

T-Craft Aero Club

Monthly Newsletter

September 2024

Putting Wings on Your Dreams



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Send articles & pictures
to
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IN THIS ISSUE

IMPORTANT NOTICES	3
Plane Wash – 10 Sept 4:30 pm.....	3
Fuel Receipts	3
N121M Rear Seats	3
N1293F Engine Limitations	4
Tires & Tow Bars (video 00:05:10)	4
Backcountry Awareness	5
45 Ranch: New Backcountry Strip	5
2024 Warbird Round Up at KMAN	6
CALENDAR & CLUB STATS	7
The Month Ahead.....	7
New Members.....	7
Achievements.....	7
OPS PROCEDURES & POLICIES: CLICK HERE	8
BILLING	8
Dates	8
Billing Procedures	8
Fuel Reimbursement Procedures.....	8
Logging.....	8
AIRCRAFT	9
Aircraft Rates	9
Aircraft Data.....	9
Aircraft Scheduling	9
Maintenance Squawks	9
Aircraft Care	10
HANGAR SECURITY	10
MEMBER PIREPS	11
How I Got Interested in Flying	11
Exchange Students.....	11
TIPS, TRICKS, AND FUN	12
Fighting Fatigue	12
Aiming Point (video 00:01:40)	12
Flying the Ford Trimotor	12
Verify Flight Controls	13
Light Up Your Preflight.....	13
Cruise Checklist, Complete?	13
Why is my instructor always asking for "more right rudder"?	14
IFR Insights: Procedure Turn and RNAV Circling (video 00:16:19)	14
Using an iPad for Flying: How Old is Too Old?	14

IMPORTANT NOTICES

Plane Wash – 10 Sept 4:30 pm

(Submitted by Ben Rhoades, T-Craft President)

The Sept 10th plane wash is fast approaching and the dirty birds are in much need of a washing. Remember members are expected to show up and wash your planes and guest are much appreciated. Make it a family event and the club will make sure and feed you entire crew. The wash officially starts at 430pm but people can show as early as 330pm to help pull the planes out and start setting up the water system. David will also need some help with the fall cleaning of the hanger so if your interested in that let Reggie know and he or Leon Baker will make sure your pointed in the right direction when you show up.

I also need members to give me a headcount of how many total people you plan on bringing so we can get an accurate for the food so no person goes hungry.

This is always a great event and a great way to meet fellow members and maybe tell one of your summer adventures with the planes. I look forward to seeing everyone at the event.

[Back to the Top](#)

Fuel Receipts

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

Most of you don't have any issues with the handling of Fuel Receipts but some struggle with the process so I am writing this letter to explain the importance of proper handling of fuel purchase receipts.

Nampa (KMAN) Receipts

We reconcile all the Fuel Island receipts with the Invoices we receive from our fuel vendor. Therefore, please make sure you get the receipt after pumping fuel and place it in the aircraft key pouch. In June, for the first time in many months we had all of the receipts accounted for. In July we were only missing one.

Not only do we use the receipts to make sure we are paying the correct amount to our fuel vendor, but we also calculate fuel usage and gallon per hour which affect plane rates.

Off-Nampa Fuel Purchases:

When you purchase fuel while you're visiting other airports, PLEASE email me a copy of that receipt for reimbursement including the tail number, if it isn't on the receipt, as soon as possible. We factor these purchases in our calculations of gallons per hour which, as mentioned, affect our plane rates. If the receipts are late, we have to go back to previous months to amend the data.

We were able to lower our plane rates based on the reconciliation of both on and off Nampa fuel purchase receipts about a year ago so thank you very much for your help with this process.

[Back to the Top](#)

N121M Rear Seats

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

I flew with David Bettis and his wife, Lisa. We discovered that the rear seats were not re-installed correctly, and the rear seat belts not installed at all!

If you do not know what you're doing, do not remove these seats. If you do remove them, install everything correctly. It took a half hour of valuable cool air time that morning to fix one correctly, and another half hour to get the other one fixed when we got back. Please be considerate of fellow members.

