and abiding by one has saved many lives. Do you have and use one?

**RENO, Nev. (KOLO)** - UPDATE: 3:30 pm: The Washoe County Medical Examiners Office has identified the three people killed in Sunday night's plane at the Reno-Tahoe International [Airport](#).



The first victim is Robert Drescher, a 57-year-old male from Stevenson Ranch, CA.

The second victim is Ronni Hernandez, a 34-year-old female, her city of residence is unknown.

The third victim is Ed Mumbert, 46, from Santa Cruz, CA.

UPDATE 2 PM: The family of Ed Mumbert has confirmed that he was one of the three people killed in Sunday night's plane crash at the Reno Tahoe International Airport. The information was released by the family's pastor, Dick Bernal of Jubilee Christian Center in San Jose, to ABC7 News reporter David Louie.

There is still no word on the identities of the other two people killed in the crash.

The National Transportation Safety Board (NTSB) has scheduled a 5pm news conference to discuss the investigation. KOLO 8 News Now will have more on that news conference live on KOLO 8 News Now at 5pm and on [www.kolotv.com](http://www.kolotv.com).

UPDATE 12:15 PM: KOLO 8 News Now has learned from multiple sources that one of the three people killed in Sunday evening's plane crash was a San Francisco area bail bondsman. The names of the victims have not been released, but there are social media posts online paying tribute to the bail bondsman.

-----

Three people were killed Sunday in the crash of a small plane into the long-term parking lot at Reno-Tahoe International Airport. No names have been released.

The plane was headed to San Carlos, California when it encountered some sort of problem shortly after takeoff around 6:15PM September 11, 2016.

The plane was a Piper Cherokee, which is a small, single-engine aircraft carrying the pilot and two passengers.

No one was injured in the parking lot, but because it is still an active investigation scene, 75-100 cars will have to remain in the parking lot until the National Transportation Safety Board has concluded the investigation.

The airport will help anyone who owns one of those vehicles with cab rides or parking fare.

The NTSB takes over the investigation Monday morning. The parking garage and rental car areas are open. Cars are not allowed to enter the surface lot.

Airport officials say the investigation won't affect operations, but people should still check with their airlines if they are flying in the morning.

## *The NTSB issued thirteen safety recommendations along with their findings regarding the Execuflight Crash.*

The National Transportation Safety Board (NTSB) has revealed their findings regarding the November 10, 2015, **Execuflight crash**. According to the agency, it was “*the flight crew’s mismanagement of the approach and multiple deviations from standard operating procedures*” that caused Part 135 on-demand charter flight to crash. The agency added that the charter company’s “*casual attitude toward compliance with standards*” was also a contributing factor.

### **More Details on the Execuflight Crash**

Execuflight flight 1526, a British Aerospace HS 125-700A (or Hawker 700A), was headed for the Akron Fulton International Airport and was on a non-precision approach when the pilots “*descended below the minimum descent altitude*” despite not having the runway in sight. The first officer then attempted to arrest the descent, but the aircraft entered a stall and crashed into an apartment building. Though there were no fatalities on the ground, all nine people onboard the aircraft were killed.

### **More Details on the NTSB Findings**

NTSB Chairman Christopher A. Hart said that Execuflight’s casual attitude toward safety allowed the pilots to believe that adhering strictly to the **standard operating procedures** (SOP) wasn’t necessary. He added that “*Following standard operating procedures is critical to flight safety. Adhering to these procedures could have prevented this accident and saved lives.*”

In the NTSB’s report, they list the following as some of the procedures the crew deviated from:

- Contrary to the company’s practice of having the captain flying the aircraft when paying passengers were onboard, the first officer was instead flying with the captain monitoring.
- The captain was “unstructured, inconsistent, and incomplete” in his approach briefing, leading to the flight crew not having a uniform understanding of how to conduct the approach
- When it became apparent the approach was unstabilized, the captain failed to both take control of the aircraft and call for a missed approach.

The NTSB also added that “*the FAA’s insufficient oversight of the company’s training program and flight operations*” was also a contributing factor to the **Execuflight crash**.

As a result of the accident, the NTSB made nine safety recommendations to the FAA, two to Textron Aviation, and two to Hawker 700 and 800 series training centers. The recommendations included developing and putting flight data monitoring and safety management systems in place for Part 135 operators, and working to improve pilot training on non-precision approaches.