

# T-Craft Aero Club

## Monthly Newsletter

May 2023



Putting Wings  
on  
Your Dreams

Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

## IN THIS ISSUE

<b>IMPORTANT NOTICES</b>	<b>3</b>
Idaho Aviation Safety Stand Down & Pilot Proficiency Clinic .....	3
ACE Academy .....	3
Club Policy Document Modified .....	4
Important Flight Log System Procedures .....	4
Medical & Survival Courses .....	4
Your Aviation Safety Get Out of Jail Free Card (webinar) .....	5
Pro Tips for Pilots – Backcountry Flying (webinar) .....	5
Emails Sent Via Schedule Master (repeat) .....	5
<b>CALENDAR &amp; CLUB STATS</b>	<b>6</b>
Month Ahead .....	6
Coming Events.....	6
New Members.....	6
Resigning Members .....	6
Inactive Requests.....	6
Achievements.....	6
Member Stats.....	6
Member Ratings .....	6
<b>OUR FLEET</b>	<b>7</b>
<b>FUEL REIMBURSEMENTS</b>	<b>8</b>
<b>AIRCRAFT CARE</b>	<b>8</b>
<b>HANGAR SECURITY</b>	<b>8</b>
<b>SCHEDULE MASTER (REVISED)</b>	<b>9</b>
<b>BILLING &amp; LOGGING</b>	<b>9</b>
<b>TIPS, TRICKS, AND FUN</b>	<b>10</b>
FAA Report Validates BasicMed Safety .....	10
Stuck on a Feeling (video 00:03:19).....	10
Focus Your Flight Review (6 Profiles) .....	11
ForeFlight Adds CloudAhoy—What Comes Next? (article and podcast) .....	11
Top Apple Watch Features and Apps for Pilots.....	11
Young and Reckless.....	12
Sleeping on the Job – A Lesson in Staying Alert .....	12
Go or No Go: Spring Cold Front.....	12
When the Wind Blows .....	13
The Risks of Routine .....	13
How the Saturn V Found the Moon (article and video 00:07:35) .....	13

## IMPORTANT NOTICES

### Idaho Aviation Safety Stand Down & Pilot Proficiency Clinic

(Submitted by David Thomas, T-Craft Director of Safety)

Mark the weekend of May 19 - 21st.

The 2023 Aviation Safety Stand Down is a FREE event for aviators and is scheduled for May 20, 2023 at the Nampa Civic Center in Nampa, Idaho from 9:00am to 4:00pm. Additional events sponsored by our partners will be held on the following days. Info TBD.



#### Friday, May 19 at 1800 - Community Aviation Meet Up

611 Dauntless Place, Caldwell, ID 83605

Kick off the Safety Stand Down and Proficiency Clinic weekend with fellow pilots at a Friday evening meet up Caldwell Airport. Gather around the fire pit at 1800. Pizza and beverages provided. Hosted by Community Aviation and sponsored by the Society of Aviation and Flight Educators (SAFE).

#### Saturday, 20 May, 0900-1600 – Safety Stand Down

Nampa Civic Center – 311 3<sup>rd</sup> St. Nampa, ID 83651

#### Sunday, May 21 Times TBD - Simulator and in-airplane training opportunities

Caldwell, ID

After Saturday's Safety Stand Down, take the next step and get some training (for a fee). Fly challenging flight simulation scenarios at local flight training centers. In-airplane training will also be available. More details to follow. [Download the Event Flyer](#)

[Back to the Top](#)

---

### ACE Academy

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

The ACE Academy (Aviation Career Exploration) is a Fantastic summer program is for both boys and girls, grades 9-12. ACE Academy is a combination of hands-on labs, classes, field trips and speakers focusing on aviation careers. The students will visit the Boise air traffic control tower, a flight school, jet and helicopter maintenance facilities, the national guard base, and the Warhawk Air Museum in Nampa. On the last day, volunteer pilots fly students in a small airplane, usually to Prairie, Idaho City, and Garden Valley. It will be held June 21-23, 2023, in Boise.

Ken Kaae, myself and a few others members have volunteered for several years to fly the kids on the last day, some have never flown before. It's a ton of fun. You have to be Level 1 backcountry to volunteer.