[Back to the Top](#)

N1293F Engine Limitations

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

93F has a newly rebuilt engine! While the minimum break-in time has been flown, there are some limitations imposed on it to ensure it remains reliable and lasts a long time. For the next while, please fly the aircraft, but heed these limitations:



Limitations:

- No training flights
- No touch and goes
- No slow flight
- No multiple patterns
- No power-off stalls
- No long, low-power descents
- No power off descents (keep a little power on during base and final)

Do:

- Cross-country flights are preferred!
- If oil is needed, use MINERAL OIL ONLY
 - There are a couple quarts of mineral oil in the cargo compartment
- Monitor oil temps and pressure. Report anything out of the ordinary
- After a full power take-off, run the engine at 2350-2450 RPM
- Follow engine leaning procedures in the POH
- Report any oil added. We are tracking consumption closely
- Contact the DOM if you have any questions

I will send another email when these limitations are lifted.

[Back to the Top](#)

Tires & Tow Bars (video 00:05:10)

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

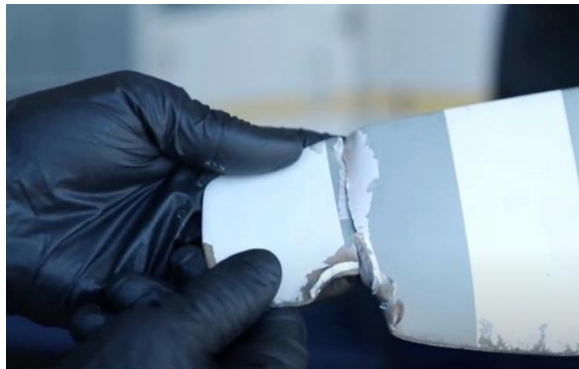
Tires:

Please read this Advisory Circular on aircraft tires. Pilots have a significant impact on the life of our aircraft tires. Pilots also inspect and inflate the tires, when needed, on preflight. This simple function has an impact. Aircraft Tire Maintenance and Operational Practices.

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_20-97B_CHG_1.pdf

Tow Bars (video):

Remove the tow bar anytime your hand is not attached to it. Tow bars and propellers don't play well together, but too often, they contact each other. Our very own Propeller Expert, Ted Chester, says he repairs propellers with some regularity because someone forgot to detach the towbar before starting. Can't happen to you? I know people personally who have taken off with tow bars attached all very experienced pilots, plus one who was the subject of a radio conversation at KMAN about the tow bar hanging off the nose tire after takeoff. Best practice is to NEVER to walk away from an attached towbar. By



leaving the tow bar attached, we actually reinforce the very habit that can lead to a prop strike with a tow bar. The propeller is not the only victim. Lycoming recommends an engine tear down any time the propeller comes into contact with a solid object if the propeller requires repair. This will be a big bill, some of which the pilot will be responsible. It will also lead to extensive downtime. If you've never seen a prop/towbar strike, please see the short video below. [Watch video...](#)

[Back to the Top](#)

Backcountry Awareness

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

The number of backcountry accidents (13 in Idaho so far), a fatality, and near disaster at Smiley Creek has put all the pilot organizations on high alert this summer. The RAF has been a charter member of the AOPA – Air Safety Institute led Backcountry Safety Coalition since it began, and we are all feeling a full court press is necessary to hopefully get pilots' attention. [Read more...](#)



[Back to the Top](#)

45 Ranch: New Backcountry Strip

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

Some of you may have heard about the relatively new backcountry airstrip in the Southwest Owyhees called **45 Ranch**. It's an old cattle ranch, recently purchased by the Jim Richmond Backcountry Foundation. Jim Richmond was the founder of the Carbon Cub Aircraft Company and had a passion for the Backcountry. [Read more here...](#)

The airstrip is located 100 NM from KMAN in the Owyhee North MOA. Its coordinates are listed on the website, as well as links to the webcam and weather station. Communicate with Cowboy Approach on frequency 134.1 when transitioning through the MOA.

