

T-Craft Aero Club

Monthly Newsletter

Apr 2026

Putting Wings on Your Dreams



Editor – Jim Manley

Send articles & pictures to Secretary@t-craft.org

IN THIS ISSUE

| | |
|---|-----------|
| IMPORTANT NOTICES | 3 |
| 93S Paint Committee Formed..... | 3 |
| KMAN News – Important Airspace Update..... | 3 |
| 2026 Backcountry Presentation-Homework Answers & Links..... | 3 |
| Respecting the Quiet..... | 4 |
| New Training Opportunities at Smith Prarie (2U0)..... | 4 |
| KMAN Pattern Rant | 5 |
| 2026 T-Craft Poker Run | 6 |
| Robby Bond has stepped up and is hosting the T-Craft Poker Run! The clues will be released soon. | 6 |
| New Fuel and Aircraft Rates | 6 |
| Maintenance Director’s Report | 7 |
| CALENDAR & CLUB STATS | 9 |
| The Month Ahead..... | 9 |
| Coming Events..... | 9 |
| New Members..... | 9 |
| Upgrades Class I to II..... | 9 |
| Resigning Members | 9 |
| Inactive Requests..... | 9 |
| Achievements..... | 9 |
| Member Stats..... | 9 |
| Member Ratings | 9 |
| Ops Procedures & Policies..... | 10 |
| FUEL REIMBURSEMENT PROCEDURES | 10 |
| AIRCRAFT | 10 |
| Aircraft Rates | 10 |
| Aircraft Data..... | 10 |
| Aircraft Scheduling | 10 |
| Maintenance Squawks | 11 |
| Aircraft Care | 11 |
| HANGAR SECURITY | 12 |
| TIPS, TRICKS, AND FUN | 13 |
| Terminology: Take Off vs Departure (video 00:02:28) | 13 |
| BRAVO (Not) Only for the Brave | 13 |
| Idaho Backcountry Training in a Kodiak 100 (video 00:14:12)..... | 13 |
| Sharing Flight Expenses with Passengers: Quiz | 14 |
| Do a Better Engine Run-up | 14 |
| Stalling While Slipping: Video (00:02:29)..... | 14 |

IMPORTANT NOTICES

93S Paint Committee Formed

(Submitted by Pete Glick, Maintenance Director)

We've scheduled 93S for a paint job next Winter. To prepare for that, Kent Murri, Zach Bates, and John Szanto have volunteered as Paint Committee members. If you have ideas, talk to them.



[Back to the Top](#)

KMAN News – Important Airspace Update

(Submitted by Nampa Municipal Airport Administration)



St. Alphonsus, which is located just over 1 mile north of the Nampa Municipal Airport, is getting ready to undertake a LARGE expansion. With this expansion they are adding two stories to the existing hospital. The impact to airspace is going to come from the roof top crane that will be part of the construction project.

Construction is expected to begin end of March 2026 and last through July 2027. Keep an eye out for the FDC NOTAM regarding the impact to navigable airspace. I will send out a reminder when the NOTAM goes live.

[Back to the Top](#)

2026 Backcountry Presentation-Homework Answers & Links

(Submitted by Jim Hudson, T-Craft Pilot)

Here's the follow up to the performance calculations assignment I gave out prior to the backcountry presentation. The results I came up with are shown in [this document](#). If you missed the presentation, the video and powerpoint.pptx file are available on the club website under Resources > Past Presentations tab. or these links.

<https://www.t-craft.org/documents/zoom/2026.BC.video.mp4>

<https://www.t-craft.org/documents/reference/2026.BC.pptx>

Jim Manley's 2024 Wind-LASSO presentation:

https://www.t-craft.org/documents/zoom/jim_manley.wlasso.3.28.24.mp4

[Back to the Top](#)

Respecting the Quiet

(Reprinted from Rudder Flutter)

Most backcountry travelers are familiar with the seasonal caretakers who maintain the Idaho Division of Aeronautics facilities at Cavanaugh Bay, Smiley Creek, Johnson Creek, and Garden Valley. These individuals are the backbone of our mountain strips, ensuring the grounds are safe and operational for every pilot and camper.

While these airstrips are places of recreation for visitors, they are workplaces for our caretakers. Like any other professional, our caretakers work a full 40-hour week. To ensure they can decompress and recharge, their scheduled days off are Tuesday and Wednesday.

