

T-Craft Aero Club

Monthly Newsletter

Novemeber 2024

Putting Wings on Your Dreams



Editor – Jim Manley
Send articles & pictures
to
Secretary@t-craft.org

IN THIS ISSUE

IMPORTANT NOTICES	3
In-Person Meeting Attendance Still Required	3
New Membership Meeting Location	3
“Hey Baby, It’s Cold Outside”- Winter Ops Factors	3
T-Craft Flight Log Software Update	4
AOPA Opposes Using ADS-B Info for Commercial Purposes	5
Big Sky & KBOI Approach Frequency Plan	6
Aircraft Inspections Explained	7
CALENDAR & CLUB STATS	8
The Month Ahead	8
Coming Events	8
New Members	8
Member Accomplishments	8
Member Stats	8
Member Ratings	8
OPS PROCEDURES & POLICIES: CLICK HERE	9
FUEL REIMBURSEMENT PROCEDURES	9
AIRCRAFT	9
Aircraft Rates	9
Aircraft Data	9
Aircraft Scheduling	9
Maintenance Squawks	10
Aircraft Care	10
HANGAR SECURITY	11
MEMBER PIREPS	11
Bretta Robinson Earns PPL	11
TIPS, TRICKS, AND FUN	12
GA Airlift Provides Relief in Helene Aftermath (video 00:03:04)	12
Flying For a Greater Purpose	12
FAA Rule Removes CFI Expiration	12
Fuel Management Made Easy (video 00:12:39)	13
Heavy Cost (video 00:03:02)	13
What’s Wrong With the Teardrop Pattern Entry	13
An A-Maze-ing Day of Flying!	14
Learning to Aviate - Complexity	14
Flying with iPhone Satellite Messaging	14
Cessna 172 Electrical System (video 00:03:16)	15
VFR Cross-Country Flight Planning (Quiz)	15
Navy Primary Flight Training - The Instructor Had it Coming	15

IMPORTANT NOTICES

In-Person Meeting Attendance Still Required

(Submitted by Ben Rhoades, President)

Just a reminder that in-person attendance at a T-Craft meeting or official activity is the only way to meet your 90-day attendance currency. If Zoom is available, it is only to disseminate important information to the membership.

[Back to the Top](#)

New Membership Meeting Location

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

The October and November membership meetings will be held at the Idaho Pizza Company in Meridian. We're making this change because 375's hangar heater is too noisy and WAY too expensive to run. The November meeting day has been changed to avoid the Thanksgiving holiday.

Meeting time: Tuesday, 26 November, 7:00-9:00 pm (

Meeting location:

Idaho Pizza Company
405 E Fairview
Meridian

You may order food in advance if you like. Contact the restaurant's Shift Leader at 208-888-4441.

[Back to the Top](#)

"Hey Baby, It's Cold Outside" - Winter Ops Factors

(Submitted by Pete Glick, Director of Maintenance)

Heaters: The weather is getting cooler each day. It's a good time to get into the habit of preheating your airplanes. In the past year, we've put new and effective engine heating systems on all aircraft (except 375) that should make your preheating almost effortless. The KASA app makes it simple to turn off the heater from home using your smartphone. Not only is preheating good for the airplane, but preheating can save Hobbs time (your money) by reducing the time needed to get the oil temp into the green arc prior to takeoff. After the flight, help the person after you by hooking up the heater and ensuring the yellow junction box has a red power light on. Read this good article on engine preheating. <https://hartzellprop.com/why-preheat-your-aircraft-engine/>

Battery Care: Cooler/cold weather also quickly saps battery power, robbing battery performance and longevity. As you know, our hangar is unheated, so our batteries have a disadvantage. Here are a couple of tips to help us (you) get through the season without experiencing a dead battery at the hangar or cross country.