David Thomas and I flew there on Friday, 16 Aug to assess its RHI (Relative Hazard Index). Our initial assessment of the airstrip from Google Earth and other information we could find, indicated a Level II strip. However, after arrival, departure and doing the RHI calculations we determined that it is a Level III strip with a RHI of 25. The calculation sheet is available at [RHI_45Ranch](#).

As you can see from the photos, the airstrip is in very nice condition and well-maintained. After surveying the airstrip from the air, we decided to land to the South. Download the landing video here: [Landing 45Ranch](#) We spent a couple hours walking around and were lucky to meet one of the promoters, Brad Damm, who gave us a great tour. We watched Brad land to the North in his Carbon Cub. They plan to put in water and outhouse facilities in the camping area (some may already be done). We took many photos (ask me if you'd like to see them). There are also a few nice photos on their website.

We departed to the north with a slight tailwind as can be seen in this video. Download the takeoff video here: [Taking Off 45Ranch](#). This looks like a great place to get away from it all and offers another alternative for adventure.

Runway data: Elevation 4,300'; Length 2,700'; Width 60'; Heading 330°



Looking North



Looking South

[Back to the Top](#)

2024 Warbird Round Up at KMAN

(Submitted by Lynsey Johnson, KMAN Superintendent)

We are excited to be working with the Warhawk Air Museum on the 2024 Warbird Round-Up, scheduled for September 7 & 8, 2024. This year there are big changes to the Round-Up; the Warbirds, spectators and vendors will be on the east side of the airport. I have included a map that identifies event areas, closures, and access points.

How will this year's event impact the airport?

Runway 11/29 will be closed both days from 10:00am-12:00pm and 1:30pm-3:30pm. The runway will be open during the event lunch break 12:00pm – 1:00pm. Tenants on the east side of the airport will be required to use Taxiway C-6 to access the runway. Taxiway C-1 and Taxilanes C-2 through C-5 will not be accessible at the south ends.

Vehicle access to the East hangars will be impacted. The vehicle gate on Pilatus (south of Mission Aviation Fellowship) will be **closed** to all vehicles, with the exception of emergency response vehicles. This gate will be a pedestrian only entrance to the event. In addition, the parking lot vehicle gate area along Municipal Drive is expected to be congested with event goers and shuttle drop offs.

Tenants wishing to access their hangar, will be directed to **the construction gate at the east end of Taxiway C-7**. This gate is located on Pilatus Road just north of Blue Max Aviation (the **RED** hangar).

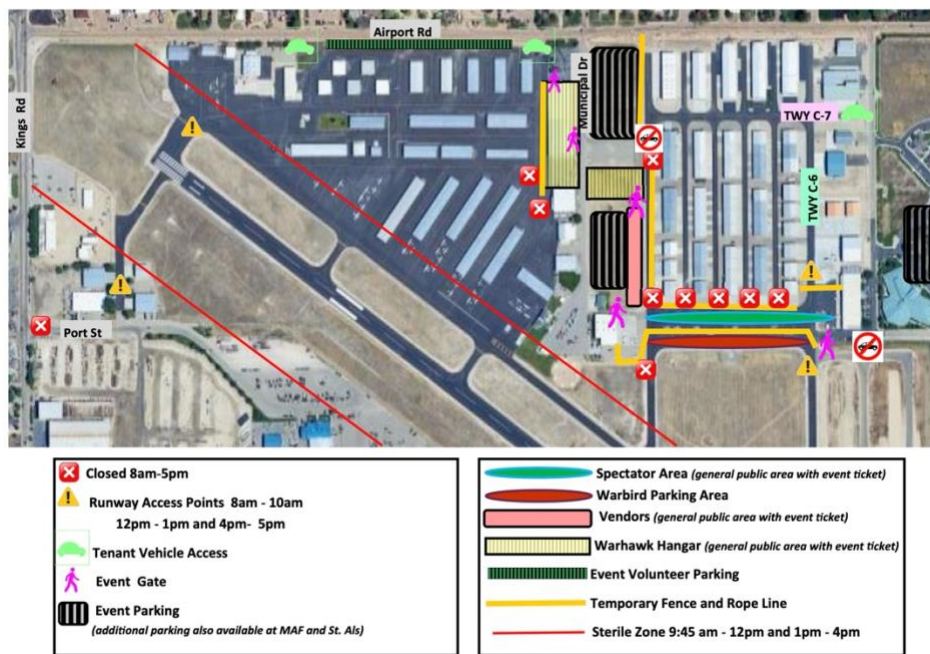
This temporary tenant access gate will be manned by Warhawk security volunteers to ensure only east side tenants access this entrance of the airport. When accessing the airport at the temporary gate, volunteers will ask to see either your parking pass or for you to identify your hangar number along with the name on the Land Lease with the City. If you have a guest coming to your hangar during the show, please meet your guest at the temporary access gate to ensure they are able to access your hangar.

