

T-Craft Aero Club

Monthly Newsletter

October 2024

Putting Wings on Your Dreams



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

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IMPORTANT NOTICES

Fall Update

(Submitted by Ben Rhoades, T-Craft President)

I want to start by giving a big THANK YOU to all that made the plane wash and for those that brought out family and friends to help! It was a great event and didn't take long and the food afterwards was outstanding. I want to give a special shoutout to Leon Baker as the overall wash captain and the individual plane and hanger captains, Jennie Baker, Mark Werthmann, Ronald Grote, Chris Nebrigich, David Meisner, Mike Bracke, Drake Fickes, Steve Turney, and Brian Yoder for doing such a great job. Michael Lloyd and his son did a great job with the Brisket, coleslaw and dessert and I hope no one left hungry. Thank you again Everyone!

As fall approaches and the weather starts to change it's a good time to slow down and take a few extra minutes when operating the planes. It's been a rough 5-6 weeks with the planes and maintenance. While I will never point fingers and armchair quarterback what happens I will say this, slow is smooth and smooth is fast. Take a little bit of extra time when pulling and pushing the planes into and out of the hangers. Make sure all the doors are pinned back fully open to decrease the margin of error when moving the planes. If you have people flying with you and they are helping remember to do a final walk around and check fuel caps, tow bars disconnected, doors closed, lights out and no obstacles are in the way. This goes when in the plane as well, slow your taxi speeds when inclement weather exists or you're at a new field. With the new avionics and our personal electronic devices we can spend more time looking inside than out and that's no place to be when the aircraft is moving especially on the ground. Don't let ATC or someone in the pattern push you to do something you're not comfortable with, take another lap, go around and do it again if needed. YOU are the Pilot in Command and are ultimately responsible for whatever happens.

Speaking of maintenance if you are flying a plane and something isn't working right if you can take a quick picture or video and send it to Pete or the whole board as well if you feel like it. It will help the troubleshoot and it can be shared with Brian Reid at P&R or Roy at Skyline to help get the planes up and running faster. The new upgrades are awesome but with the change comes a few glitches as well. Remember to write up your squawks and report them to a Pete Glick, director of maintenance, if you can't get in touch with Pete you can contact any board member and pass the words that way. That faster it gets reported the faster it can get scheduled and fixed.

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New Membership Meeting Location

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

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

Meeting time:

Wed, 30 October AND 26 November, 6:00-9:00 pm (

Meeting location:

Idaho Pizza Company
405 E Fairview
Meridian

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

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Calling All eBay Warriors

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

I am looking for two members who can work together to inventory all of the takeout equipment from our avionics modifications. Once an inventory is complete, market and attempt to sell these items at a fair price. Bonus points if you collaborate with a friend and volunteer as a pair. Contact Pete if you're interested in helping your club.

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Myths & Realities of Engine Preheating

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

Fellow Aircraft Owner, Here is a great article explaining the reasons why we preheat our aircraft engines. The damage caused by inadequate preheating occurs mostly at start and the first couple of minutes. The damage is cumulative. Keep up your great efforts to care of our aircraft!
[Read more here...](#)



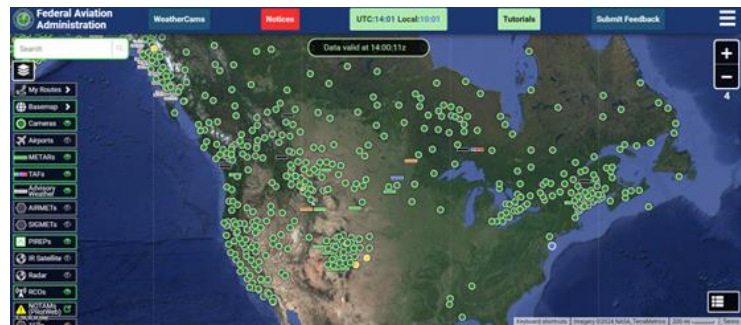
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How to Make Well-informed Weather Decisions

(Submitted by FAA FlySafe)

The 21st Century has brought an unprecedented wealth of information to general aviation cockpits. Near real-time graphical and textual weather products contribute greatly to pilot situational awareness and decision-making. However, pilots must understand the capabilities and limitations of the equipment and the information it provides.