- a. Preheating the engine reduces the amount of power the battery must supply to turn the engine for starting.
- b. Conserve battery power. Reduce the battery load during the start by ensuring all unnecessary electrical components are off (except for the beacon) before the start.
- c. Be sure to use an external power supply (provided in the hanger) if you intend to practice with our new avionics. This will conserve battery power. Otherwise, the next cold start may turn out to be a dud.
- d. In our C-182s, prior to engine start, you can check the battery voltage on the engine page of the G3X. The battery should have a voltage of close to 12.0 volts before attempting a start.
- e. If you experience a battery that does not have enough energy to start the engine, please contact the Director of Maintenance. Unless you are on a cross country, the DOM (or alternate) will put a charger on the battery. A battery in a low-energy state has a higher risk of freezing and may require an expensive replacement.
- f. As each aircraft approaches its upcoming annual inspection, we plan to add wiring to allow the connection of battery tenders during the cold weather months.

[Back to the Top](#)

T-Craft Flight Log Software Update

(Submitted by Reggie Sellers, T-Craft Director of Billing)

There was a request recently to enhance the usability and versatility of the aircraft Post Flight CHECK IN module in our Flight Log Program.

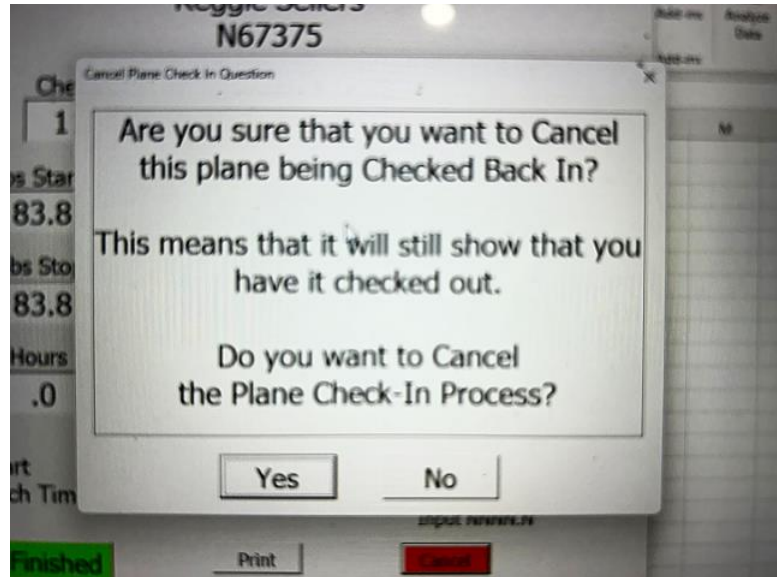
in release 11.7 (and the previous 117 releases over the past 14 years) you were required to fill in one of the entry boxes CORRECTLY before you could Cancel out of the program.

In the most recent release, 11.8, you can leave the program anywhere in the Check In module by clicking on the Cancel button and your check in will be canceled. You will then be logged out and can start over. The pop up question you will see when you do this is attached to this email. I know, it's fuzzy but you get the idea, LOL.

As always, if you fill an entry box in incorrectly, you will be prompted to fix it. Please read and follow the pop up error prompts as they will guide you. You can either fix any errors in entries so you can continue to check in the plane OR click on the Cancel button to leave the module and start over. We hope this makes this module easier to use.

Many of you have asked questions about some of your previous flights. Please remember that you can review all of your flights you've entered back to November 2010 within the Flight Log Program.

Feel free to call me with any questions you may have. 208-861-6274



MANY thanks to my friend Bruce, our programmer, who has spent hundreds of hours developing this tool that benefits all of us. He has done this without asking for or wanting compensation. (I guess flying helps...) It's an amazing program and has been in use now for almost 14 years. It saves me countless hours when I do billing and helps with maintenance timing decisions. I always pass along positive or constructive comments about the program that I hear. These have aided in the development.

[Back to the Top](#)

AOPA Opposes Using ADS-B Info for Commercial Purposes

(Submitted by Pete Glick, Director of Maintenance)



MARK R. BAKER
President and CEO

September 12, 2024

Michael Whitaker, Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Whitaker,

I am writing to express concerns about the use of ADS-B data by third parties for tracking, enforcement, and fee collection and respectfully request the Federal Aviation Administration (FAA) work with AOPA to ensure these practices are prohibited.

