

T-Craft Aero Club

Monthly Newsletter

Dec 2023



Putting Wings
on
Your Dreams

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

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IMPORTANT NOTICES

T-Craft Year-In-Review and Elections 25 Jan 2024

(Compiled by Editor)

Two major events pack our January 2024 membership meeting: the 2023 Year-end review and the Board of Director Elections. We will send you information on the procedures for submitting nominations. Nominations will also be received from the floor at this meeting.

We will vote on the following positions:

- President, 1-year term, Ivan Sudac, incumbent
- Secretary, 2-year term, Jim Manley, incumbent
- Director of Billing, 3-year term, Reggie Sellers, incumbent
- Director of Maintenance, 3-year term, Pete Glick, incumbent (The Board appointed Pete to fill the vacated post. This election is to confirm him to serve the last 2 years of the original 3-year term)

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Club Aircraft Care

(Submitted by Pete Glick, T-Craft Director of Maintenance)

1. **Aircraft Preheating:** Winter showed up. preheat, preheat, preheat. Winter temperature requires more care to treat your engine well, so it treats you well when it matters most. Remember, if you need to wear a coat, your engine needs to be preheated. T-Craft has made preheating as easy as possible, providing heaters, blankets and Kasa apps to turn on heaters from home. The colder the temperature, the more time your aircraft needs heat. Winter takes more time to prepare to fly. If you find that you forgot to preheat from home, and you don't have time to adequately preheat, then you don't have time to fly. You'll cause more engine damage in the first few seconds than hundreds of hours of cruise flight.

Allow for additional warm up time after engine start and run-up. Wait until the oil temp is in the green arc before taking off. Application of full power prior to oil temp in the green likely violates the POH engine limitations. (See POH).

Here's a good article on the reasons why it's a good idea to insure adequate heat to reduce the amount of damage you will do by operating a cold engine. The article touches briefly on the Rieff engine heaters we will transition to.

<https://www.aopa.org/news-and-media/all-news/2019/april/pilot/savvy-maintenance-crimes-and-misdemeanors>

2. **Engine Fire on Start.** Winter is the perfect time to review the emergency action required for engine fire on start. Winter is the most likely time to experience such an event. Over priming is usually the cause of a fire on start. If you see or smell fuel after priming...don't start! Don't pump the throttle, you'll only make it much worse and a fire more likely. See this great article from Bold Method.

<https://www.boldmethod.com/learn-to-fly/systems/why-you-are-more-likely-to-have-an-engine-fire-during-start-over-prime-fall-2023/>

3. **Aircraft doors.** Spend just a little time around the airport or T-Craft hangar and you'll certainly see someone strap on an aircraft and viciously slam the door of the aircraft the same way he/she would slam the door on their grandfather's '48 Dodge pickup. There is NO REASON to treat an airplane that way. By necessity, the parts are lightly built yet durable to withstand normal use. Grabbing the inner handle and slamming the door is Abuse and costs you as a member money for repairs. That should irritate you. The average cost of a Cessna 172N is about \$135, 000, and a C-182M can easily approach \$200,000. Would you slam the door on your \$200K Porsche or Mercedes that way? Treat your aircraft like a princess and she will last a long time.

It only takes a couple of seconds to use just a little finesse to operate the door mechanism and gently latch the door. Ensure no seatbelt, headset cord, or clothing article is in the way. Rotate the handle to the open position, pull the door to the closed position and rotate the handle to the locked position. Often, opening the window and pulling the door closed with your elbow or arm makes it easy.

4. Other items of interest

- All 182s have AD effective Oct 26th, Oil filter housing gaskets. Must be accomplished at next 50 hr oil change.
- Will order the 4 -cylinder engine heaters for 375, 686 and 64R. (93F pending test results)
- Skyline avionics next opening is Feb for repair of some radio/avionics troubles. I asked for a spot reserved.
- C-182 avionics upgrade...The Avionics Shop (KTWF) received our payment. First input is late Feb-early Mar. Planning approx. 90 days for each aircraft

Proposed C-182 Maintenance Schedule for heaters and Avionics

SCHEDULED MAINTENANCE				
ACFT	100hr*	Annual	Heater	Avionics Mod
93S	19	31-Mar	3	2
21M	18	31-Jan	2	1
89E	19	31-May	1	3

*Hrs remaining to 100 hr as of Nov 30

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Top 5 Mistakes Good Instructors Make Teaching GPS (webinar)

(Submitted by FAASTeam)

Topic: Helping Instructors Teach Safe Techniques For Learners Who Fly With GPS.

