



# PUTTING WINGS ON YOUR DREAMS

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Editor – Jim Manley

Send articles and pictures to the editor at

[jim@jrmanley.com](mailto:jim@jrmanley.com)

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## IMPORTANT NOTICES

### N121M Release & Checkout

(Submitted by Jim Hudson, T-Craft Director of Membership)

As a reminder, the board has decided that every class 2 member and all instructors who instruct in class 2 will have to get checked out in N121M, as well as any future class 2 members.

The following instructors are available to do the checkouts: John Baglien, Gordon Hall, David Meisner, James Patterson and Ivan Sudac,

Contact info is on our club webpage, instructor page, <http://www.t-craft.org/instructors.htm>  
Other instructors must get checked out from the above list prior to giving instruction in N121M.

Check out will consist of ground portion and a flight portion that will highlight the differences with the Robertson STOL and VG's and other unique things about N121M.

The check out document is on the club website, under the fleet page. <http://www.t-craft.org/fleet.htm>  
Prior to checkout read the POH, Checklist, Roberson STOL-STC , Electronic Tach manual, Engine monitor manual and YouTube tutorial, and fill out a W&B and data sheet. The manuals and documents are on the Fleet page of our club webpage under N121M.

N121 has a brand-new engine that has just been broken in, just over 40 hours. We need to be very conscious of shock cooling, temperatures and oil pressures as we continue to break in the engine. Give her lots of TLC. She also has larger tires which is going to present a little different sight picture on takeoff and landings. the checkout documents will have highlights of the things to be aware of with Robertson STOL kit and unique features for this plane.

Coordinate your checkout with one of the designated instructors prior to making a schedule on Schedule Master. No member can fly 121 Mike AS PIC until they get checked out by one of the above instructors, or instructors who have been checked out themselves. When you complete your checkout, let me know (I'll be tracking using schedulemaster) and put your checkout documents in the "in" box on the desk in the office.

We have a beautiful new bird that will serve the club well for many years to come. Let me know if you have any questions.

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### Garden Valley Fly-In Almost Here! – 18-19 Jun

(Compiled by Editor)

Our annual Garden Valley (U88) Fly-in happens June 18-19. Camp there on the 18<sup>th</sup> or arrive on the 19<sup>th</sup>. We'll serve a pancake breakfast about 8:00am the morning of the 19<sup>th</sup>. Starting about 9:30, participate in two contests—spot landing and beanbag drop. Members who drive up may fly in the contests. They will be charged only for their actual flying time. Enjoy great fun, good food and excellent fellowship in an idyllic setting. SEE YOU THERE!

As of 2 June, 3 T-Craft planes remain available for the Fly-In. We really like to have all of our birds there. Contact Jim Hudson to reserve a plane. All members can use a plane and participate in the events at the fly-in

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### T-Craft Backcountry Policy Reminder

(Submitted by Jim Hudson, T-Craft Director of Membership)

As a reminder for members who are checked out to fly the backcountry, our policy requires two annual requirements to maintain backcountry privileges as listed below:

1. After completing instructor checkout/approval for any of the three backcountry levels, pilots are expected to maintain currency (at least one hour or more of proficient mountain flying techniques practiced in the previous 30

days before returning to the backcountry). This can be done on your own without an instructor. Another good option would be to get checked out in N121M which would be great practice and meet this requirement.

2. All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.

**This is required by club policy, failure to do so will suspend your backcountry flying privileges, and will require a meeting with the board to have your privileges restored**

If you were not in attendance of the April 20th backcountry presentation, there are several ways to meet this requirement. (If you did attend the presentation, I have the attendance log and you do not have to let me know you were there)

A) Watch the YouTube videos of the April 20th presentation, and give me some feedback and/or any questions you might have.

2021 Backcountry Presentation Part 1  
<https://youtu.be/pXgjANfX31A>

2021 Backcountry Presentation Part 2  
<https://youtu.be/1qo21QKEEt4>

The PowerPoint presentation is available on our website under the "News" page:  
<http://www.t-craft.org/news.htm> Click on the 2021 Presentation to download the file. It's a big file, 1.1GB.

