

# Higher Living

Quarterly E-mail Newsletter



## Christmas is Here!

Another quarter has come and gone and holiday spirit fills the air. Hopefully everyone is keeping a close eye on the weight and balance calculations to make sure our copious consumption of holiday delectables doesn't throw off our CG too far.

In this season of giving, I can think of nothing better than to give the gift of freedom. A training or discovery flight gift certificate is a great way to share the love of flight with someone you know would benefit from the feeling of freedom that comes with being able to fly. Executive Flight Training offers gift certificates for our standard discovery flight (\$99) or for hourly amounts to cover the cost of rental, instructor, or both. We encourage you to consider these gift opportunities this holiday season.



This quarter, the team at executive flight training wanted to put together some more useful information to help you put those flight hours to good use.

Our President, David Williams discusses one of the features of the new website that will aid you in scheduling your flight, and making it easier to see when your aircraft are available.

Gene Conard discusses lighting requirements for flying during all times of the day and night.

Finally, Mark Kolber points out a great tool that many of us forget to consider to help build time, gain currency, and defray the cost of flying.

EFTS would also like to thank all of the veterans who help secure our freedom to enjoy flying; especially those who are overseas this holiday season. Fly Safe!

Contact Us Today to Schedule your next aviation adventure!

Executive Flight Training

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[www.facebook.com/Executiveflighttraining](http://www.facebook.com/Executiveflighttraining)

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[www.execft.com](http://www.execft.com)

## Upcoming Events

- 1 December - IMC Club @ Wings of Carolina (KTTA)
- 3 December - EAA 1118 Chapter Meeting (3W6)
- 10 December - MayDay 101 Surviving Emergencies (5NC2)
- 13 December - SC Breakfast Club (KSPA)
- 09 January - Air Safety Institute CFI Refresher (KCLT) (Sheraton - Airport)

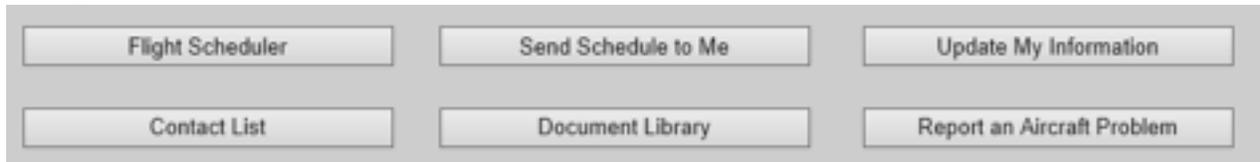
## Social Flight App

Looking for somewhere to go, or fellow aviators to fly with? Check out the "Social Flight" App on Apple and Android devices or [socialflight.com](http://socialflight.com)

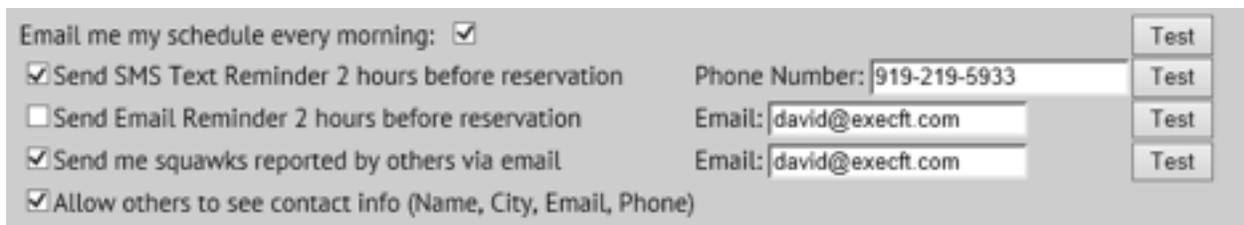
EXEC FT WEBSITE FEATURE YOU MAY HAVE MISSED

I hope everyone has had a chance to explore the new Executive Flight Training web site located at [www.ExecFT.com](http://www.ExecFT.com) by now. Some of you may not be aware that you can get reminders of upcoming airplane lessons or flight reservations by email or on your phone. Here’s how to activate that feature for your own use.

- 1) Log into [www.ExecFT.com](http://www.ExecFT.com) using the same username/password you used previously on [www.takoff.com](http://www.takoff.com)
- 2) You will arrive at the pilot portal page where at the bottom you will see the following set of option buttons.