Time: Wednesday, 13 Dec 2023, 18:00 MST

Description (Select number SW19125278): **Free** for any instructor or future instructor who teaches with Avidyne, ForeFlight, and Garmin GPS systems. Learn the most common mistakes and how you can help your learners become much safer pilots. This webinar will share the pro tips from two decades of teaching. To view further details and registration information for this webinar, [click here](#).

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

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

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Surviving the Season – Best Practices for Winter (article, video)

(Submitted by FAASTeam)

Like many, my family and I enjoy watching wilderness survival shows, like the History Channel's Alone. We find it entertaining and comforting, in a strange way, to witness thrilling survival experiences in brutal environments from the luxury of our cozy couch. We can't help but envision how we would act if put in that same situation. Would we be prepared? Could we survive? Our guilty pleasure has us considering these hypothetical questions, but any pilot who flies in extreme winter weather should consider them seriously. [Read more \(scroll down for video\)...](#)

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CALENDAR & CLUB STATS

Two Months Ahead

Dec 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						

Jan 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	31			

Coming Events

10 Dec 2023: Accounts due
20 Dec 2023: Accounts past due
21 Dec 2023: Board mtg, 7pm, T-Craft Hangar
25 Dec 2023: Last flight day in billing period
10 Jan 2024: Accounts due
18 Jan 2024: Board mtg, 7pm, T-Craft Hangar
20 Jan 2024: Accounts past due
25 Jan 2024: Member mtg, 7pm, T-Craft Hangar
25 Jan 2024: Last flight day in billing period

No membership meeting in December
 Next membership meeting 25 Jan 2024

[Click here for Full Club Calendar](#)

New Members

None this month

Resigning Members

None this month

Inactive Requests

Mark Weatherman

Achievements

None reported this month

Member Stats

118 Members (after new members & resignations)
 18 on waitlist-(16-22 month wait)
 35 Class I Members (29%)
 83 Class II Members (71%)
 15 Inactive (voluntary suspension)
 26 Suspended (22%—BFR/Med/attend/billing/ Inc 15 inactive)
 93 Active flying members (cap: 14 x 7 = 98)

Member Ratings

10 Student Pilots
 67 Private Pilots
 29 Commercial Pilots
 12 Air Transport Pilots
 50 Instrument Rated Pilots (not all are current)

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

BILLING

Members! Read this section to answer your questions. Help reduce the monthly call rate!

Dates

- The monthly billing period ends at midnight of the 25th
- Payments are due on the 10th of the following month
- Payments are past-due on the 20th

Billing Procedures

- Your account documents are emailed to you shortly after the 25th
- Pay the amount due shown on your STATEMENT, not the invoice or credit memo

- Statements paid after the 20th will be assessed a \$20.00 late fee
- Accounts over 30-days past due will also be assessed a finance charge (see club policies)
- For on-time credit, mail checks to T-Craft's street address
 - T Craft Aero Club 135 Municipal Dr. Nampa, ID 83687

Fuel Reimbursement Procedures

T-Craft will reimburse you \$5.72 per gallon for fuel purchased at a field other than KMAN. Fuel receipts from off-site fuel purchases need to be mailed, emailed or texted 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.

Logging

- 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. Use a flashlight if necessary to see all the numbers. Four 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.
- FlightLog & Schedule Master not interconnected:
 - 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.

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AIRCRAFT

Aircraft Rates

(Rates Effective 26 Sep 2023)

- | | |
|------------------------|--------------|
| • C-152 (110hp) N67375 | \$ 77.00/hr |
| • C-172 (160hp) N13686 | \$ 94.00/hr |
| • C-172 (160hp) N4464R | \$ 94.00/hr |
| • C-172 (180hp) N1293F | \$ 101.00/hr |
| • C-182 (230hp) N9989E | \$ 145.00/hr |
| • C-182 (230hp) N7593S | \$ 145.00/hr |
| • C-182 (230hp) N121M | \$ 145.00/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 cancelation so you can schedule the aircraft as soon as the cancelation 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.
- **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.

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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

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 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.

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WINTER PRE-HEAT PROCEDURES

- When you put the planes back in the hanger, make sure that the red light on the back of the pull-down outlet is on. If it is not on, reset the GFI on the pull-down plug. If is still not on, check the GFI on the outlet on the post. I also recommend turning the heater on and off with the button on the side of the smart plug.
- When you are going to fly, use the smart plug app, "KASA" to turn on both the heater and the oil sump heater approximately 2-3 hours before you fly. Make sure you select the correct plane. The heaters turn off automatically after 3 hours. However, they may be scheduled to turn on at a specific time.
- When you do your preflight, unplug the heater and the oil heater, and use the string to GENTLY retract the outlet up into the reel. Make sure the oil sump pig-tale cord will not catch on the vertical stabilizer.
- For those who have not used the system before, you have to download the KASA app from the app store and install it on your tablet or phone.
- - The user ID is Heaters@T-Craft.org
 - The PW is T-craft.Heaters
 - Allow yourself enough time to ensure the engine is warm before you start it. A great percentage of engine wear on air-cooled aircraft engines occurs in the first few minutes after a cold start.
 - Make sure the oil temperature is well into the green arc prior to taking off. Just bumping the bottom of the green arc is not sufficient.
 - If you overnight at another airport, you are still responsible for ensuring that the engine is properly preheated.