Explore how general aviation pilots can use available weather information sources to make well-informed weather decisions below. [Read more...](#)



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Pro Tips for Pilots – CFIT/How to Avoid It!

(Submitted by FAASSTeam)

Topic: Identify the Hazards and Risks, Apply Mitigation, and Avoid the Most Often Fatal CFIT

Time: Wednesday, 9 October, 18:00 MDT

Description (Select number GL15132920): Through the use of published factors covering CFIT, combined with accident case studies, our panel will bring real life scenarios from the flight deck to the webinar platform. Associated risk awareness as well as avoidance of CFIT will be discussed.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASSTeam**

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

Advanced Knowledge 1 - 1 Credit

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

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Nampa Municipal Airport Newsletter

(Submitted by Nampa Municipal Airport)

(Click on the image to download the pdf version)



KMAN DISPATCH

NAMPA MUNICIPAL AIRPORT NEWSLETTER
September 2024

HAPPY FALL Y'ALL



Thank you for your ongoing support of the Nampa Municipal Airport.

The Nampa Airport Commission recommended, and Nampa City Council approved, an annual rate increase in accordance with the Consumer Price Index change of 4.3%. The fee increase is needed for daily operations such as pavement and building maintenance, upkeep of airfield grounds, personnel, utilities and maintaining the current level of service.

This increase will take effect on October 1, 2024.

IMPORTANT REMINDERS

In an effort to be a good Airport neighbor we ask that pilots be aware of noise sensitive residential areas around and near the Airport.

Please try to reduce potential noise impacts to our neighbors.

→FLY FRIENDLY

OPERATIONS & MAINTENANCE

⇒ Private Hangar owners time to check that your exterior lighting is operational.

⇒ We are working on completion of numbering all the East & West side Tie Downs. Please make sure you are in your designated spot.



Where are the Great Planes located? At Great Airports! (KMAN)



UPCOMING EVENTS

9/28 - Warhawk September Swing	11/5 - Warhawk Kilroy Coffee Klatch	12/3- Warhawk Kilroy Coffee Klatch
10/1 - Warhawk Kilroy Coffee Klatch	11/9 - Warhawk Veterans Breakfast	12/9 -Airport Commission Meeting
10/12 - Spirit of Flight Second Saturdays	11/9 - Spirit of Flight Second Saturdays	12/14 - Spirit of Flight Second Saturdays
10/14 - Airport Commission Meeting	11/12 -Airport Commission Meeting	
	11/30 - 12/2 - Warhawk Winterfest	

Check out the [Treasure Valley Fly-ins](#) group page on Facebook for more aviation events happening in our area !

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Safety Communications with BOI Tower & Big Sky Approach

(Submitted by Idaho Division of Aeronautics)



COME JOIN US!

Safety Communications with BOI TOWER BIG SKY APPROACH



Wednesday, October 16th 6:30pm

Boise Tower/Big Sky Approach welcomes pilots, instructors, student pilots and aviation enthusiasts to discuss key topics about BOI Airport and our local Airspace. Come meet your local Air Traffic Controllers as we discuss the following topics:

- Boise Airport Safety Information
- Winter Operations
- Airport Construction 2024 - 2025
- Hearback/Readbacks
- Q&A with ATC
- Taxi Instructions
- Common Issues to Overcome
- Frequencies
- Boise Airspace Overview
- Best Practices for BOI Class C Airspace



ITD Division of
Aeronautics
1390 W. Gowen Rd
Boise Idaho

Special thanks to Tim Steffen and all the staff at the Idaho Division of Aeronautics for use of their facilities!