B) Ground training as part of a backcountry checkout with a backcountry instructor.

C) Take the AOPA Air Safety Backcountry Refresher course. <https://www.aopa.org/training-and-safety/online-learning/safety-spotlights/mountain-flying>

Other resources:

There's also a great video by Dick Williams on our website on the Site Index page, click on Backcountry Flying Video – Dick Williams. Dick started one of the first Backcountry training courses in Idaho. It's a classic video, with lots of good food for thought.

AOPA recently had a roundtable discussion on backcountry safety initiative. [https://players.brightcove.net/5420905012001/default\\_index.html?videoId=6253836282001&fbclid=IwAR3EPvyhjCroK6rW8fvpiWWpusHVIQt8ySaMCeeWpjomURFHZ1IdElruFp4](https://players.brightcove.net/5420905012001/default_index.html?videoId=6253836282001&fbclid=IwAR3EPvyhjCroK6rW8fvpiWWpusHVIQt8ySaMCeeWpjomURFHZ1IdElruFp4)

[Supercub.org](http://Supercub.org) has been doing a series they call Hump Day Hanger Presentations every 2nd Wednesday during Covid. There are presentations by Bill McGlynn on The RAF, Dick Williams on a history of the Idaho Backcountry, Lori McNichol on Intro to Flying the Backcountry detailing how to work her performance matrix, and Amy Hoover on Backcountry Weather which are also referenced in the presentation. Also lots of other great presentations on many aviation topics, not just Supercubs.

All of this will provide several hours of good information to make you a safer and better pilot, even if you do not have any aspirations to fly the backcountry.

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### **Beta Version of New T-Craft Website Ready to View**

(Submitted by Scott Henschied, T-Craft Pilot)

A draft of the new T-Craft website is available for review. Please take a look at it and let me know if you have any questions or comments. Your opinion is very important before we do an official change over. Please note not all functions are working in this beta version. To see it click on this link: <https://www.t-craft.org/NewSite/>

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## Aviation Weather Hazards - Vital Information for Pilots plus June 1-14 Webinars

(Submitted by FAA Safety Team)

**Topic:** You'll learn methods to assess the potential hazards and how to avoid them.

**Schedule:** On Monday, June 14, 2021 at 15:30 Pacific Daylight Time (16:30 MDT, 17:30 CDT, 18:30 EDT, 12:30 HST, 14:30 AKDT, 15:30 Arizona, 22:30 GMT)

**Description:** Select Number: WP01105428: In this 60 minute webinar you'll learn methods to do just that. Assess the potential hazards and how to avoid them.

- The top resource for assessing potential turbulence or mountain wave.
- Tools that most pilots rely on—that are not reliable (and what to use instead)
- How to determine if thunderstorms will be a factor
- Recognizing turbulence or LLWS even when it's not forecast.
- Identifying mountain weather hazards in areas with few reporting points.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the "unsubscribe" link at the bottom of each email.

Register by going to: <http://www.fly-rite.com/free-webinars>

Other webinars available include:

- [Tuesday, 1 June 2021 - Best Tips Tricks and Sites for Self Briefing 4:00 PM PDT/7:00 PM EDT](#)
- [Wednesday, 2 June 2021 - Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT](#)
- [Thursday, 3 June 2021 - Aviation Weather Hazards: Identify and Avoid 4:30 PM PDT/7:30 PM EDT](#)
- [Saturday, 5 June 2021 - Intro to Weather Briefings 7:00 AM PDT/10:00 AM EDT](#)
- [Monday, 7 June 2021 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT](#)
- [Tuesday, 8 June 2021 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)
- [Wednesday, 9 June 2021 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PDT/6:00 PM EDT](#)
- [Sunday, 13 June 2021 - Best Tips Tricks and Sites for Self Briefing 8:00 AM PDT/11:00 AM EDT](#)
- [Monday, 14 June 2021 - Aviation Weather Hazards: Identify and Avoid 3:30 PM PDT/6:30 PM EDT](#)

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAA Team**

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 1 - 1 Credit

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## May 2021 Plane Wash Another Resounding Success

(By Editor; Photos by Ken Kaae)

We had another great plane wash that also included needed hangar maintenance. Forty-eight members assisted by one wait-lister, and eleven visitors cleaned and waxed our birds in record time. And, the fabulous BBQ afterwards didn't hurt, did it? Thank you to all who participated.