Let any kids you know who may be interested, there's a limit on attending. If you would like to volunteer to fly, let me know. Please alert any boys or girls who might be interested in attending ACE Academy.

For an ACE application and further details please visit <https://itd.idaho.gov/aero/?target=safety-education#ace-academy> . The due date for applications is May 19, 2023

ACE Academy – Scholarship for Girls: The Idaho 99s Women Pilots (<https://www.idaho99s.org/ace-academy-2023-scholarships-for-girls>) is offering to pay the \$70 tuition for girls to attend the 3-day ACE Academy hosted by the Idaho Division of Aeronautics. It will be held June 21-23, 2023, in Boise.

ACE Academy is hosted by the State of Idaho, Division of Aeronautics. The contact person is Tom Humphries, (208) 334-8661, [tom.humphries@itd.idaho.gov](mailto:tom.humphries@itd.idaho.gov)

The scholarship for girls is made possible by the generous support of the Idaho Stem Action Center (<https://stem.idaho.gov/>), Idaho EcosySTEM (<https://stem.idaho.gov/idaho-stem-ecosystem/>) and the Boise Branch of the American Association of University Women (<https://boise-id.aauw.net/>).

[Back to the Top](#)

---

**Club Policy Document Modified**  
(Submitted by Jim Manley, T-Craft Secretary)

The T-Craft Board of Directors voted to delete Section 2.3 (Ratings Upgrade Incentive) of the Club Policy. The revised document will replace the current copy on the website. Members holding unpaid credits under that policy that were acquired before April 20, 2023 will still be paid. Contact Reggie Sellers.

[Back to the Top](#)

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**Important Flight Log System Procedures**  
(Submitted by Reggie Sellers, T-Craft Billing Director)

First, there were 37 times this past year that members didn't log the plane out in the Flight Log System BEFORE their flight. A few of you have done this up to three (3) times this past 12 months.

As a result, members that fail to log properly cannot be warned of impending Oil Changes and some flights were over several days making it difficult to determine accurate flight destinations AND for our DOM to accurately schedule service to our fleet.

There have been times that a plane wasn't logged in AFTER a flight as well.

Although many are following procedures, some aren't. This is NOT an optional, "do it if I happen to remember" process. It is mandatory. It's even on the checklist for each plane (thanks Jim H.). If you are a club instructor and are instructing in a plane, please make sure your student complies with this process.

Second, as mentioned before several times by email, in the cover letters I send during the Billing Process and in our Newsletters, please make sure you are recording the Hobbs and Tach Times correctly. If you determine that the previous flyer recorded their time incorrectly contact them and work it out. Then email me with photos, if possible, copying all parties involved with the changes that need to be made. I will then make the necessary changes to the log system. There are reports in the Flight Log System available to all members that can help you with this responsibility.

The only way our club billing process will work with the number of members we have is if all of our members work together and as individuals in making sure we have an accurate accounting of the Hobbs and Tach Times and use the correct method of logging flights.

[Back to the Top](#)

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**Medical & Survival Courses**  
(Submitted by Dr John Miller, T-Craft Pilot)

T Craft Members - This summer/fall I'm planning on hosting a few courses trying to increase the knowledge of our local aviation community in regards to how to survive an off airport landing. Part of this is improving our own preparation and first aid skills as pilots. We insure our airplanes. Why not insure ourselves?

On June 23rd, I'll be teaching Stop the Bleed at our hangar. The \$20/person cost helps me obtain materials. I'd like to keep it under 10 participants each course to keep the teaching and hands-on activity high quality. You'll get Stop the Bleed certificate and Wings credit. If there is a lot of interest, then I can offer an additional course that evening 1900-2030 or we can also plan a date in July.

If you want to really dive in, we're hosting a three day wilderness first aid and survival training seminar geared specifically for backcountry aviators at Warm Springs Airstrip September 29-October 1. Cost is \$400. It is taught by myself and some friends from the AFSOC community, including a 20 year veteran SERE instructor. Participants limited to 15 for this one to keep a 5:1 student:teacher ratio. Check out [adventuremedicineexperts.com](http://adventuremedicineexperts.com) for more information.