As you know, AOPA worked with FAA extensively in the lead-up to the 2020 ADS-B mandate. We agreed to support the mandate, in large part, because of assurances received that ADS-B was to be used solely to modernize and improve air traffic safety. Even after significant expense to AOPA members for equipage, averaging at least \$5,000-\$6,000 per aircraft and totaling nearly \$1 billion. Unlike the airlines, General Aviation pilots cannot pass costs along to customers. Nonetheless, we continue to support the utilization of ADS-B for the sole purpose of modernizing and improving air traffic safety.

Unfortunately, third parties continue to use ADS-B data for purposes other than what the equipage mandate was intended. For example, an increasing number of airports, including many that are grant-obligated, are or plan to use ADS-B data to identify aircraft so that airports can charge pilots landing fees. Moreover, we have received reports that federal agencies and others are using ADS-B data to track aircraft. This brings up a host of issues including invasion of privacy.

Again, ADS-B data is now being used to expedite the application of landing fees by federally grant-obligated airports. The fact that ADS-B data is being utilized as a revenue-generating mechanism is simply wrong and has the potential to create safety issues due to a reduction in pilot training and operational pilot currency. In addition, while over 60% of GA aircraft have been equipped with ADS-B, this practice could discourage those who have not yet done so.

It is also notable that the 2024 FAA Reauthorization Act (PL118-63) included language expressly prohibiting FAA from using ADS-B data to initiate airmen investigations. This language was specifically targeted to prevent the use of ADS-B data for other than its intended purpose and the overall message from Congress is clear.

We will continue to pursue this issue and look forward to the FAA assisting in our efforts.

Sincerely,

421 Aviation Way, Frederick, Maryland 21701 | t: 301.695.2025 | f: 301.695.2352 | aopa.org

Big Sky & KBOI Approach Frequency Plan

(Submitted by Jim Hudson, Director of Membership)

Boise Tower & Big Sky Approach hosted a Safety Communications meeting on October 16, 2024. Highlights:

Controllers work all positions of ATC: BOI Tower, Ground, Clearance Delivery, Big Sky Approach/Departure for BOI and Bozeman. Some controllers coming from other locations have only worked in one position, but here, they are trained to work in all positions.

Controllers are understaffed. Often, the same controller works Ground and Clearance Delivery. Also, the same controller may work both frequencies for approach/departure. They work lots of OT but are limited to 10hr/day, 60 hrs/week.

The best time to practice Instrument approaches into KBOI is Saturday Night.

They appreciate being patient, especially aircraft flying in/out of KBOI. There can be long waits with one runway down and lots of fire and military aircraft. One flight school aircraft had to wait for half an hour to take off. Thankful for our non-towered airport.

Approach / Departure frequency assignments were more clearly described. Landing traffic is handled by 126.9, but the area covered by that frequency depends on which runway landing traffic is using (see the illustrations).

119.6/125.5 takes care of everything else not covered by 126.9. Most likely, they will be landing in the same direction as KMAN, but listen to KBOI ATIS to be sure. If you call on the wrong frequency, they will switch you over.

They are working to resolve the 119.6 communication issue. When 125.5 is used instead of 119.6, there should be NOTAMs and an announcement on ATIS.

Controllers said it would help immensely to contact them if we're heading northbound. They played three recordings of when they had to divert airliners due to VFR traffic not in the Class C airspace. One of them involved 4464R. They also encouraged us to get on flight-following in the practice area or on any flight.

There will be a lot of work on the runways and taxiways over the next 3-4 years. Expect one runway to be down for most of the next three construction seasons. They will resurface one runway each summer. Additionally, they will shorten the west end of the south runway and extend its east end to align their thresholds.