## CALENDAR

### Month Ahead –Jun

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			

### Coming Events

- 10 Jun 2021: Accounts due
- 8 Jun 2021: Board Meeting, 7pm, venue TBD
- 20 May 2021: Accounts past due
- 18-19 Jun 2021: Garden Valley Fly-In
- 31 Aug 2021: Membership meeting, 7pm, venue TBD

## CLUB STATS

### Member Stats

118 Members  
 31 on wait list-21 active, 10 holding, 12-18 month wait  
 39 Class I Members (33%)  
 79 Class II Members (67%)  
 13 Inactive (voluntary suspension)  
 21 Suspended (18%—BFR/Med/attend/billing includes the 13 inactive)

### Member Ratings

12 Student Pilots (5 suspended or inactive)  
 66 Private Pilots  
 29 Commercial Pilots  
 11 Air Transport Pilots  
 48 Instrument Rated Pilots (not all are current)

### Accomplishments

David Meisner – CFII-MEI

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**HOURLY RATES**  
(New Rates Effective 26 Apr 2021)

**C-152**



**N67375**  
**\$71.00**

**C-172M**



**N4464R**  
**\$82.00**

**C-172M**



**N13686**  
**\$82.00**

**C-172N (180HP)**



**N1293F**  
**\$90.00**

**C-182P**



**N9989E**  
**\$131.50**

**C-182Q**



**N7593S**  
**\$131.50**

**C-182Q**



**N121M**  
**\$131.50**

**FUEL REIMBURSEMENTS**

**\$4.75 per gallon**

**We** receive a significant discount from the AV Center published prices. **PLEASE REMEMBER TO REMOVE YOUR FUEL RECEIPT** from the fuel pumps so others will not see our fuel price. Also, please do not broadcast our price to non-members.

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## AIRCRAFT CARE (REVISED)

**Windscreen Care:** When cleaning the windscreen, use only vertical strokes. Do not use circular strokes. Over time, circular movement of the cleaning towel will leave a corresponding mark in the screen that will require replacement.

**Post Flight:** We are continuing to see many instances of lack of care and taking the time to make sure that you're (and our) planes and hanger are put away properly. Gust locks, pitot tube covers not installed, flaps left down, doors not locked, seat belts not put away, master left on = dead battery, avionics master not turned off, lights not turned off (except its advisable to leave the beacon light on as a warning the master was left on), bugs not cleaned thoroughly from all leading edges, windows streaked, dirt and trash not cleaned out (plane and hanger), fuel card or keys missing from the key bag, key bag not zipped or put away, hanger door pins not fully secured, hanger doors left open, hanger lights left on, the hanger itself not locked. There should be no need for any such reminders, as a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown-up thing to do. PLEASE take you time when ending your flight and be vigilant on taking care of these items.