Email me if you'd like to sign up for Stop the Bleed or if you have any other questions. If you're interested in Stop the Bleed but cannot make the 23rd work, then also let me know and I'll plan another night. [jonmiller0@gmail.com](mailto:jonmiller0@gmail.com)

[Back to the Top](#)

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### **Your Aviation Safety Get Out of Jail Free Card (webinar)**

(Submitted by FAASTeam)

**Topic:** Filing An ASRS or NASA Report On Saturday, May 13, 2023 at 08:00

**Description** (Select Number GL15120395) Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Becky and Elisa talk about the how's and why's of filing an Aviation Safety Reporting System, or NASA, report. Learn how you can protect yourself, and how you can learn from the mistakes of others by using this program. To view further details and registration information for this webinar, [click here](#).

[Back to the Top](#)

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### **Pro Tips for Pilots – Backcountry Flying (webinar)**

(Submitted by FAASTeam)

**Topic:** Safe Operations while Mountain Flying in the West. On Wednesday, May 10, 2023 at 18:00 MDT

**Description** (Select Number GL15121833): Master Instructor Art Hayssen will touch on main concerns for brushing off the rust after a long winter of minimal flying and also bring to life the challenges and rewards of safely operating your aircraft in the Backcountry. To view further details and registration information for this webinar, [click here](#).

[Back to the Top](#)

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### **Emails Sent Via Schedule Master (repeat)**

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

A few members said they are not getting emails form Schedule Master, and a few others admitted they ignore them. It's very important you read the emails sent out via Schedule Master. If you are not getting any, add Schedule Master (NoReply@timesync.com) to your contact list.

[Back to the Top](#)

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## CALENDAR & CLUB STATS

### Month Ahead

#### May 2023

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### Coming Events

**10 May 2023:** Accounts due

**11 May 2023:** Plane Wash, 4:30pm T-Craft Hangar

**18 May 2023:** Board mtg, 7pm, T-Craft Hangar

**20 May 2023:** Accounts past due

**25 May 2023:** Last flight day in billing period

**25 May 2023:** Membership mtg, 7pm, T-Craft Hangar

**20 May 2023:** Safety Stand Down, 09:00-16:00, Nampa Civic Center

**16-17 Jun 2023:** Garden Valley Fly-In

**21 Sep 2023:** Fall Plane Wash

[Back to the Top](#)

### New Members

None

### Resigning Members

None

### Inactive Requests

Mark Werthmann

Jeff Norris

### Achievements

Robby Bond – Private Pilot (James Patterson, CFI)

Ted Chester – Private Pilot (Brad Stanley, Pete Glick, CFI)

Slay Windham – MEL Instructor

### Member Stats

120 Members (after new members & resignations)

98 Active flying members (cap: 14 x 7 = 98)

24 on wait list-(18-24 month wait)

37 Class I Members (31%)

83 Class II Members (69%)

11 Inactive (voluntary suspension)

24 Suspended (20%—BFR/Med/attend/billing/ Inc

10 inactive)

### Member Ratings

10 Student Pilots

70 Private Pilots

28 Commercial Pilots

12 Air Transport Pilots

47 Instrument Rated Pilots (not all are current)



Robby Bond – Private Pilot



Ted Chester – Private Pilot



## OUR FLEET

(Rates Effective 26 Feb 2023. Click [ScheduleMaster](#) to see latest aircraft status - login required)



C-152 (110HP) [N67375](#) \$77.00/hr



C-172M (160HP) [N13686](#) 93.00/hr



C-172 (160HP) [N4464R](#) \$93.00/hr



C-172N (180HP) [N1293F](#) \$100.00/hr



C-182P (230HP) [N9989E](#) \$144.00/hr



C-182Q (230HP) [N7593S](#) \$144.00/hr



C-182Q (230HP) [N121M](#) \$144.00/hr

[Back to the Top](#)

## FUEL REIMBURSEMENTS

### \$5.60 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. Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted to me and not left in the ready room on the desk or in basket.**

[Back to the Top](#)

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## AIRCRAFT CARE

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 hangar 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 hangar), fuel card or keys missing from the key bag, key bag not zipped or put away, hangar door pins not fully secured, hangar doors left open, hangar lights left on, the hangar 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.

[Back to the Top](#)

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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 hangar are locked and secure; hangar door pins in, doors locked, hangar locked.
- Gust Lock installed, pitot tube cover installed. It gets windy at times in the hangar 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).