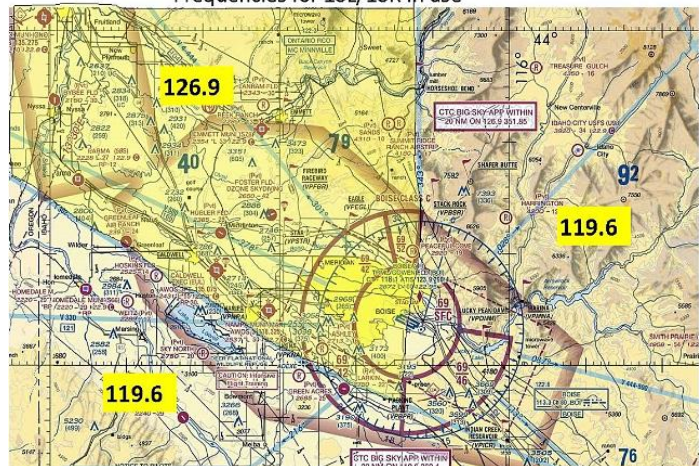
Caldwell (KEUL) is the 2nd busiest non-towered airport in the country and will eventually get a Class D Tower.

If you have questions or concerns, you can call the controller supervisor at 208-364-5280

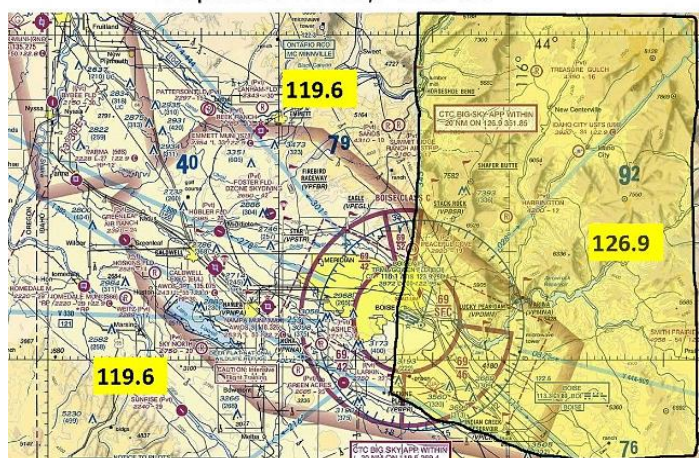
Ken Kaae posted two large charts in the hangar office to aid in visualizing the correct frequency to use.

[Back to the Top](#)

Frequencies for 10L/10R in use



Frequencies for 28L/28R in use



Aircraft Inspections Explained

(Submitted by Pete Glick, Director of Maintenance)

T-Craft aircraft owners often ask if a particular inspection can be overflown or if a particular inspection can be conducted early. T-Craft regularly conducts the following inspections:

- 50-hour oil change
- 100-hour inspection
- AD 2011-10-09 (Seat Tracks)
- Annual inspection

Below is a brief description of each inspection and its requirements.

50-hour oil change: Lycoming Service Letter 480 requires oil changes at 50-hour intervals (after an initial 25-hour break-in). Additionally, the letter requires an oil change at 4 months if the aircraft flies for less than 25 hours. While the FAA does not consider a Service Letter mandatory, T-Craft follows these recommendations. 50-hour oil changes are normally completed by T-Craft certificated pilots who have had training.



100 Hour Inspection: (FAR 91-409) The 100-hour inspection is required for aircraft:

- *That carry any person (other than a crew member) for hire; or (does not apply to T-Craft)*
- *That are provided by any person giving flight instruction for hire. (Applies to T-Craft instructors)*

The 100-hour inspections are completed by an A&P mechanic. It includes a 50-hour oil change. While a 100-hour can be overflown as much as 10 hours, those hours must be flown to the place where the inspection is done. HOWEVER, the 100-hour is almost always coincident with AD 2011-10-09 (Seat Tracks) on our Cessnas.

Airworthiness Directives (AD): Airworthiness Directives are MANDATORY by the FAA and cannot be overflown. AD 2011-10-09 (Seat Tracks) applies to all our Cessna aircraft. The inspection is due annually or every 100 hours, whichever comes first. For T-Craft, the 100-hour limit nearly always applies because the AD is completed at the same time as the 100-hour inspection. This means that T-Craft will not overfly the 100-hour inspection unless the conditions of the AD are completed. If a member is on a cross-country flight and will overfly the 100-hour on the next flight, they must find an A&P prior to flight who can conduct the inspection and provide a logbook entry.