- 3) Select “Update My Information” and you will be taken to a page where information about you is kept. Please update all of that and then continue to the bottom of the page where you will see this.



Let’s go through each of those options.

**Email me my schedule every morning** – Click on the check box to have the web site send you a complete schedule of all future reservations. It will be sent at 6am every morning do the email address you provided in the upper section of that page.

**Send SMS Text Reminder 2 hours before reservation** – Click on the check box to have a reminder of your next flight sent out to the phone number you provide.

**Send Email Reminder 2 hours before reservation** – Click on the check box to have a reminder of your next flight sent out to the email address you provide.

**Send me squawks reported by others via email** – On the portal page there is a section where you can report squawks (problems with aircraft) using the “Report an Aircraft Problem” button. Any items reported there, by anyone, will be sent to you as they come in.

**Allow others to see contact info** – Checking this box allows some information about you to be available for all others to see from the “Contact List” button on the portal page. We use this to allow pilots to contact each other when they need someone to fly with or would like to work on some IFR currency.

When you are done you can press the Test buttons beside each option to make sure what you entered is working. Allow a few minutes for the SMS and email message to reach you. Make sure to press the Save button before leaving the web page or all will information you entered will be lost.

Hope you find these features useful.

## CONTROLLERS IN THE COCKPIT



On October 31<sup>st</sup> I was invited to meet a group of air traffic controllers and controller trainees at Wayne County Executive (KGWW) The group included about 30 controllers from Seymour Johnson Air Force base, and about an equal number of pilots. The idea behind this trip was to get

controllers away from their radar scopes and up in an actual airplane so they could see life as we see it and for both pilot and controller to better understand the demands of IFR flight.

When I arrived at 7:30am I was treated to breakfast followed by a briefing on the route we were to fly and then each controller was matched up with a pilot for the trip.

## The Route:

- 1) Takeoff from KGWW, fastest airplanes first, with a 3 minute spacing between each takeoff.
- 2) Contact Seymour approach.
- 3) Fly direct to the ISO VOR
- 4) Get vectors to the ILS approach at Kinston.
- 5) Perform low approach at KISO.
- 6) Climb and continue towards Seymour Johnson for vectors to a PAR approach.
- 7) Perform low approach at Seymour Johnson.
- 8) Climb out and fly direct to KJNX where we made a wide turn around the airport back

towards KGWW.

- 9) Land at KGWW.

So what did the controller with me learn?

- 1) It's noisy in a small airplane and we can't always clearly hear the radio.
- 2) Different controller voices can vary greatly in radio clarity.
- 3) We can't see airports as far away as they thought we could.
- 4) We definitely can't see other airplanes from as far away as they thought. Which became obvious when ATC called out an airplane 2 miles from us and no one could see it.

The entire flight took about 3 hours and I enjoyed every minute. I really hope the controllers at RDU would be interested in doing the same thing.



SAFETY PILOTS HELP MAINTAIN CURRENCY



*This article is for general information only. It is not legal advice. If you have a legal matter, consult with an attorney*