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CALENDAR & CLUB STATS

The Month Ahead

October 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 Oct 2024: Accounts due

16 Oct 2024: BOI tower/Big Sky mtg, 6:30pm, [Article](#)

17 Oct 2024: Board 7pm, T-Craft Hangar

20 Oct 2024: Accounts past due

25 Oct 2024: Last flight day in billing period

30 Oct 2024: Membership mtg. See venue [Article](#)

[Click here for Full Club Calendar](#)

New Members

Richard Corn – Class I, Student

Resigning Members

Klaus Wiebe

Inactive Requests

Dave Miller
Rex Lewis
Mark Werthmann

Member Accomplishments

None this month

Member Stats

119 Members (after new members & resignations)
15 on Wait List (6 former members, 14-18 month wait, 44 on Notification List)
30 Class I Members (25%)
89 Class II Members (75%)
13 Inactive (voluntary suspension)
25 Suspended (21%, Includes 13 inactive)
94 Active flying members (cap: 14 x 7 = 98)

Member Ratings

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

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

FUEL REIMBURSEMENT PROCEDURES (**REVISED**)

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

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AIRCRAFT

Aircraft Rates (**Revised**)

(Rates Effective 26 Aug 2024)

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

Aircraft Data

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

Aircraft Scheduling

Guidelines

- Schedule aircraft online at [ScheduleMaster.com](#) (login required)
- Schedule aircraft only for the time you intend to use it. Blocking out an aircraft so it will be available "just in case" makes it very difficult for other members.
- If you are flying multiple days, your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for

Trouble scheduling aircraft?

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

90-Day Attendance Requirement

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

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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

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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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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.

MEMBER PIREPS

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

Incident Summary – N9989E, Stanley, ID

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

What Happened

Three of us flew from Nampa (KMAN) to Stanley (2U7) for breakfast on the morning of 23 Aug 2024. We landed without incident with strong winds blowing down 17, our landing runway.

We returned to the airport after breakfast to depart from Stanley and fly back to Nampa. The wind was gusty and reported at 12 mph. I believe it was more than double that number but still generally blowing right down the runway, still favoring departure on 17. We boarded the aircraft after preflight and prepared for departure. There were numerous state vehicles parked along the edges of the west and north ends of the parking area.

We were parked on the west side of the runway, facing west, and just south of a V-Tail Bonanza that was tied down. We pulled forward to taxi. This required an immediate right turn around the Bonanza once clear. Upon turning right (to the north) the propeller kicked up a significant quantity of dust that the southerly wind then pushed to the north, engulfing the aircraft, and severely limiting visibility. At the same time, the strong southerly wind pushed the aircraft to the north. With everything happening so quickly, I lost my situational awareness and sight of the trailer that was parked on the edge of the taxiway west of the Bonanza. Within 1 to 5 seconds of turning, the left wing struck the trailer and the aircraft veered to the left. I shut down the engine immediately to inspect the damage. I was pretty sure that the aircraft would not be considered airworthy, and I immediately called Pete Glick to confirm. We discussed the damage, and I shared photos with Pete and Brian. There was consensus that the aircraft should not be flown. Pete flew up to Stanley pick us all up and we have been working to relocate the plane to P&R since. *[The aircraft has since be moved to ID26]*

Lessons Learned

I believe myself to be a safe and diligent pilot. I was not in a hurry nor was I distracted. It is fair to say that I was giving the task of taxiing the attention that I always do. Unfortunately for me, that level of attention was not enough on that day. I failed to realize that the conditions were very different from other visits I've made to Stanley. I didn't anticipate either the dust engulfing the aircraft or the significant impact that the wind would make on the ground speed of the aircraft. I beat myself up about this for a couple weeks while trying to figure out what I should have done. I figured out that I had become somewhat complacent with the task of taxiing. And, in the future, I would need to make additional assessments of the taxi environment before entering the aircraft or starting the taxi roll.