It is often difficult for caretakers to truly get away from the job because their "office" is also their home. To enjoy their well-earned downtime without interruption, they often must physically leave the airport in their personal vehicles. We ask that visitors respect these guidelines:

- **Off-Clock is Off-Limits:** Please do not seek out caretakers for assistance during their off-hours or on their days off.
- **Respect the Residence:** Living on-site does not mean being on call. Just as you value your privacy at home after a long day of work, our caretakers deserve similar courtesy in the evenings.

Our caretakers work incredibly hard to keep these remote gems in top shape. We simply ask that you show them respect and give them personal space as you would expect in your own life. They are happy to help you during business hours or in case of an emergency.

[Back to the Top](#)

New Training Opportunities at Smith Prairie (2U0)

(Reprinted from Rudder Flutter)



We are excited to highlight the availability of the newly established practice runway at Smith Prairie (2U0). Measuring 1,200 feet long by 25 feet wide, this dirt strip offers a prime environment for pilots looking to sharpen their short-field and soft-field techniques. Specifically designated as Runway 24, this addition provides realistic backcountry experience for those looking to hone their skills in a controlled yet challenging environment.

As we all know, maintaining high levels of proficiency is vital for Idaho flying, but so is maintaining our relationship with the local community. Recently, our neighbors near Garden Valley (U88) have expressed growing concerns regarding noise levels due to the high volume of touch-and-go maneuvers. To ensure we welcome guests in the skies over Garden Valley, we are strongly encouraging pilots to transition their repetitive pattern work and landing practice over to Smith Prairie.

Please note that the pattern to runway 06 is now a right hand pattern to reduce noise over the town of Prairie.

By utilizing the 2U0 practice strip, we can significantly reduce the acoustic footprint over noise-sensitive residential areas while still getting the high-quality stick-and-rudder time we need. Smith Prairie's layout and location make it an ideal "release valve" for training traffic. Let's work together to preserve our access to these incredible airstrips by being proactive, professional, and mindful of the communities we fly over.

[Back to the Top](#)

KMAN Pattern Rant

(Submitted by Jon Miller, T-Craft Pilot)

I decided, for the safety of Flight, and perhaps a good discussion, to post a little educational rant about a very close midair my student and I watched happen on Friday afternoon at 3:20 PM at Nampa. We were holding short of RWY11 and watched a prior plane on a somewhat long final make a touch and go. A Cherokee then turned their base behind them appropriately and I pointed out to the traffic to my student. Interestingly, we then noticed a subsequent Cessna turn a very low tight left base.

Cherokee 2171Y by this time was already on final, and had made their call. They then asked if Cessna 8340Z had them in site. They replied in the affirmative and that they would "extend their base." (for the record, they were already on their base leg)

I watched as both planes continued on a collision course right above the King Ave intersection with the Cherokee finally climbing and side stepping and the Cessna staying low and flying due south probably about 50 feet of separation between them, then making a radio call "that was close!"

I spoke to the Cherokee pilot afterwards and fortunately they did have the Cessna traffic in sight throughout the incident, so I suspect while it looked close that it would have had a safe outcome regardless of how it looked from my vantage point.

A few thoughts for all of us to ponder...