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PRE-HEAT Update#2 – Must read

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

We've communicated quite a bit over this past year and a half regarding the KASA Application and our remote access SmartPlugs, two of which are used for the pre-heating of each aircraft.

The KASA SmartPlugs are a great idea, but if not used the way they are intended they are useless and will delay a member's flight by at least a couple hours.

1. Download the KASA App. The User name and password are on the monthly billing documentation.
2. Configure the aircraft properly after your flight
 - a. Heater and sump plugged into the smart plugs
 - b. The red light on the pull down outlet turned on.
3. There are three ways to turn the SmartPlugs on if you schedule an early morning flight:
 - a. Create a "SmartAction" within the KASA app to turn the SmartPlugs on when you want. Then, after your flight, you need to delete YOUR SmartAction so that it doesn't repeat. Please don't delete someone else's SmartAction.
 - b. Click on the individual SmartPlug and schedule the plug to turn on then off. If you use this function, you need to click on "one time only" so it doesn't repeat OR delete it AFTER using it.
 - c. -The best way to turn the SmartPlugs on ahead of time is to click on the individual SmartPlug and set the timer. The timer works for a 24-hour period ahead of your flight and the action won't repeat.

All of these scheduling functions can be used but please think through the ramifications if not used properly.

Please become familiar with the various functions of the app. The internet has a ton of information on how to use them or you can call and talk to me (Reggie Sellers) or Mike Bingham.

This week alone we had several scheduled actions that needed to be turned off or deleted.

- Planes were being pre-heated without any scheduled flights.
- Planes were not plugged in and the next member was unable to remotely pre-heat.

I KNOW WE CAN DO THIS.

Until we have more consistent and "CORRECT" use of this remote function, plan accordingly so that the aircraft is pre-heated properly.

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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)
 - Note that aircraft logs are secured in the office safe and the combination is the same as the door code.
 - Heaters set up correctly (in season)
- **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

Angle of Attack Overview (video 00:19:36)

(Submitted by Pete Glick, T-Craft Director of Maintenance)



As we move forward to install AOA indicators in our aircraft, this video offers a good overview. [See the video...](#)

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There I Was...High Stakes Landing at Mile Hi, Idaho (podcast 00:46:00)

(Reprinted from AOPA ePilot)



In Part 1 of this 2-part episode, we hear from a backcountry pilot who flew his Carbon Cub into Mile Hi airstrip in Idaho and upon touchdown, realized he was not decelerating as planned. [Hear Episode 65 here...](#)

[Idaho Aviation Association data page](#)

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How to Depart Safely in IMC (video 00:07:37)

(Reprinted from AOPA ePilot)



How to Depart Safely in Low IMC, offers tips on using tools to stay clear of obstacles when visibility is low. Learn how to interpret obstacle departure procedures and ensure aircraft performance meets established takeoff minimums. [See the video here...](#)

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Pitch & Power: Energy Management Key to Flight

(Reprinted from AOPA ePilot)



The late great Bob Hoover demonstrated mastery of flight as he gracefully flew stock aircraft, often with engines shut down and no power to assist. While the rest of us may never learn to fly like Hoover, we can aspire to understand energy management as he did. [Read more...](#)

My Surprise Encounter With an Extra 300

(Submitted by Rob Starr, T-Craft Pilot)



Over Thanksgiving week, my wife and I traveled to San Diego to visit our daughter. My daughter had various activities scheduled for the days we were visiting. On Saturday morning, I got up thinking we were going to the “Little Italy” farmers market first thing. As we were about to leave, I was informed that, no, we were going to an airport where I would get some first-hand aerobatic experience for my birthday (which was earlier in the week). Whaaaat? This was

completely unexpected and took quite a while for me to wrap my head around this sudden U-turn of plans. My wife and daughter arranged it all, but since they weren’t pilots, they didn’t really know much more about what was going to happen than I did. The last time I did something close to aerobatics was some spin training in a 152 aerobat 35 years ago.