**Oil Usage:** Fellow members/owners - in the big scheme of things OIL is relatively inexpensive. However, over time we have established a norm for each aircraft on how much oil a particular engine is comfortable with. Jim Hudson has taken his time to produce a comprehensive check list for each aircraft. Included in the pre-flight section it states minimum/maximum oil to check for. Do not go by what the POH says, i.e. engine has a 12 qt capacity. 93S for example would blow oil out breather tube along belly of aircraft until dip stick reads 8. Please use checklist for amount of oil necessary for all T-Craft aircraft. As I have repletely said, if you are determined to dump more oil into sump than necessary please present yourself at plane wash to clean the bellies. I keep putting 6-7 Qts oil on back shelf and it disappears quickly. Remember to note oil used on log program. Also putting unnecessary amounts of oil into an engine really screws up any attempt to determine what actual oil usage is. An engine has to work harder if sump is over-filled with oil. Read Aircraft Oil Usage on our web site under Site Index. James Eyre

**Check Lists (Revised):** The checklists have been updated and available on the club website/Fleet page. Updates include an item to check Tach time and compare to oil change time, mixture settings on take-off to agree with POH, updated KBOI Dep/Approach frequencies to agree with revised airspace, elimination of vacuum check with aircraft with no vacuum and some formatting changes.

All members are encouraged to print out your own checklist. Laminated versions will be placed in the aircraft in the next few weeks. Use of the T-Craft checklist are optional, but many members find them useful. – Jim Hudson

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## HANGAR SECURITY

- Please check to make sure you don't have the airplane keys or fuel card in your pocket.
- Make sure the plane and hanger are locked and secure; hanger door pins in, doors locked, hanger locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hanger when the doors are open.
- **There have been several instances lately of the tug being used and not returned to its parking spot (or plugged in). This doesn't appear on the post flight checklist as not everyone uses the tug. The tug was even left on once which completely drained the battery. Not great for its health. Please triple check everything post flight (prior to leaving the hangar).**

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## SCHEDULE MASTER (REVISED 30 MAR 2021)

### ATTENDANCE (IN-PERSON OR ONLINE) REQUIREMENT REINSTATED

**90 Day Attendance and Day/Night Currency:** Some of you, in fact most by now have probably received email notices from SM that you're 90 day T-Craft attendance will expire on a certain date. A field was set up in the Status tab to show that expiration date in. This is a way to keep track and notify you of your upcoming 90-day attendance expiration date. You'll get a notice 30-day prior to that date from Schedule Master. You will also get a message after that notice when you log on to Schedule Master. As per club policy, your scheduling and flying privileges will be

suspended if you exceed this date, and any future schedules will be canceled if you're suspended. You will NOT be automatically suspended by schedule master if this date is exceeded. You will get notification by the membership director when he suspends your privileges, since there are some circumstances for exceptions.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy. Although I've not heard of any complaints, I have observed schedules that are for several days to short distances, like McCall.

**Sharing** aircraft between as many as 14 flying members per aircraft can result in lack of availability. The following are some guidelines the T-Craft Board encourages you to follow to reduce scheduling conflicts and increase availability.

- Do not block out time to fly that you don't intend to use. Blocking out aircraft so it will be available "just in case" makes it very difficult for other members to plan time to use an aircraft. If pilots block out multiple weekends weeks or even months in advance and then cancel some of the trips it has a very negative impact on other members, resulting in complaints. Things come up, weather changes and sometimes we just don't meet our personal minimums to fly safely. In these instances, PLEASE cancel your flight! We want you to feel it is o.k. to cancel, just don't schedule multiple trips knowing you will cancel the one that doesn't fit into your yet to be determined work schedule.
- Schedule the aircraft that fits the mission. We have limited aircraft certified for IFR operations. If you can take another aircraft and leave the IFR aircraft for those who are training for or flying IFR other members can continue their training uninterrupted. Or, if your favorite aircraft is and one of our IFR certified birds let be known that you are willing to swap if someone really needs and IFR bird.
- If you are flying multiple days your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for. For example, if you scheduled an aircraft for Friday evening until Monday morning you should expect to put a minimum of 4 hours on the aircraft.
- If you have been flying quite a bit and would potentially be willing to give up your schedule, wait until only a few days out to schedule your aircraft to give others who are struggling to plan ahead the opportunity to get out and enjoy Idaho's incredible flying.

For those who are having trouble scheduling aircraft try the following:

- Use the notification function in Schedule Master to notify you of a cancellation so you can schedule the aircraft as soon as the cancellation is submitted.
- Call the member who has the aircraft and time slot you want/need and see if they are able to swap or may already be looking at canceling the flight but haven't canceled yet.