Parking passes are available at the Airport Administration office during normal business hours.

Volunteers will set up, and patrol, fence and rope lines to keep the public in the areas that have been identified for the public. Event spectators will not have access to wander around the hangars.

More information about the Round-Up itself may be found on the [Warhawk's website](#)

SEPTEMBER 7 & 8, 2024 Warbird Round-Up Map



[Back to the Top](#)

CALENDAR & CLUB STATS

The Month Ahead

September 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 Sep 2024: Accounts due

10 Sep 2024: Plane wash & BBQ 4:30pm - Done

19 Sep 2024: Board & General mtg combination, 7pm, T-Craft Hangar

20 Sep 2024: Accounts past due

25 Sep 2024: Last flight day in billing period

[Click here for Full Club Calendar](#)

New Members

Tyler Rudy – Class I

Resigning Members

Sandy Bik - July

Max Percey - August

Inactive Requests

None this month

Achievements

Drake Fickes - Solo

Dan Harris – Commercial Pilot

Michael Lloyd – Multi Engine

Skyler Pierce- Instrument, Commercial

Jeff Aebischer – Multi Engine

Member Stats

119 Members (after new members & resignations)

16 on waitlist-(14-18 month wait)

30 Class I Members (25%)

89 Class II Members (75%)

13 Inactive (voluntary suspension)

23 Suspended (18%, Includes 13 inactive)

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

Member Ratings

8 Student Pilots

72 Private Pilots

26 Commercial Pilots

13 Air Transport Pilots

50 Instrument Rated Pilots (not all are current)

[Back to the Top](#)

[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. Do not leave checks in the office.

T Craft Aero Club 135 Municipal Dr. Nampa, ID 83687

Fuel Reimbursement Procedures

T-Craft will reimburse you \$5.81 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.

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.

[Back to the Top](#)

AIRCRAFT

Aircraft Rates

(Rates Effective 26 Mar 2024)

- C-152 (110hp) N67375 \$ 76.00/hr
- C-172 (160hp) N13686 \$ 83.00/hr
- C-172 (160hp) N4464R \$ 83.00/hr
- C-172 (180hp) N1293F \$ 97.00/hr
- C-182 (230hp) N9989E \$ 134.00/hr
- C-182 (230hp) N7593S \$ 134.00/hr
- C-182 (230hp) N121M \$ 134.00/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 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

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.

[Back to the Top](#)

<h2 style="margin: 0;">HANGAR SECURITY</h2>

- **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.

