

## **Chief Joseph Flyers**

Meeting Notes - March 3, 2020 - submitted by Teresa Smergut

Present: Doug Hellinger, Teresa Smergut, Andy McKee, Michael Fleming, Toby Koehn, Brian and Amanda Rahn, Phil Sheehan and Dan Niezen.

The meeting was called to order by Doug Hellinger, shortly after 1800 at the CTE building Joseph Charter School.

### **Aviation Discussion**

Doug opened the meeting with a discussion on mountain/canyon flying. The members present agreed that it was desirable to talk about flying during our flying club meetings, so expect that future meetings will open with a flying-related topic intended to sharpen our skills as aviators. Pertinent details from the mountain flying discussion:

#### *Before Flight—Risk Analysis*

P—Pilot/Plan: Experience (150 hrs minimum recommended before you start flying in difficult backcountry terrain). Training (mountain flying courses available). Dress to Egress. Survival Kit (food, water, med, signaling). SPOT Tracker? Your ELT—SARSAT? Where is it? How to Operate? Plan: File a flight plan! Route selection: follow highways/valleys—lower altitudes and more emergency landing sites.

A—Aircraft: 160hp min recommended. Lose 3% hp with every 1000 feet so our 180hp club plane is already down to ~165hp here at Joseph. Minimize your gross weight. High Density Altitudes in summer=true airspeed higher, horsepower lower, landing distance longer, turn radius larger, climb performance degraded. Fly maneuvering speed in turbulence.

V—Environment/Wx: Mountain wave/rotor—winds aloft 25 knots or less at 9 and 12K. Lenticular clouds a warning of rotor/turbulence. Winds through passes—Venturi effect. Dry microbursts-below virga, below cumulonimbus/towering cumulus with bases 3-5K...if see blowing dust, wait it out! Orographic Lifting-cap clouds or thunderstorms. Temperature inversions: fog in valleys. Mountain Obscuration (G-AIRMET). Windshear.

E—External Pressures: Passengers? Looking for elk, want to go lower in a canyon on a gusty morning...resist external pressures to get yourself in a dangerous situation.

#### *During Flight—Risk Mitigation*

-Altitude: Maintain at least 1000' above pass/terrain. 2000' better.

-Ridge crossings: as a technique, approach 45 degrees then exit perpendicular on far side.

-Canyons: never fly up a canyon you haven't already flown down. Consider turn around capability, position, other traffic, downwind side has updrafts/upwind has downdrafts. Turbulence.

-Encountering deteriorating weather conditions—think about your exit strategy before you get to the point of no return.

-Emergency Landings: turn immediately towards lower terrain, land upslope, aspen vs. evergreen, use wings to absorb impact shocks if cannot avoid landing between closely spaced trees.

## Officer Reports

- President/Vice President: Nothing significant to report.
- Secretary: Roster up to date.
- Treasurer
  - Bank Account Balance = xxxx
  - Hangar Loan Balance = xxxx ends March 2023
  - Airplane loan = xxxx ends 08/31/27
  - Avemco Insurance = xxxx
  - Accounts Receivable= xxxx
  - Prepaid = xxxx
- Maintenance Coordinator:
  - Engine: 908 hrs SMOH, 1,091 hrs remaining until next overhaul
  - Prop: 466 hrs since new, 1536 hrs left until next overhaul
  - Cylinder AD: Looking good so far; note: if one fails compression test, \$8K to replace all.
  - Engine Block Heater - Ken just replaced the battery. The engine block may have a short or the extension cord may be faulty. Michael will donate a new cord. Could get a new timer but for now agreed to just leave plugged in. May need an updated heater. More research is needed on the engine block heater.
  - Pilot seat crank – required part costs \$800 new. Looking for used/cheaper option to fix.
  - Suction gage update. Reads high during flight. Ken will calibrate at next 50 hr.
  - Need to be aware that the brake line runs right down where the step is so care is needed when passengers step into plane.
  - Heater knob? Seems to be working fine, there was an issue earlier this year.

## New Business Discussion:

- Club workday/barbeque to improve Airport FBO trailer facility. There is definitely interest in a workday...determined that next club meeting would be best time. Board will assess trailer to develop list of simple, cheap improvements to be accomplished.
- New info on whiteboard at Hangar - record tach time and any problems incurred during flight or observed about the aircraft on the board so next user can be aware. More to follow on notification process when airplane is down for maintenance.
- Club Website - Michael will contact Shay and work with Doug to develop a website for the club.
- Family class membership discussion – There is some interest in a “family” membership. Much discussion on how it might work, how to make it equitable for non-family members, and how to ensure club revenue stream not impacted. More discussion on this topic by board members to then present to club.
- Back country airstrip certification – Discussion on landing at back-country strips with a shared-ownership resource like the club aircraft. Currently only one member certified for this. These certifications are fairly intense to acquire and requires signoff by two separate CFIs. This will be discussed further.

- Next flying-related topic presentation. If you have anything of interest—history, safety, video, etc. you would like to present, contact Doug. He will continue to provide topics in the absence of volunteers.

#### **Action Items**

- Tax Inquiry – Amanda
- Club Website Development – Mike and Doug
- Research on engine block heater – Andy and Ken
- Family membership discussion – board to discuss
- Back country landing discussion – board to discuss

**Next Board Meeting at Airport FBO trailer April 7th @1730.**

**Next Regular Meeting - May 5th @ 1700 Club work day at Airport FBO trailer with Pizza or Burgers**