We arrived at Gillespie Field (KSEE – elev. 388) at 8:30 AM. It was a fabulous weather morning – severe clear and crisp air, no winds. We met up with a nice gal (and there was so much to take in I couldn’t remember her name) from SkyCombatAce.com at the airport café. She drove us over to their hangar in a golf cart. As one would expect, it was a very nicely appointed hangar with a checkered vinyl floor treatment and a nice upstairs briefing area and lounge. A nice, new-looking red Extra 300L was sitting there, all bridled and saddled. She went over the basics and all that would ensue, and of course, the multi-page waivers and agreements that absolve SkyCombatAce of all responsibility for anything and everything, no matter whose fault. There is also a \$250 cleaning charge should you “foul” the cockpit; at least they provide a bag in the cockpit (no charge for that). There are some “upgrades” you can add on if you want that extend the flight with sightseeing over San Diego and the ocean or a Top Gun type bombing run (no bombs though). I stayed with the basic aerobatic flight.

Once all that was done, the instructor, Palmer “Fungus” Timmons, came out and did all the briefings about the upcoming flight and the Extra 300. Palmer is no stranger to aerobatics – he won the 2022 US National Aerobatic Championship. The Extra 300 is a full aerobatic tandem tailwheel plane capable of +/- 10 g’s, although we would probably only get to about 4g’s (which was quite adequate for this cowboy). Our bird was 315 hp and had short “Hershey Bar” wings (only a 24’ wingspan) with a symmetrical airfoil, zero-incidence angle, and zero-dihedral; not common but just what you want in a dedicated aerobatic airplane. I would be sitting in front and he in the rear.

Since some “real” aerobatics would ensue, he strapped me into a parachute – quite snugly, I might add. Then, into the plane. The cockpit lives up to its name – especially the “pit” part. It is like climbing into a hole with little room to move about. Leg space was fine, but since there is a control stick, your legs are splayed apart and have to stay that way. The canopy comes right down at your shoulder level – adding to the sitting “down in it” feeling. There was a 4-point harness, but the lap belt is 6” wide and cinched down with a ratchet, so you stay put during inverted flight. It wasn’t uncomfortable, but it was no Cessna either – not really made for a long flight. Lastly, the headset has a chin strap to keep it in place when inverted. Some photographs were taken before startup.

Palmer then rolled the plane out of the hangar and inserted himself into the rear seat. Canopy closed, and a short pre-start checklist, we started up. Basic taxi to the runup area, a few warm-up minutes, pre-takeoff checks, and a call to the tower for TO clearance. Cleared, we rolled onto runway 17 and throttled up. I immediately noticed all 315 horses saying, “Giddy up!” – you really feel the power with a lot of back pressure. A short roll and we were in the air, and we leveled at about 25’ AGL (Palmer handled the takeoffs and landings. I noticed some very tall trees at the runway end, and we were headed right for them, so I was waiting for the turnout, but Palmer had another idea. With airspeed built, we do a 4g pull-up, and we’re quickly north of 1500’ AGL, and I’m thinking, “Wow! Is this how it’s gonna be?”

We headed to the aerobatics area, which is over El Capitan Reservoir, about 10 miles east of the field; our target altitude is 6500’. During the briefing, Palmer told me how sensitive the controls were, and he wasn’t kidding. To fly straight and level requires fingertip pressure only – extremely light control forces were all that was needed for a bank or climb. The Extra 300 is *very* responsive and is as different from a Cessna as a Formula 1 car is from a VW. Interestingly enough, the Extra 300 required little to no rudder in normal flight and even on the TO roll at full power – we really only needed rudder on the hammerheads. On the way up, we rolled inverted in a blink and continued to fly

along normally, except I noticed we now had an unobstructed view of the entire planet (and that 6" lap belt was now my friend). We rolled back and got ready to do the "real" stuff.

We did a sequence of aerobatic maneuvers, with Palmer demonstrating one then me taking the controls and trying to duplicate it. We did (in order) an aileron roll, barrel roll, inside loop, and finally a hammerhead. They were all actually fairly easy to do, although I'm sure on a precision basis, my executions were probably not great. The Extra 300 responds and does all of them without a hint of reluctance. And yes, you really feel those 4g pulls. My only regret in retrospect is that I was looking forward too much and not enough to the side – once you pull up, you lose sight of ground references unless you look fully to the side – rookie mistake. I later felt like I wanted to do it all again to enjoy it more—sometimes, with something new and unusual, you're soaking in so much you lose track of time and (almost) miss the experience. Those completed, we headed back and did a couple more rolls en route to the airport for good measure.