[Back to the Top](#)

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## SCHEDULE MASTER (REVISED)

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

**90 Day Attendance and Day/Night Currency (Revised):** A field was set up in the "Status" tab in Schedule Master to show 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 as per club policy 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 are credit for attendance.

There also are two fields that can be used by members to set your flying 90 day expiration dates. You will get notification from Schedule Master 30 days prior to the expiration dates you set.

**Scheduling Guidelines (Revised):** A reminder of our scheduling guidelines per our policy. 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.
- 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.
- Schedule ahead of time, you can schedule 90 days in advance.
- For long trips you can schedule up to 14 days consecutively, 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.
- Use common sense and respect other members.

[Back to the Top](#)

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## BILLING & LOGGING

**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 **\$20.00** 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 8 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)

[Back to the Top](#)

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## TIPS, TRICKS, AND FUN

### FAA Report Validates BasicMed Safety

(Reprinted from AOPA ePilot)

An FAA report submitted to Congress (as required) on March 10 reviewed three years of general aviation data and concluded that the BasicMed program is safe. [Read more...](#)



[Back to the Top](#)

### Stuck on a Feeling (video 00:03:19)

(Reprinted from AOPA ePilot)



In this Pilot Short Story produced by the AOPA Air Safety Institute, a pilot must make a split-second decision: either abort his takeoff or continue the flight up into uncertainty. Noting that his airplane doesn't usually shake excessively during the takeoff roll, the pilot cuts the power and safely taxis off the runway. After discovering that the number four exhaust valve was stuck, he concludes the lesson learned from this experience is to trust that pestering feeling when something doesn't feel right. [See the video...](#)

[Back to the Top](#)

## Focus Your Flight Review (6 Profiles)

(Reprinted from AOPA ePilot)

Want to have a meaningful, fun flight review that challenges your knowledge and skills while making you a safer pilot? Go beyond the basics with the AOPA Air Safety Institute's Focused Flight Review profiles. Choose from a series of tailored lesson plans like mountain flying, IFR proficiency, positive aircraft control, and others that focus on your specific training goals. The engaging program also includes profiles for helicopter and seaplane operations to strengthen performance in other types of aircraft.

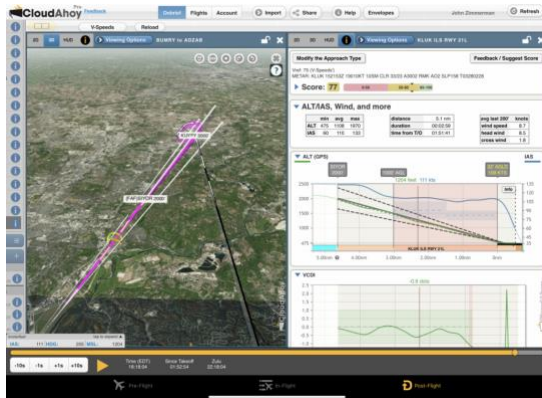
Complete your next flight review in three easy steps: Choose a profile, share it with your flight instructor, and then conduct the review. Afterwards, send us your feedback. We'd love to hear how it went and how we can improve the program for your next flight review. [See the profiles...](#)



[Back to the Top](#)

## ForeFlight Adds CloudAhoy—What Comes Next? (article and podcast)

(Reprinted from iPad Pilot News)



ForeFlight began as a pre-flight app and over time grew to become a powerful in-flight tool as well. The weakest (and, to be honest, least important) phase has been post-flight. That may change now that the electronic flight bag giant has acquired CloudAhoy, an innovative software company with robust flight analysis tools. [Read more...](#)

[Back to the Top](#)

## Top Apple Watch Features and Apps for Pilots

(Reprinted from iPad Pilot News))

There are a lot of aviation apps out there that allow you to access useful aviation and weather data from your wrist. Here we'll take a look at the top weather and aviation apps for Apple Watch, along with how to take advantage of some of the standard Apple Watch features on your next flight. [Read more...](#)



[Back to the Top](#)

## Young and Reckless

(Reprinted from Air Facts Journal)