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## BILLING & LOGGING (REVISED)

**Billing:** 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.

**Logging (revised):** The FlightLog System is NOT connected to Schedule Master. If you Log a plane out in the Flight Log System and then decide not to fly, you need to log the plane back in. Cancelling the flight in the Schedule Master on-line system WILL NOT cancel the flight in the Flight Log System. You have to do BOTH.

- LOG OUT BEFORE FLIGHT:
  - Enter destination. Make it as specific as possible so the DOM can continue to project 100 hour and annual inspections. This also helps if you do not return as scheduled.
- LOG IN AFTER FLIGHT:
  - Enter fuel, oil usage
  - Enter Hobbs Time. This is the basis for billing / reconciling accounts and also for maintenance projections. If the Hobbs meter is inaccurate when you fly PLEASE call the person that flew before you and work it out.
  - Enter Tach Time. Please be accurate and use a flashlight if necessary to see all of the numbers. 4 digits to the left of the decimal and one to the right are required. Tach time is required so that we can receive more accurate information and advisories for Oil Changes. If the Time to Service is 5 hours or less, there is a warning that comes up in yellow. If the Time to Service is down to "0" there is a RED Warning and a message to call the DOM before you fly. This should not happen as we are striving to be timely with our oil changes.
  - Hit the GREEN FINISH button. If you hit the cancel button, the flight will not be logged back in making it very difficult and confusing for the next member to take that airplane.

Report any issues to Reggie Sellers at 208.861.6274 / email [regluvs2fly@gmail.com](mailto:regluvs2fly@gmail.com)



## TIPS, TRICKS AND FUN

### AOPA Webinar Series

(Submitted by AOPA)

- **Don't Annoy ATC! 10 Jun 2021**, 10:00-11:00 (MDT) Join us for a refresher on airspace knowledge, with some unusual ones sprinkled in. Pick up tips on how to navigate different airspaces as well as challenging yourself with some you might not have thought about in a while. Sponsored by Boeing, Jeppesen and Foreflight. [Click here to register . . .](#)
- **Turbulence: Things That Go Bump in the Flight 17 Jun 2021**, 17:00-18:00 (MDT) We've all probably experienced some form of turbulence during a flight. One moment you're flying along, with everything smooth and calm and then it starts to get a little bumpy or perhaps worse. Turbulence varies from annoying bumpiness to severe jolts which cause structural damage to aircraft and/or injury to passengers. Join meteorologist and CFII J-P Dice as he shares ways to determine where we might encounter turbulence during our flight and gives us tips and tricks to minimize those encounters. [Click here to register . . .](#)

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### Verizon Trumps Sporty's – The Alternator Conundrum

(Submitted by Jonathan Miller, T-Craft Pilot )

Be prepared; it is more than the Boy Scout motto. From the onset of aviation training, professional and recreational pilots alike focus on learning the BOLDFACE, memorizing important checklists, having survival equipment, PLB's, and the list goes on. Shortly after getting my ticket I received a hand-held radio as a gift from my family of aviators. This radio is the crème de la crème. Not only can I communicate with others from the air or on the ground, but you can even shoot an ILS with it! I methodically change the batteries every 3 months. I'm ready for anything!

Last fall I was flying with a friend out of Boise, sitting right seat in his Archer, working the radios. About three miles north of KBOI, departure contacted us as they had lost our mode C. I reset the transponder. It worked for a moment. Then we lost the mode C again. It was during this second reset that the displays on the 430 started flickering and cross check revealed negative deflection on the ammeter.

I could still hear Big Sky communicating with us, but I did not have enough power to transmit. For ten minutes while we got out of the Charlie airspace, they tried to have various aircraft relay messages to us with no success. You might ask, did you squawk lost comms? I remember that 7600 number for a reason. No, I did not. Remember the transponder is now dead. Now the radio is too.