Annual Inspection: The annual inspection is mandatory and must be completed within 12 months (due on the last day of the month). The aircraft will not overfly an annual inspection unless on a ferry permit from the FAA. A mechanic with Inspection Authorization must sign the annual off. The 100-hour inspection is reset at the annual inspection. T-Craft aircraft will not normally be scheduled to intentionally overfly an inspection without verbal or written permission by the Director of Maintenance or alternate. T-Craft cannot approve overflight of AD 2011-10-09 (Seat Tracks) or annual inspections.

Requests to complete inspections early will be considered individually but will normally not be approved unless special conditions apply. Early inspections increase the frequency of the inspections and can cost your club a considerable amount of money annually. Additionally, the schedule of our maintenance technician(s) most often drives the inspection schedule as much as our operational pace.

Please contact your Director of Maintenance with any questions about inspections.

Fly Well. Pete

CALENDAR & CLUB STATS

The Month Ahead

November 2024

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 Nov 2024: Accounts due

20 Nov2024: Accounts past due

21 Nov 2024: Board 7pm, T-Craft Hangar

25 Nov 2024: Last flight day in billing period

26 Nov 2024: Membership mtg. See venue [Article](#)

NO MEMBERSHIP MEETING IN DECEMBER

[Click here for Full Club Calendar](#)

New Members

Richard Corn – Class I, Student

Resigning Members

None this month

Inactive Requests

Dave Miller
Rex Lewis
Mark Werthmann

Member Accomplishments

Bretta Robertson – Private Pilot

Member Stats

120 Members (after new members & resignations)
13 on Wait List (6 former members, 14-18 month wait, 47 on Notification List)
31 Class I Members (25%)
89 Class II Members (75%)
12 Inactive (voluntary suspension)
26 Suspended (21%, Includes 12 inactive)
91 Active flying members (cap: 14 x 7 = 98)

Member Ratings

8 Student Pilots
73 Private Pilots
26 Commercial Pilots
13 Air Transport Pilots
48 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

[OPS PROCEDURES & POLICIES: CLICK HERE](#)

FUEL REIMBURSEMENT PROCEDURES

T-Craft will reimburse you \$5.70 per gallon for fuel purchased at a field other than KMAN. Fuel receipts from off-site fuel purchases need to be emailed (best way), texted, or emailed to Reggie Sellers, T-Craft Billing Director. Do not leave them in the office.
REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the red key bag. Do not share T-Craft's bulk rate with others.

[Back to the Top](#)

AIRCRAFT

Aircraft Rates

(Rates Effective 26 Aug 2024)

- | | |
|------------------------|--------------|
| • C-152 (110hp) N67375 | \$ 70.00/hr |
| • C-172 (160hp) N13686 | \$ 82.00/hr |
| • C-172 (160hp) N4464R | \$ 82.00/hr |
| • C-172 (180hp) N1293F | \$ 90.00/hr |
| • C-182 (230hp) N9989E | \$ 133.00/hr |
| • C-182 (230hp) N7593S | \$ 133.00/hr |
| • C-182 (230hp) N121M | \$ 133.00/hr |

Aircraft Data

Aircraft information and documentation can be found on the club website by [clicking here](#)

Aircraft Scheduling

Guidelines

- Schedule aircraft online at [ScheduleMaster.com](#) (login required)
- Schedule aircraft only for the time you intend to use it. Blocking out an aircraft so it will be available "just in case" makes it very difficult for other members.
- 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

Trouble scheduling aircraft?

- 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.
- Schedule ahead of time; you can schedule 90 days in advance.
- For long trips, you can schedule up to 14 consecutive days, longer with board approval.
- Call the member who has the aircraft and time slot you want/need and see if they can swap or may already be looking at canceling the flight but haven't canceled yet.

90-Day Attendance Requirement

- Schedule Master (under the Status tab) has a field that shows the date that your 90-day attendance will expire.
- You'll get a notification via email 30 days prior to that date from Schedule Master. You will also get a message after that notification when you log on to Schedule.
- Your flying and scheduling privileges will be suspended if you do not attend a club function prior to, or on that date in the 90-day attendance box.
- Membership meetings, board meetings, and other club functions count as credit for attendance.