1. I am convinced that Cessna N8340Z never had the Cherokee in sight. I presume, perhaps falsely, that they were looking at an ADSB return rather than out the window. We all need a reminder that ADSB is NOT visual separation. When ATC asks you if you have traffic in sight, they mean with your eye balls. Not on your "fish finder" (please, for the love of God, do not call it that). Even more importantly, when another pilot asks if you have them in sight, do not reply in the affirmative if you do not. Instead, take action immediately to increase the separation between you. In formation flying when you lose sight of your wingman, you immediately call blind and increase the separation between the aircraft. This isn't checkers....it's flying. And a simple screw up will kill you, or much worse - someone else.
2. ADSB isn't perfect. It has a lag. Sometimes a fraction of a second and sometimes 20 seconds. Are you using a third party device that then wirelessly connects to your foreflight app to show you? Are you holding a phone in your lap? Or is your system installed in the plane and displayed on a MFD? Even primary radar has a lag. Nothing is perfect.
3. More importantly - not everyone has ADSB. It's not required. I don't have it in my plane. It is for situational awareness. It is not meant to replace your eyeballs. When someone on the frequency calls a position you should look outside the plane first, not at your panel or your phone.
4. I presume we all know 91.113 about right of way. Read it again if you haven't this year. Landing traffic has the right of way. If someone is already on final, turn your left base once they are at your 9 o'clock, not while they are still at 11 o'clock. The C210 on Friday turned their base low at least a half mile before the Cherokee. In the left seat, low, with a high wing, they had no chance of seeing that Cherokee. Why then did they say traffic was in sight? And what does extending your base leg even mean when you are already on your base?
5. The question I pose to myself, sitting at the threshold, is should I have been empowered to play ATC and demand a go around? My thought was to not clog the frequency while these two worked it out. However in hindsight, there was no negotiation between them. I would have felt very guilty if I had not said something. Any advice from the elder statesman of the group on this matter?
6. Kudos to both pilots afterwards for being kind and professional...neither of them got nasty on the radio (something that I hear too frequently these days) and neither of them chastised each other. 40Z exited the area and the Cherokee got back in the pattern. I presume both had honest debriefs when they got home. However, the rest of us can stand to learn something from this close call before the flying season gets busy.
7. Every year in our country someone dies due to this situation because of two reasons: 1.) they misinterpret 91.113 or 2.) they are too hard headed to realize that even though they are in the right, they neglect to knock off their approach and create separation because - dang-it - they have the right of way!!! I argue that this Cherokee, due to the fact that they could see the Cessna making a mistake, could have aborted their touch and go 30 seconds earlier. They could have sidestepped on an upwind to keep the Cessna in sight and learned a valuable lesson that being courteous, even when you were the one that was wronged, is the right thing, and the safe thing, to do.
8. Don't think this thing happens a lot? How many classic 91.113 see and avoid mishaps come to mind right off the bat? DCA accident? Centennial accident between the metro liner and Cirrus (that metroliner pilot is a boss by the way - check out the photos) or maybe



9. All of us need to have a little common sense and remind ourselves to be courteous. This means if you are working with a student on instrument work and the pattern is really full, it's not the time to do your circling maneuver. This means if it's clear and a million and you're on an instrument plan in a single engine piston, you shouldn't fly a 10 mile straight in and you should join the pattern in a VFR manner - even if your bladder is about to explode! It means if a turbine is arriving, that the rest of us make way and let them land. We only have one sand box to play in. We should keep it pleasant for every user...we all have a right to be there.

https://aviationsafetymagazine.com/risk_management/mid-air-strategies/?utm_source=chatgpt.com

[Back to the Top](#)

2026 T-Craft Poker Run

(Submitted by Ben Rhoades, President)

Robby Bond has stepped up and is hosting the T-Craft Poker Run! The clues will be released soon.

- **When:** April 4th to the 18th
- **Where:** Exact airport TDB (expect 9 airports)
- **Who:** Anyone in a T- Craft Airplane (this includes passengers)
- **Win:** \$10.00 buy in best 5-card poker hand
- **1st:** 70% of the pot and 1 flight hour
- **2nd** 20% of the pot and half a flight hour
- **3rd** 10% of the pot and half a flight hour
- There will be an BBQ as well!
- **Details:** [2026 T-Craft Poker Run](#)
- Questions? Please call or text Robby at 208-871-1234

[Back to the Top](#)

New Fuel and Aircraft Rates

(Submitted by Reggie Sellers- Billing Director)

I'm sure most of you anticipated this. Our fuel rate has increased to 6.51. This rate will be used for off-site fuel purchases and has been used to calculate our new plane rates which are effective starting 3/26/2026. The new rates are as follows:

375 - 64.00
64R - 89.00
686 - 89.00
93F - 100.00
93S - 147.00
89E - 147.00
21M - 147.00

These plane rates will appear on your April Invoice and Statement I will be out of town for two weeks starting 26 March and won't have cell phone access other than very limited texting. IF you have Billing or Flight Log issues PLEASE get ahold of Ken Kaae and he will get ahold of me so we can resolve any issues. Remember, there is a paper log sheet of the Flight Log System or the computer is INOP.

[Back to the Top](#)

Maintenance Director's Report

(Submitted by Pete Glick, Director of Maintenance)

The Golden Rule of Fractional Aircraft Ownership – “Leave it better than you found it.”

A. Notes:

1. **Squawks:** Pilot's should review squawk list on Schedule Master as a part of preflight preparations so that he/she understands the status of the aircraft. This will also reduce duplicate squawks and duplication of effort.