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Incident Summary - N7593S, Lewiston, ID

(Submitted by Warren Kouba, T-Craft Pilot)

What Happened

On Sunday 9/8/2024, I had scheduled a flight with my father-in-law to Lewiston for a fishing trip. I had taken the checkout training from Pete a few weeks prior to become familiar with the new G3X panel and autopilot and had also scheduled a familiarization flight by myself following the ground training, but unfortunately, work, and other priorities jumped in the way, and I was not able to do so prior to this initial G3X flight. I did watch what I thought was plenty of YouTube videos, demo apps, and read a lot of material but sadly confirmed that hands-on real-life experience is always best.

During our relatively short flight to Lewiston, I was busy learning and trying all the fancy bells and whistles of the new system while attempting to fly the plane and keep my eyes out the window. My father-in-law is a self-proclaimed pilot from many decades ago but hasn't had a license since the time I've been married to his daughter (23 years), so he was trying to be helpful but really was no help and honest more of a distraction than help.

In our approach to Lewiston, I had trouble setting up the autopilot for the stabilized, descending approach and therefore approached the airport way higher than expected. Tower instructed me to enter on a long, left base but from where I was located, I was several thousand feet above pattern altitude and about midfield rather than straight in for left base, so I asked for a 360 turn before entering the pattern.

This was my first flight to Lewiston but as you may be aware, they have a longer runway 26 for larger commercial traffic and a smaller 30 runway that nearly intersects so my midfield approach was more aligned with 26 rather than 30 and after my 360 turn, I rolled out on something other than a left base for 26 and now the tower wanted a short approach as there was a big bird on final for 30. I was unfamiliar, cancelled autopilot but felt as though the airplane was still under some unknown control (trim was maybe incorrect or server was still fighting me when I thought I had autopilot off). I aborted the approach and tower sent me on an extended baseline to the North side of the field for a 180 turn to enter a right base to 30.

I was still confused on my approach, proper altitude for a less than full pattern landing, distance from unfamiliar airport, large incoming and landing traffic and so forth. I forced my new approach to work although I was still very high and after a quick decent, I was now really fast. I landed very long down the runway (what I later found out was midfield according to my father-in-law), and after a couple floats and bounces finally got the plane settled on the field with the end of the runway quickly approaching. I failed to make the smart decision for a go around and was falsely committed to make it work, later realizing I did not have the braking power that I needed to fully stop in time.

All along I thought the runway was miles longer than I needed and before I knew it, I needed 10 more feet than I had available. I went off the end of the runway into a flat gravel section. I was able to turn around but when I did, I did not notice a small end of runway marker light until we noticed it flip up in the air in front of us. I thought maybe I hit it with a wheel or something.

There was no drop in rpm, no stall, no significant noise, so I had no idea about it being a prop strike until later. We taxied and after we stopped the engine, it was apparent that it was in fact a prop strike as there was a fresh new nick in the prop.

Lessons Learned

[I should've had] more familiarization with new avionics including a test / training flight in a familiar training area, rather than during a decent to an unfamiliar airport with inbound traffic quickly approaching.

Another lesson, stay ahead of the airplane rather than flying from the backseat, meaning, it all was happening faster than I could safely process. They say incidents and accidents are often a chain of mistakes or like slices of Swiss cheese that unfortunately all line up to result in an unfavorable hole or unfavorable event and that is exactly what I encountered. I let one problem lead to another, which snowballed to another and failed to simply fly the plane and perform a go-around when I should have. A go-around would have provided me with a standard pattern approach which I am very familiar with and likely would have resulted in a much better and safer landing.

Unfortunately, an aircraft was damaged, but fortunately not as bad as my ego. Most importantly, pilot and passenger were both safe. I quickly reached out to Jim Hudson for advice and next steps and appreciate all his help in coordinate the safe return and repair of 93S.