[Back to the Top](#)

Maintenance Squawks

How to check squawks

- Login to ScheduleMaster.com
- Click on the colored triangle immediately to the left of the aircraft's registration number
- Read the open squawks
 - Green = low urgency
 - Yellow = medium urgency
 - Red = aircraft grounded
- Click on an individual squawk for details
- to amend or comment on the squawk. entry unless

How to register a squawk

- Click on the colored triangle immediately to the left of the aircraft's registration number
- Click on the + sign to the right of the word "Squawks"
 - If it's a new squawk
 - Give the squawk a title
 - Enter a description
 - Click your estimation of the urgency
 - Click OK
 - Notify Pete Glick, T-Craft Director of Maintenance, by text or telephone if urgent, email if routine
 - Amend an existing squawk (Do not duplicate existing squawks)
 - Click on the squawk name
 - Click on the + sign to the right of the squawk name
 - Enter your comments in the New Comment space
 - Click OK

[Back to the Top](#)

Aircraft Care

Pre Flight

- Use the aircraft checklist
- Do not fill oil to POH level, use T-Craft checklist level

Post Flight:

- Install control lock
- Install pitot tube cover
- Place elevator trim in takeoff position
- Place rudder trim in center position (C-182 only)
- Place fuel selector on both
- Open cowl flaps (C-182 only)
- Confirm Master Switch off
- Clean up aircraft interior
- Fasten seat belts
- Shut windows
- Clean windshield
 - Clean the windshield only with Pledge in the yellow cans.
 - Use only vertical strokes. Do not use circular strokes.
- Debug leading edges of wings, struts, engine cowlings, and spinner
- Lock all three aircraft doors
- Place key and aircraft credit card in red bag
- Place fuel receipts (from KMAN) in red bag
- Return red bag to key box in hangar office

Check Lists:

- Aircraft checklists are available on the club website - [click here](#)
- You are encouraged to print out your own checklist.

[Back to the Top](#)

HANGAR SECURITY

- **Hangar (Preflight and Post Flight)**
 - Always flush bolt the doors (wings and mains) when removing an aircraft from the hangar
 - Always flush bolt the doors (wings and mains) when returning an aircraft to the hangar
 - Always make sure that all flush bolts are engaged after closing the doors (leaving or returning)
 - The aircraft logs are secured in the office safe and the combination is the same as the door code.
 - Heaters set up correctly (in season)
 - Check that the red light is on at the yellow outlet box
 - Do not tie any knots in the pull cord for the yellow electrical box.
 - Never release the yellow box and allow the cord to retract without resistance.
- **Tug:**
 - You must be checked out on the yellow Tug before using it. Please contact a board member for checkout if needed. Checkout form must be completed, signed and on-file.
 - Always park the tug in its assigned location and plug it in for charging.
 - Always take your time with the tug. It will move quick and that can cause problems if not careful.

MEMBER PIREPS

Memorable Flights, Achievements, Reflections, & Lessons Learned from Difficult Flights

Bretta Robinson Earns PPL

(Submitted by Bretta Robinson, T-Craft Pilot)



[Back to the Top](#)

TIPS, TRICKS, AND FUN

GA Airlift Provides Relief in Helene Aftermath (video 00:03:04)

(Reprinted from AOPA ePilot)

The Southeast continues to reel in the aftermath of Hurricane Helene, with vast swaths of the region facing flooding; power outages; property damage; and shortages of drinking water, food, and other vital supplies. The general aviation community has joined government agencies and private relief organizations to help deliver care packages to people in need. [Read more, See Video...](#)



[Back to the Top](#)

Flying For a Greater Purpose

(Reprinted from AOPA ePilot)



When people think of a missionary pilot, they might think we only fly Bibles and medicine. Here in Papua, Indonesia, I have carried that, but also much more. Bags of cement, doors, solar panels, tree saplings, pigs, snakes, crocodiles, motorbikes, and once, a car cut in half—all have traveled in a Mission Aviation Fellowship (MAF) Cessna Caravan or a Kodiak. [Read more...](#)

[Back to the Top](#)

FAA Rule Removes CFI Expiration

(Reprinted from AOPA ePilot)