B. Scheduled Maintenance as of 30 Mar 2026

| 2026 SCHEDULED MAINTENANCE | | | |
|----------------------------|-----------------------|---------------|---|
| N # | 100hr (til due) | Annual Due | Comments |
| 375 | 6 | 5/31/26 | Engine Build in-progress. Est March 2026 completion. |
| 686 | 67 | 3/31/27 | |
| 64R | 99 | 2/31/27 | Grounded for assessment/repair Engine Build in-progress. Est April 2026 completion |
| 93F | 56 | 2/31/27 | |
| 93S | 3 | 4/30/26 | Paint - Winter 26/27 |
| 21M | 9 | 3/31/26 | Input to annual |
| 89E | 99 | 3/31/27 | Annual Completed |

C. Aircraft Maintenance Actions - See ScheduleMaster for entire Squawk list for each aircraft

| Aircraft | Discrepancy |
|----------|--|
| 375 | <ul style="list-style-type: none"> • Engine build at Ly-Con. Estimated March 2026 completion/shipment. • Nose wheel shimmy • Primer is stiff to operate |
| 64R | <ul style="list-style-type: none"> • GROUNDED – Damaged in Accident. Waiting to be moved for assessment/estimate of repairs. • Engine build at Ly-Con. Estimated May 2026 completion/shipment |
| 686 | <ul style="list-style-type: none"> • Annual completed <ul style="list-style-type: none"> ○ Installed LED wingtip/tail lights at annual ○ Windshield resealed ○ Starter shear pin replaced ○ Removed and cleaned right fuel drain ○ Brake pads replaced. Rotors ordered and on hand ○ Nose wheel shimmy worked ○ Repair of pilot door (cracked) • Tail Nav light inop (Tail strobe works) |
| 93F | <ul style="list-style-type: none"> • Quite a few squawks • Windshield very foggy. Part received after annual complete. Reschedule • IFR cert over due (awaiting scheduling) • Replaced left Rosin sun visor |
| 93S | <ul style="list-style-type: none"> • Currently in 100 hr. • Multiple squawks to work at annual (due April) |

| | |
|------------|--|
| | <ul style="list-style-type: none"> • Replace tail light with LED at annual (Part on hand) • Flaps chatter. Lubricated flap tracks |
| 21M | <ul style="list-style-type: none"> • Currently in annual • Replaced left main wheel bearings • Multiple squawks to work at annual (Mar 2026) • Cabin Roof is oil canning during start and shutdown (Hold annual) • Replace tail light with LED at annual (on hand) |
| 89E | <ul style="list-style-type: none"> • Fresh out of annual. <ul style="list-style-type: none"> ○ Replaced and paint wingtips ○ Cracked strut brackets (2). WX Delayed shipping ○ External power port intermittent. Do Not use as avionics ground trainer. ○ Replaced cracked end cap on elevator right side ○ Pilot side arm rest repaired and installed. • Replace tail light with LED. |

[Back to the Top](#)

CALENDAR & CLUB STATS

The Month Ahead

April 2026

| 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

4-18 Apr 2026: T-Craft Poker Run

10 Apr 2026: Accounts due

16 Apr 2026: Board mtg 6:30 pm, T-Craft Hangar

18 Apr 2026: PokerRun BBQ 12:00-2:00

T-CraftHangar

20 Apr 2026: Accounts past due

25 Apr 2026: Last flight day in billing period

30 Apr 2026: Memership mtg, Idaho Pizza Co
7444 W Fairview, Boise

[Click here for Full Club Calendar](#)

New Members

None to report this month

Upgrades Class I to II

None to report this month

Resigning Members

Sean Rando

Inactive Requests

Ivan Sudac

Achievements

None to report this month

Member Stats

115 Members (after new members & resignations)

16 on Wait list. (estimate 18-24 months)

28 Class I Members (24%)

88 Class II Members (76%)

17 Inactive (voluntary suspension)

42 Suspended (BFR, Med, Attendance, etc)

75 Active flying members

(Temp cap > 14 x 6 = 84)

Member Ratings

6 Student Pilots

67 Private Pilots

30 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

Ops Procedures & Policies
[Click Here](#)

FUEL REIMBURSEMENT PROCEDURES

1. Fueling at KMAN

- a. We account for EVERY fuel receipt that you put in the plane key pouches from the fuel island, so EACH receipt is important. We are missing a few each month which is an issue with our monthly reconciliation process. If the kiosk printer is inop, please leave a note to that effect in the key pouch and let one of the board members know quickly so we can notify the AvCenter. Please date the note and include your name, the tail number and gallons pumped.
- b. REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the green key bag. Do not share T-Craft's bulk rate with others.