A wall of clouds quickly advanced from the west. Lightning flashed, illuminating several shocked faces in the dark. Before I ducked into the small backpacking tent Niki and I were sharing, I glanced at the Cessna 177 parked next to us. It was snugly tied down, chocked, and ready to weather the storm. The tie-downs. My stomach sank. I forgot to pack the tie-downs! [Read more...](#)

[Back to the Top](#)

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## Sleeping on the Job – A Lesson in Staying Alert

(Reprinted from Air Facts Journal)

WAIT! I'm supposed to be flying, not sleeping! Where am I? Where am I going? I checked the instruments and saw I was now heading west at 10,500 feet. I glanced around and knew exactly where I was, so I turned back to a northerly heading. [Read more...](#)



[Back to the Top](#)

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## Go or No Go: Spring Cold Front

(Reprinted from Air Facts Journal)



Sometimes it feels like Mother Nature has access to your Flights tab on ForeFlight: it sees your planned trip and places a front right across your route. That's what today looks like at first glance, as a solid line of rain stretches from Maine to Texas—right in the middle of your planned Atlanta (FTY) to Memphis (MEM) trip. Read the weather briefing below and then tell us if this flight is a go or a no go. [Read more...](#)

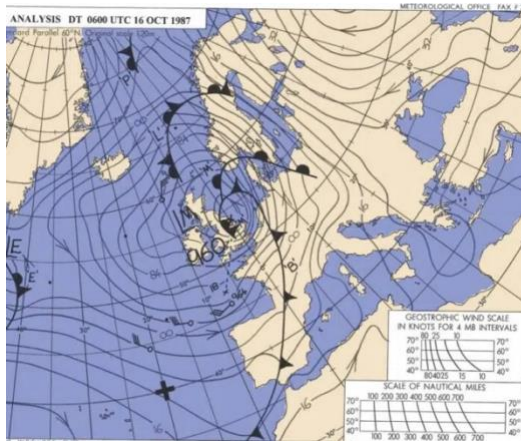
[Back to the Top](#)

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## When the Wind Blows

(Reprinted from AVweb Flash)



There's no phenomena that shapes the flying experience quite like wind. It's almost always present in some form. A crosswind makes for tricky landings, a gusty wind brings a bumpy flight, and a strong tailwind buys you an extra 15 minutes at your destination. It makes sense that this temperamental, fickle element should get an entire article of its own in hopes we can understand it a little better. [Read more...](#)

[Back to the Top](#)

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## The Risks of Routine

(Reprinted from AVweb Flash)



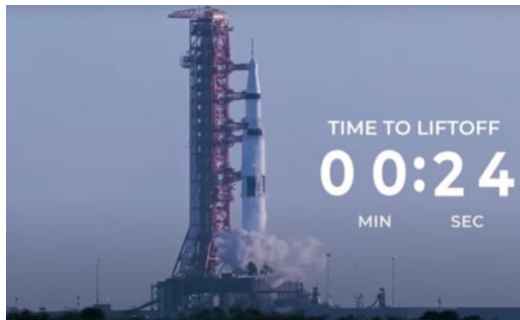
One of the great joys of flying is a routine flight. I'm not referring to a flight that went as expected, which undeniably is the greatest joy, I'm talking about flying a routine route. If you hop in your plane on a Saturday afternoon to fly to your favorite \$100 hamburger location and get a respite from your weekday worries, or a cargo pilot plying a daily route, you probably know the pleasure I am talking about. Pilots who fly routine flights can feel at one with their aircraft, heightening their sensitivity to any little deviation, like unusual engine noises or subtle performance changes with different loads. [Read more...](#)

[Back to the Top](#)

---

## How the Saturn V Found the Moon (article and video 00:07:35)

(Reprinted from AVweb Flash)



Commemorating the miraculous recovery of Apollo 13 this week, we take a look at how NASA kept the giant Saturn 5 booster precisely in the center lane on the way to the Moon. In this information packed seven-minute video, the Primal Space channel explains how the inertial guidance platform in the Saturn 5 booster knew where it was and where it needed to go. The Apollo Command Module, of course, had its own guidance system and so did the Lunar Module. The booster's guidance system lived in the Instrument Unit, a 21-foot diameter ring mounted to the top of the third stage and immediately under the truncated cone that housed the lunar module. [Read more...](#)

[Back to the Top](#)

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