Approaching the airport, I expected a normal pattern entry – but no, Palmer doesn't know normal. We came in aligned with the runway but were at 1500' AGL, and I'm thinking – this is interesting – what lies ahead? We do an aggressive right teardrop down to the runway (pulling a couple of g's) to complete the mission. Everyone always wants to know if you got sick - I didn't, but after getting back on terra firma, I did feel a bit queasy—not really nauseated, but just "off" enough that I didn't head for the nearest In-N-Out for a double-double.

It was certainly the "experience" my family hoped for. It is a pricey adventure, to be sure, and I'm glad they did it for me (not sure I would have done it myself), but if nothing else, you'll have a lifetime memory, a unique logbook entry, and the possibly of igniting a passion for a different kind of flying in a different kind of airplane. After all, how many people or pilots do you know who can say they flew aerobatics in an Extra 300?



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Brian Shul & Walter Watson Spy Chronicle (video 01:43:06)

(Submitted by Ken Kaee, T-Craft Treasurer)



Spy Pilot Chronicles - SR-71 Blackbird crew Brian Shul and Walter Watson's final speaking presentation at the Harris Center in Folsom, CA on Nov. 5, 2022 [Watch the video here...](#)

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Flying During the Pandemic

(Reprinted from Air Facts Journal)



Gabe contacted the Flight Service Station regarding time and procedure for entering Class B airspace and landing at LAX. The answer was simple: no problem, be airborne at 7am and contact approach control on a given frequency; they will be expecting you. The next day found the Grumman on the taxiway at Long Beach Airport at 6:30am. At the appointed time, they departed and contacted approach control. [Read more...](#)

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Pilots Need to Be Generalists, Not Specialists

(Reprinted from Air Facts Journal)



American education has been obsessed with STEM (Science Technology Engineering and Math) for at least a decade, and the aviation industry has eagerly jumped on the bandwagon. The FAA is leading the charge to fit our square peg into this round hole, declaring aviation to be the ultimate STEM career path. I'm in favor of anything that attracts a new generation of pilots, but this framing is a radical oversimplification—and it sets up some pilots for failure. [Read more...](#)

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Landing Techniques (Quiz)

(Reprinted from Sporty's Fast Five)

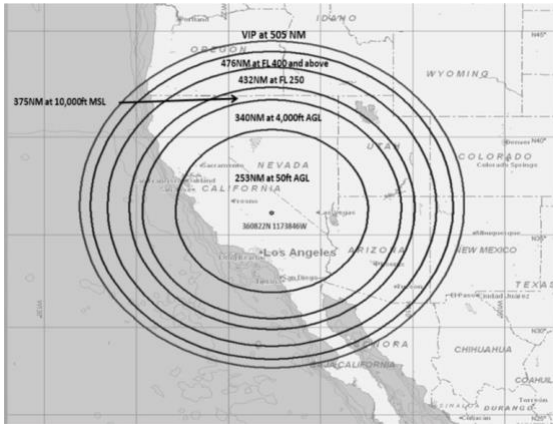


While it may be true that any landing you can walk away from is a good landing, there is certainly something to be said for always striving to make better landings. Most experienced pilots would be willing to admit that the perfect landing is much more of an art than a science. Take this quiz on landing techniques to hone your touchdown knowledge in search of consistently smooth and safe landings and see if you can squeak out a perfect score. [Take the quiz...](#)

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GPS Outages—How ADS-B Receivers Can Protect Against Jamming

(Reprinted from Sporty's iPad Pilot News)



Portable ADS-B receivers like [Sentry](#) are must-have devices for many pilots, delivering subscription-free weather that helps make better in-flight decisions. Beyond datalink weather, many pilots have also discovered the value of having a portable ADS-B receiver as a backup. If you suffer a serious electrical system problem, an iPad and an ADS-B receiver can provide excellent backup situational awareness, including GPS moving map, backup attitude, traffic alerts, and weather. [Read more...](#)

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Flying IFR With ForeFlight (Quiz)

(Reprinted from Sporty's iPad Pilot News)



Are you an active instrument pilot currently flying with the ForeFlight app? Take this quiz to test your knowledge of some of ForeFlight's advanced capabilities. [Take the quiz...](#)

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B-21 Raider Has Flown for the First Time

(Reprinted from FlightAware)



In one of the most significant airpower developments in recent years, the U.S. Air Force's new [B-21 Raider](#) — the world's second [stealth bomber](#), at least that we know about — has taken to the air. A video taken from outside the Air Force's storied [Plant 42 in Palmdale](#), California, early this morning, showed the B-21, with its landing gear down, accompanied by an F-16 chase plane. Other high resolution photos have followed. [Read more...](#)

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