2. Fuel receipts from other airports

- a. T-Craft will reimburse you **\$6.51** per gallon for fuel purchased at a field other than KMAN
- b. Send receipts by email to regluvs2fly@gmail.com in a timely manner so you can get reimbursed. We also use them in our fuel burn rate calculations each month. Emailing is best for me. Paper gets lost and texts aren't as good.

[Back to the Top](#)

AIRCRAFT

Aircraft Rates

(Rates Effective 26 Mar 2026)

- C-152 (110hp) N67375 \$ 64.00/hr
- C-172 (160hp) N13686 \$ 89.00/hr
- C-172 (160hp) N4464R \$ 89.00/hr
- C-172 (180hp) N1293F \$ 100.00/hr
- C-182 (230hp) N9989E \$ 147.00/hr
- C-182 (230hp) N7593S \$ 147.00/hr
- C-182 (230hp) N121M \$ 147.00/hr

[Back to the Top](#)

Aircraft Data

Aircraft Data
[Click Here](#)

[Back to the Top](#)

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 cowling, and spinner
- Lock all three aircraft doors
- Place key and aircraft credit card in green bag
- Place fuel receipts (from KMAN) in green bag
- Return green 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.

TIPS, TRICKS, AND FUN

Terminology: Take Off vs Departure (video 00:02:28)

(Reprinted from ATC Audio)
(Submitted by Tyler Rudy, T-Craft Pilot)

I watched this [ATC Video](#) on YouTube where a controller kindly informed a Pilot not to use the phrase "takeoff" unless they were confirming a clearance they were given. The operative word should be "Departure." This distinction helps with clarity while communicating during the various Ground-operation phases. [Watch the Video...](#)



[Back to the Top](#)

BRAVO (Not) Only for the Brave

(Reprinted from AOPA Flight Training)



Recently, a friend suggested we go for Philly cheesesteaks. I grew up in the Philly suburbs, and I knew what a nicely loaded cheesesteak can do for the soul. So, I put my big-girl pants on and started planning a flight to Philadelphia International Airport (PHL), the twentieth busiest airport in the country. I was acutely aware that my Cessna 172 is no more than a gnat on the windscreen of the big iron arriving in from the other side of the country. (Remember what you learned in training about wake turbulence? Yeah. That.) [Read more...](#)

[Back to the Top](#)

Idaho Backcountry Training in a Kodiak 100 (video 00:14:12)

(Reprinted from AOPA Flight Training)

AOPA's Alicia Herron experiences what the Daher Kodiak 100 is capable of while prowling Idaho mountains. [Watch the video...](#)



[Back to the Top](#)

Sharing Flight Expenses with Passengers: Quiz

(Reprinted from Sporty's Fast Five)



While you can be compensated to fly as a Commercial pilot, you can only do so under the common law term, private carriage, which is conducted under Part 91. The opposite of private carriage is common carriage, which requires a Part 119 authorization (Air Carrier Certificate) issued under Part 135 for charter operators or Part 121 for airlines. [Take the quiz...](#)

[Back to the Top](#)

Do a Better Engine Run-up

(Reprinted from Sporty's Fast Five)

You've done dozens of run-ups by rote—but are you actually learning anything from them? Modern engine monitors and better systems knowledge mean your run-up can be far more than a checklist ritual. Here's how to use ignition checks, carb heat, and fuel management to turn a routine run-up into a meaningful diagnostic tool before takeoff. [Read more...](#)



[Back to the Top](#)

Stalling While Slipping: Video (00:02:29)

(Reprinted from Sporty's Fast Five)

Click the picture to see the video

SUBSCRIBER QUESTION:

"I'M UNCOMFORTABLE SLIPPING ON FINAL BECAUSE I'VE HEARD SO MUCH ABOUT THE DEADLY BASE-TO-FINAL SPIN. HOW DO I GET OVER THIS FEAR...OR AM I RIGHT TO BE AFRAID?"

PILOT WORKSHOPS

[Back to the Top](#)