But alas, I am the prepared co-pilot who whips out his trusty hand held radio sitting idle for the past 6 years waiting for just this moment to come to the rescue. Except one thing...it sucked. I don't know if I couldn't broadcast through the thin aluminum airplane or if now 15 miles NW of KBOI I just had too much distance. I tried FSS on the RCO NW of town on 122.3. No joy.

What would you do? We needed to complete a trip to KGPI. The maintainer was back at KBOI, likely laughing at our expense if they were listening to the frequency: 15 minutes of chaotic relay messages from everyone and every type in the northern sector of Boise's airspace. Should we divert to Nampa and then get a ferry permit? Should we come back in NORDO and look for light gun signals; is that even legal if I'm not on a flight plan with KBOI as my destination? All of this seemed like a pain...so I tried one more thing.

I googled how to set up my light speed headset to Bluetooth. No, I had never bothered connecting it before. I have never wanted to talk to people on the phone while I'm flying, and I choose to not listen to music on cross countries. I thought it was a gimmick that might be enjoyed solely by commercial pilots in the flight levels. But after 3 minutes of reading, I had my Verizon phone linked to my headset and I called approach.

The rest is a non-event. They gave us a few vectors to prove the target they painted on the radar screen was us, and to prove that they had positive control of us. Then they asked us if we wanted to come back to KBOI. Yes was our resounding answer! They asked if we wanted to declare an emergency. We said no. Then they declared one for us anyways.

We landed. I tried my handheld radio again, the Archer now sitting under the shadow of the tower...I still couldn't transmit. We grabbed another plane and completed the trip. We did not receive paperwork to fill out or phone calls

from the manager or the FAA asking about the emergency. It would seem that declaring an emergency isn't really a big deal, even if someone declares one for you.

The moral of the story is this: even if you don't think you will use that blue tooth feature, get it. It's cheaper than the handheld radio. Furthermore, set up your blue tooth headset on the ground instead of NORDO circling over Emmett. If you have a handheld, go up as a safety pilot one day and see how well it works. I think you'll surprise yourself. I know I did.

Lastly save this number: 208-364-5820. Star it as a favorite on your phone. That's KBOI tower. You never know when you will need to call them to get your approach clearance.

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### Special-Use Airspace (Quiz)

(Reprinted from AOPA ePilot)

Busting special-use airspace has special consequences. If you prefer to remain clear, [refresh your knowledge](#) with this AOPA Air Safety Institute quiz.

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### Spectacular Flight Across North Pole

(Reprinted from AOPA ePilot)

Beechcraft Bonanza pilot [Adrian Eichhorn](#) deflected personal kudos to favorable weather and his support team after completing an "absolutely spectacular" 3,239-nautical-mile flight from Reykjavik, Iceland, across the North Pole to Fairbanks, Alaska, May 11. [Read more . . .](#)



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### B-25 Connects Father, Son 75 Years Later (Video)

(Reprinted from AOPA ePilot)

For Vietnam War veteran Homer "Tom" Womack, sliding into the well-worn seat of B-25 Mitchell bomber *Panchito* was not some simple bucket list item—it was a way to reconnect with his late father, Homer Baxter "Bax" Womack, who spent hundreds of hours in the bombardier/navigator seat of B-25s plying the skies of the South Pacific during World War II as a Marine. [Read more and see video . . .](#)



## 4 or 6 or 8 Things to Think About for Summertime Flying

(Reprinted from Air Facts Journal)



A thunderstorm is, by nature, unstable. That relates both to the atmosphere that creates and supports it and to the capricious nature of the storm. They are constantly changing, literally from moment to moment, and where one flight might pass through with a bit of turbulence, one a minute later might encounter a severe wind shear. [Read more . . .](#)

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## Preventable Rendezvous: Avoiding a Mid-Air Collision

(Reprinted from Air Facts Journal)



As we breathe a sigh of relief after the amazing outcome of the serious midair in Denver this month, with a parachuting Cirrus and a cool Metro pilot unaware of the chunk taken away from his plane, I am driven to think of my own near misses, the learnings from it, and how to avoid them altogether.