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TIPS, TRICKS, AND FUN

Avoiding Hard Landings (video 00:04:28)

(Reprinted from AOPA ePilot)



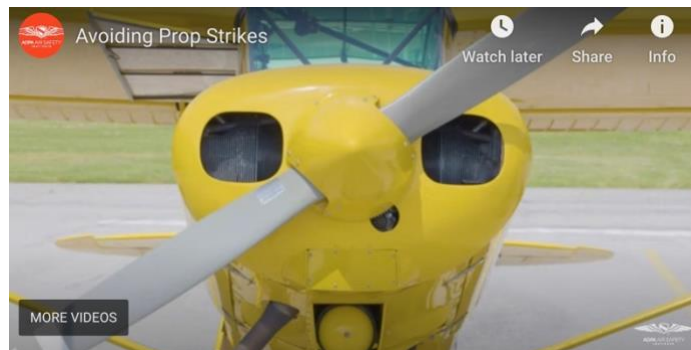
A bounced or firm landing is typically not a hard landing. So, what is a hard landing? It happens when an airplane stalls or drops onto the runway with too high a vertical speed, resulting in damage to the aircraft. It's not just the landing gear that takes the hit—structural damage also extends to the firewall and engine mount, fuselage skin, wings, and so on. [See the video...](#)

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Avoiding Prop Strikes (video 00:04:09)

(Reprinted from AOPA ePilot)

Propeller strikes can happen for various reasons. One classic cause—propellers striking the runway after a bounced landing as the pilot tries to continue to land by forcing the nose down. The bad news? Prop strikes are expensive since in most cases they require a complete engine teardown. The good news? Propeller strikes are avoidable if you're on target speed, use the proper technique during flare and touchdown, and if you're vigilant during ground operations. [See the video...](#)



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Situational Awareness (webinar 01:12:17)

(Reprinted from AOPA ePilot)



Being situationally aware means maintaining an overall mental picture of what is going on during the flight. [See the webinar...](#)

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The Day I Had to Make a Short Field Landing in a B757 (article and podcast)

(Reprinted from Air Facts Journal)



During the winter of 2012, I was the captain on a United Airlines flight from San Francisco (SFO) to Denver (DEN) flying a Boeing 757. On that day, I encountered a very unusual situation that required tough pilot-in-command decision making along with some serious risk management. To make matters more stressful, I was getting a line check by an FAA inspector who was sitting behind me in the cockpit jump seat. [Read more...](#)

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AOA and the Impossible Turn – Part 1

(Reprinted from Air Facts Journal)

The current emphasis in general aviation (GA) safety is on visual angle of attack (AOA) indicators and impossible turns (return to the airport following engine failure). The many analyses and videos on these topics have been done in what can best be described as laboratory conditions, carefully selected optimum conditions of pilot, airplane, and environment. [Read more...](#)



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AOA and the Impossible Turn – Part 2

(Reprinted from Air Facts Journal)



Because successful impossible turns are not accidents and not reportable to the NTSB, none showed up in the NTSB data. However, the very embarrassing rhetorical question is, how did all those past impossible turns succeed when none of those aircraft had a visual AOA indicator? Given the rarity of visual AOA indicators in recent years, it's a safe bet that visual AOA indicators would not have been installed in any, or hardly any, of those airplanes. [Read more...](#)

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Test Your Knowledge: 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 here...](#)

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What Do These Aviation iPad Acronyms Mean? (quiz)

(Reprinted from Sporty's Fast Five)

Aviation has always been full of acronyms and the growth of new FAA services and the iPad means there are now more than ever to learn. Take our latest quiz and see if you know the meaning of these codes in ForeFlight and other aviation apps. [Take the quiz here...](#)



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What's the Difference Between a Slip and a Skid?

(Reprinted from Sporty's Fast Five)



In aviation, a slipping turn and a skidding turn are both uncoordinated flight conditions that should be avoided. They occur when an aircraft's rate of turn does not match its bank angle. In a correctly executed turn, the horizontal component of lift should be equal and opposite to the centrifugal force. [Read more here...](#)

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