MEMBER PIREPS

How I Got Interested in Flying

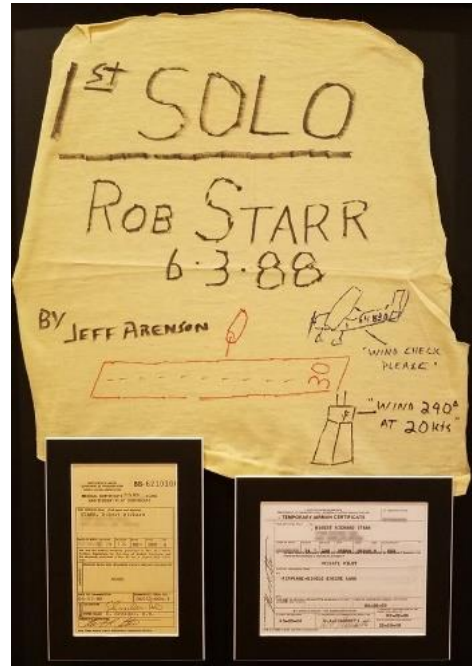
(Submitted by Rob Starr, T-Craft Pilot)

It was the end of summer, 1973, in San Jose, California. I was just a naive high-school kid focused on what classes I would need to get into engineering school. Physics was essential, so I signed up for Mr. Crosby's physics class in my senior year. I really didn't know exactly what would be covered in a high school physics class – it sounded both interesting and intimidating. Back then, class curriculums were not as rigid as they are today, so teachers had some flexibility with course content. Unbeknownst to me, Mr. Crosby was a private pilot, who liked to fly to Mexico to scuba dive. In the spring of '74, Mr. Crosby's physics class included a 2-week segment on aviation, and as far as I know, he was the only teacher who taught aviation in my school. The segment was in essence a short ground school that focused on private pilot flight. I don't remember all the details, but I do remember learning many acronyms such as VASI and VORs, and connecting flight physics with Bernoulli and lift, drag, weight, balance, navigation, etc. Mr. Crosby's anecdotes of flying and his natural ability to give an aviation short-course took away all fear and complexity, and made me think "This is something I could do one day". Needless to say, Mr. Crosby gave me the flying bug.

My focus during the early years was finishing college and getting a job to avoid becoming a societal deadbeat, although I never forgot about flying airplanes – it was always in mind. I had no other family members who were pilots for encouragement. The years went by quickly and soon it was 1988. I had saved a few pennies, had a small house, and had an epiphany that told me this was the right time. I shopped around for flying clubs and joined West Valley Flying Club in Palo Alto (near San Jose). West Valley was a BIG club with approximately 35 planes on the line. I found a great instructor at the club, Jeff Arenson. Over the spring and summer, I did all my ground and flight instruction in a 152. Many of those flight lessons were early morning before going into work. (I might add, I still have my student credentials and "tail feathers" from my first solo.) I received my private ticket in October of 1988.



I also earned a tail-wheel endorsement (in a Citabria) and was checked out in 172's and Cherokees. I am now retired and fly 172's for local flights and often give family and friends tours of the Treasure Valley. My only regret is that I was never able to thank Mr. Crosby for teaching the two-week segment that inspired me to become a pilot.



[Back to the Top](#)

Exchange Students

(Submitted by Shaun Christensen, T-Craft Pilot)

My wife works with exchange students and part of her job is to find good homes for the brave souls that leave their homes for 10 months to attend school in an American high school. There are three young men who have a passion for aviation. My wife, Ann, has asked me to share information about these students with you all to see if any of you might consider hosting Tristan from France, Gun Woo from South Korea or Hamad from Kuwait. Please contact Ann Christensen at 208-989-1860 or go to ayusa.org for more information! We would like to find a host family in the next week so the students can get here in time for school to start!

[Back to the Top](#)

TIPS, TRICKS, AND FUN

Fighting Fatigue

(Reprinted from AOPA ePilot)

Fatigue affects our ability to fly. For example, it can impair memory, judgment, concentration, vision, and coordination. An overwhelming desire to sleep is the most pronounced symptom of fatigue. The key to recognizing and combating fatigue is self-assessment—knowing your personal signs of fatigue, actively looking out for them, and making safe decisions. Consistent, uninterrupted, adequate sleep allows the body to rest and recover. But traveling, staying up late, aging, and various medical conditions can influence how well we sleep. [Read more...](#)



[Back to the Top](#)

Aiming Point (video 00:01:40)

(Reprinted from AOPA ePilot)



Having trouble gauging your touchdown point on the runway? Check out this handy trick for helping you stay on target during short final. ASI Safety Tip: Aiming Point teaches a simple technique for touching down at the right place at the right time. [Read more...](#)

[Back to the Top](#)

Flying the Ford Trimotor

(Reprinted from AOPA ePilot)



It's challenging enough to get a seat for a ride, but to get in the front? That's truly rare. But if you know the pilot, turns out that your chances improve immensely.