[Read more . . .](#)

## Density Altitude: The Calculation You Cannot Ignore

(Reprinted from Air Facts Journal )

Density altitude. We cannot see, smell, or taste it. However, it is something that must not be ignored. There was an incident in which four people died because they failed to account for density altitude. Three Marine Corps helicopter pilots went up to a high altitude airport to pick up a passenger with their baggage, and, on a hot day, took off and tragically never got out of ground effect. [Read more . . .](#)



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## The Joy in Flying

(Reprinted from Air Facts Journal )

When you push the throttle in and initiate that gentle shudder of anticipation, and motion blurs in a receding landscape, there is potential, there is anticipation, there is the raw feel of something magical in that moment. You look at the landscape speed past and then with a gentle tug on the yoke, the moment of pure joy is realized.



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## Red Bull's P-38 and F4U Corsair Airshow (Video 00:12:52)

(Reprinted from AvWeb)



Red Bull is well known for its sponsorship of extreme sports events—everything from skiing to wingsuiting to mountain climbing. And that includes aviation, too. In this 13-minute video shot in 2013, we see multiple views of the Red Bull sponsored Lightning and Corsair aerobatic show. There's quite a lot to take in here in expansive detail from multiple cameras. [Read more and see video . . .](#)

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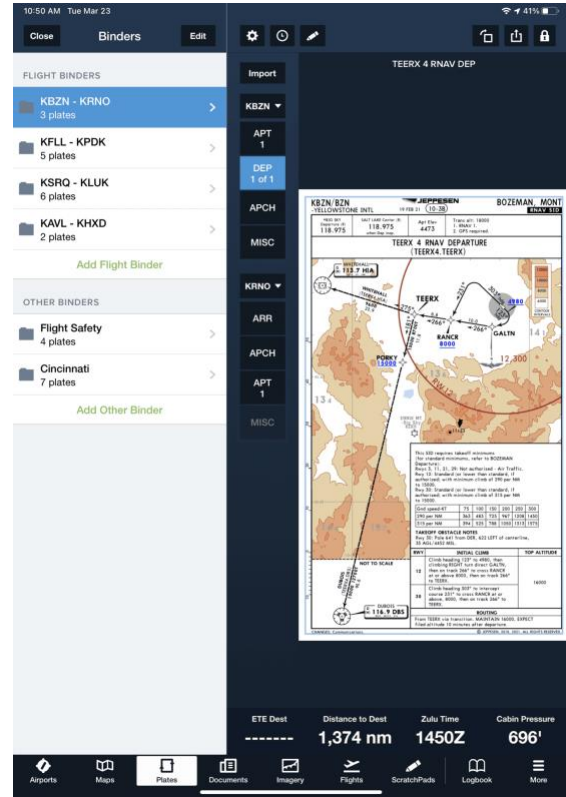
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## How to use the new Flight Binders feature in ForeFlight

(Reprinted from Sporty's iPad Pilot News)

ForeFlight has added numerous bells and whistles to the app over the past decade, designed to provide pertinent information to pilots when needed most during each phase of flight, from preflight planning to touchdown at the destination. The latest update in version 13.2 of the app goes back to basics and significantly improves the interface of one of the core features that led many pilots to transition from paper charts to the iPad in the first place: digital charts. [Read more . . .](#)



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## How to use all of Garmin Pilot's Traffic Features

(Reprinted from Sporty's iPad Pilot News)



One of the standout features in Garmin Pilot is its traffic page. While you can display nearby aircraft on the Map page, as you would in ForeFlight or WingX, Garmin Pilot also has a dedicated traffic screen that looks like it's right off a panel-mount GTN navigator. This is a decluttered view so it appears simple, but we've noticed many pilots don't notice all the customization options. Here's a look at what you can adjust. [Read more . . .](#)