The FAA issued a final **rule** removing the expiration date from flight instructor certificates, effective December 1. The agency said the change brings instructor certificates in line with other airman certificates such as those for private and commercial pilots, which do not expire but require maintenance of proficiency and recent experience. The change also is designed to increase efficiency and cut costs. [Read more...](#)

[Back to the Top](#)

Fuel Management Made Easy (video 00:12:39)

(Reprinted from AOPA ePilot)



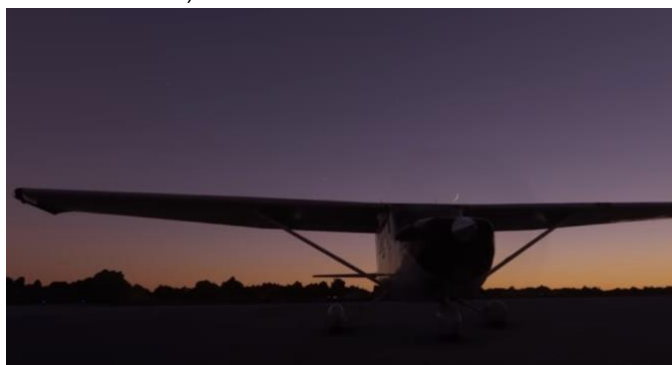
Fuel mismanagement continues to be a problem among GA pilots. At nearly 70 fuel-related accidents per year, according to the latest Nall Report, it's a trend that warrants concern. In this video, we review various techniques to avoid fuel mismanagement – both on the ground and in the air. We look at sensible approaches to flight planning, as well as best practices in fueling and how to spot fuel contamination. Learn how to properly monitor fuel consumption, ensure correct operation of fuel systems, and combat unsafe mindsets and habits. [See the video...](#)

[Back to the Top](#)

Heavy Cost (video 00:03:02)

(Reprinted from AOPA ePilot)

Cody Goodan tells the story of an accident he experienced shortly after earning his private pilot certificate as a senior in high school. During a series of touch-and-goes in a Cessna 172 carrying three friends, the combination of weight and pilot error resulted in disaster. [See the video...](#)

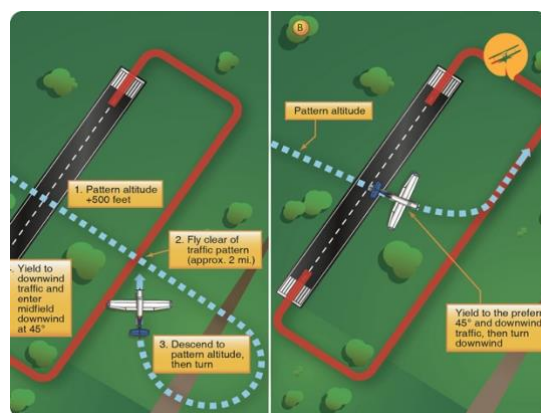


[Back to the Top](#)

What's Wrong With the Teardrop Pattern Entry

(Reprinted from Air Facts Journal)

Having solved the impossible turn and other manufactured crises, the aviation training industry (or at least some YouTubers and keyboard warriors) has now turned its attention to the teardrop pattern entry. This “innovation” is alternately described as wildly unsafe or the only legal option for entering the traffic pattern. In reality it's neither, but the bigger problem is that most pilots don't even know what it means. [Read more...](#)



[Back to the Top](#)

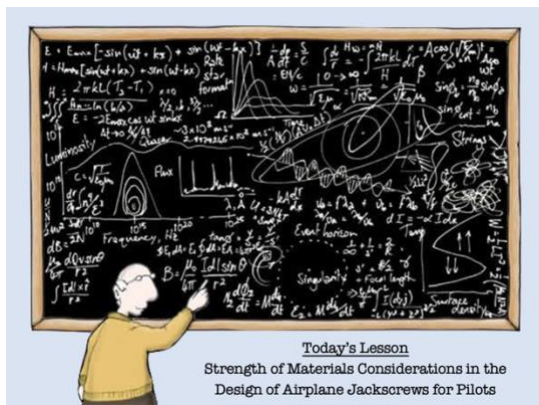
An A-Maze-ing Day of Flying!