I met Anchorage-based TriMotor pilot Ed Kornfield earlier this year while working on [a story](#) about the Iditarod Air Force. He is one of those incredible aviators that most of us can only dream of being. He flies his Cessna 180 Skywagon on straight skis, is volunteering for the Iditarod Air Force every year, has flown five-digit hours, and earned both the Wright Brothers Master Pilot Award and the Charles Taylor Master Mechanic Award in February. In the summer months, he sometimes flies the TriMotor around the country and at Oshkosh. [Read more...](#)

[Back to the Top](#)

Verify Flight Controls

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



Pilots check the flight controls as part of the walkaround preflight inspection. Then, they do it again as part of the pre takeoff checklist. This usually takes place after the runup, and before taxiing to the runway for takeoff. The purpose is to confirm the flight controls are “free and correct.” It is an item not to be missed. [Read more...](#)

[Back to the Top](#)

Light Up Your Preflight

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



Aircraft and their parts age with repeated use and time. This wear and tear can cause an accident if a hidden flaw goes undetected. For example, on May 26, 2023, a Cessna 172 crashed shortly after takeoff from [Palm Beach County Park Airport](#) in West Palm Beach, Florida. According to an airport security video, the airplane climbed after rotation, and then descended and climbed again, followed by a 90-degree banked roll and descent to the right until it impacted the ground, tragically taking the lives of the flight instructor and student. [Read more...](#)

[Back to the Top](#)

Cruise Checklist, Complete?

(Reprinted from Air Facts Journal)

There's an old saying about flying that goes something like this, “Flying is hours of boredom bookended by minutes of terror”, which highlights the fact that your departure and arrival are both critical phases of flight while cruise on the other hand is, well, your moment of zen.

Now, obviously, like with all proverbs, there is a grain of truth behind it: cruise, certainly from a workload standpoint, is the calm before the storm (STAR?). This is especially true after a high workload takeoff in IMC or just really busy airspace, where as soon as you defy gravity, you're pushing and pulling lots of colored levels, mashing a myriad array of different sized buttons, while all simultaneously bantering with ATC throughout the process. [Read more...](#)



[Back to the Top](#)

Why is my instructor always asking for "more right rudder"?

(Reprinted from Sporty's Fast Five)



Your instructor is trying to convey the importance of flying the airplane in a coordinated condition as indicated on the inclinometer (ball). During takeoff, and in other phases of flight, an airplane tends to yaw to the left due to several aerodynamic factors. Pilots counter these forces, known as "left-turning tendencies," by applying right rudder, hence your instructor saying, "more right rudder." [Read more...](#)

[Back to the Top](#)

IFR Insights: Procedure Turn and RNAV Circling (video 00:16:19)

(Reprinted from Sporty's Fast Five)



IFR Insights, hosted by Spencer Suderman, shares valuable experiences and tips for instrument flying. Spencer is a Florida-based airshow pilot and instrument flight instructor. Ride along with Spencer in a G1000-equipped Cessna 172 as he flies a full RNAV circle-to-land approach with a holding pattern course reversal into Cecil, FL. [Watch the video...](#)

[Back to the Top](#)

Using an iPad for Flying: How Old is Too Old?

(Reprinted from iPad Pilot News)

The iPad is decidedly middle-aged now, at least for consumer technology, which means there is a busy used market for older tablets. An original iPad, which came out in 2010, can be purchased on eBay for under \$50—a great deal, right? Or maybe you can use that old iPad mini 2 that's been sitting in the kitchen drawer for a few years, as a cheap way to have a dedicated aviation tablet? [Read more...](#)



[Back to the Top](#)