(Reprinted from Air Facts Journal)



Instead of a “Sunday Drive”, we elected to do some exploring from the sky—a “Sunday Flight”. The mission was to go up and see the beginning of the season change from lush green leaves of summer to the multitude of oranges autumn has to bring. On top of the list were some corn mazes to circle, ending with landing at one of the local grass strips for a picnic lunch. We wanted to break free from the hustle and bustle and just enjoy the freedom that flying has to offer. [Read more...](#)

[Back to the Top](#)



Learning to Aviate - Complexity

(Reprinted from Community Aviation)

Imagine you're wandering around a convention hotel with time to kill. On a whim, you take a seat in the back of a packed conference room. It's a gathering of biomechanical engineers. The speaker creates a scenario. Psycho-slasher Michael Meyers is stalking her from behind, kitchen knife poised overhead. She asks, “What will you tell me to do?”

If these engineers are anything like pilots, you might hear something like, “increase the propulsion phase horizontal force!”

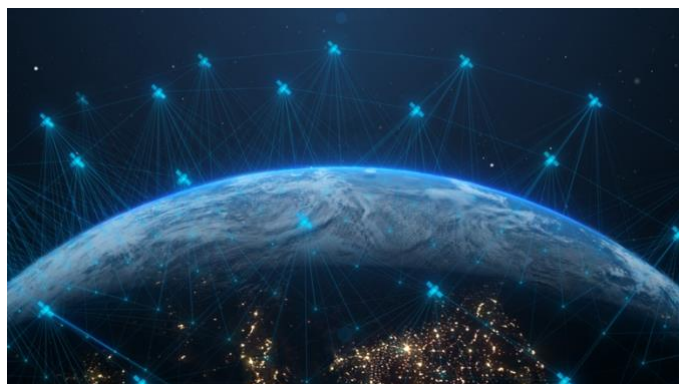
[Read more...](#)

[Back to the Top](#)

Flying with iPhone Satellite Messaging

(Reprinted from Sporty's iPad Pilot News)

Every ten years, a new disruptive technology hits the market that fundamentally changes how we operate small airplanes. In the 2000s, GPS changed the way we navigated. In the 2010s, the iPad and ADS-B datalink technology revolutionized how pilots accessed flight support information in the cockpit. And thanks to recent developments, the 2020s will be known as the decade of satellite connectivity. [Read more...](#)



[Back to the Top](#)

Cessna 172 Electrical System (video 00:03:16)

(Reprinted from Sporty's Fast Five)

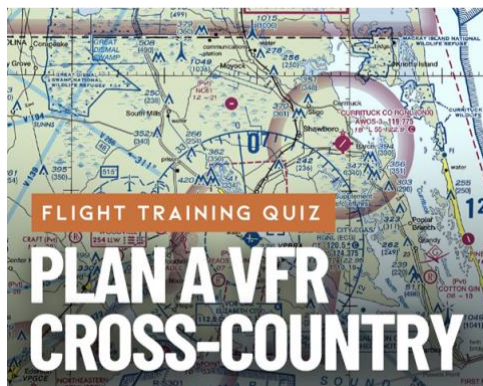
The electrical system is a critical component of today's modern airplanes, distributing and supplying power to the lights, avionics and digital flight instruments. This week's tip takes a look at the various elements that make up the electrical system in the popular Cessna 172 training airplane. [See the video...](#)



[Back to the Top](#)

VFR Cross-Country Flight Planning (Quiz)

(Reprinted from Sporty's Fast Five)



Winds aloft, true course, heading and groundspeed. Can you put all the puzzle pieces together and plan a successful cross-country flight? Use this quiz to test your flight planning knowledge and see if you can get a perfect score. [Take the quiz...](#)

[Back to the Top](#)

Navy Primary Flight Training - The Instructor Had it Coming

(Reprinted from Sporty's Fast Five)

He explained roll control by snapping the stick left and right, causing my helmet to nearly strike the canopy. Then, to define pitch control, he sharply shoved the stick forward to about minus 1G, and hauled it back to about plus 2Gs. At about that point, straight ahead, a towering cumulus cell loomed up. We could have banked steeply right or left to avoid it but Morris chose a different path. [Read more...](#)