*licensed to practice in your state.*

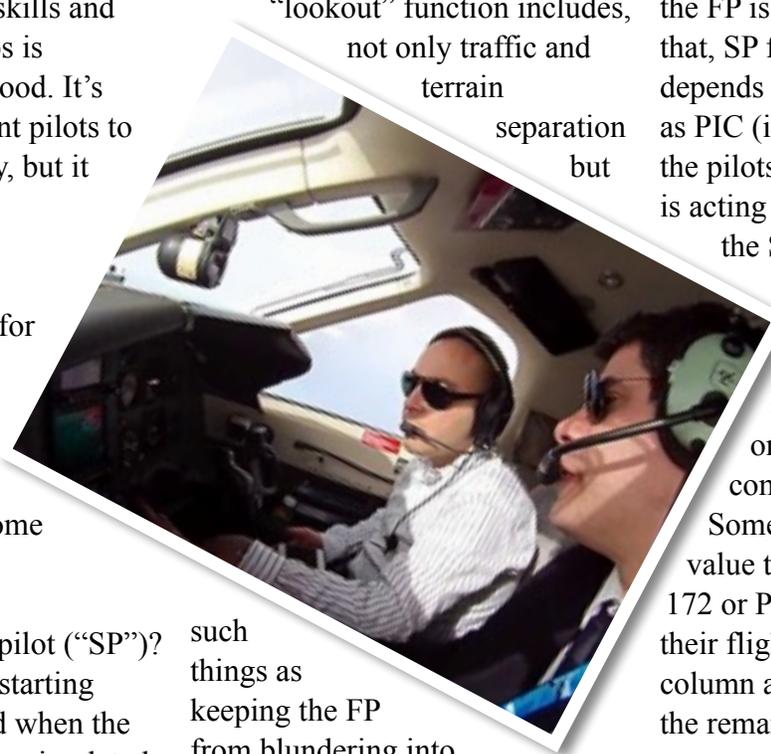
One of the fun things we can do that helps our skills and builds pilot friendships is practicing under the hood. It's common for instrument pilots to maintain IFR currency, but it can be very useful for instrument trainees to practice what they've been taught and even for VFR-only pilots to practice those emergency instrument flying skills. But there are some rules to keep in mind.

Who may be a safety pilot ("SP")? FAR 91.109(c) is our starting point. A SP is required when the flying pilot ("FP") is in simulated instrument conditions (under the hood). The SP must be at least a private pilot with the applicable aircraft category and class ratings (but not endorsements). The SP must also have a current medical certificate. Being a SP is a private pilot privilege and 61.23(a)(3) requires at least a third class

medical when exercising private pilot privileges. The other qualification is, at least one of the pilots, the one who is acting as the pilot in command ("PIC," more on that later), needs to be current for carrying passengers.

What are the SP's duties? People like to say they are "only a lookout," which I think minimizes the importance of the role. The

"lookout" function includes, not only traffic and terrain separation but



such things as keeping the FP from blundering into the wrong airspace. The SP is also the ultimate backup if the FP gets disoriented or gets into some other trouble.

How may the pilots log the flight? It is a question the FAA Chief Counsel's Office has been asked many times over the course of more than 20 years. The answer

for the FP is easy. 61.51, the "Logbook Rule" the FP (if properly rated for the aircraft) always gets to log the time as PIC as the "sole manipulator of the controls." The FP must also include the safety pilot's name in the FP's logbook entry in order to log the simulated instrument time.

It's a bit more complicated for the SP. The SP may only log the time the FP is under the hood. Beyond that, SP flight time logging depends on which pilot is acting as PIC (if both are PIC-qualified, the pilots get to choose). If the SP is acting as PIC, the SP may log the SP time as PIC time (yes,

in this situation, both pilots get to log PIC time). But if the FP is acting as PIC, the SP may only log second in command ("SIC") time.

Some pilots don't see much value to logging SIC in a Cessna 172 or Piper Cherokee and log their flight time in the total column adding a brief comment in the remarks.

The other two rules for SP logging are, the SP's flight time is only the time the FP spends under the hood, and the safety pilot may not log cross country time. Cross country time may only be logged by the FP, who is performing the takeoff and landing.

AIRCRAFT LIGHTS



FAR 91.209 Aircraft Lights

No person may:

(a) During the period from sunset to sunrise (except in Alaska – which doesn't apply to North Carolina) –

(1) Operate an aircraft unless it has lighted position lights;

(2) Park or move an aircraft in, or in dangerous proximity to, a night flight operations area of an airport unless the aircraft –

(i) Is clearly illuminated;

(ii) Has lighted position lights, or

(iii) Is in an area that is marked by obstruction lights;

(b) Operate an aircraft that is equipped with an anti-collision light system, unless it has lighted anti-collision lights. However, the anti-collision lights need not be lighted when the pilot-in-command determines that, because of operating conditions, it would be in the interest of safety to turn the lights off.

FAR 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements

(b) Visual flight rules (day)

(11) For small civil airplanes certificated after March 11 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anti-collision light system. In the event of failure of any light of the anti-collision light system, operation of the aircraft may continue to a location where repairs or replacement can be made.

(c) Visual flight rules (night)

(2) Approved position lights.

(3) An approved aviation red or aviation white anti-collision light system on all U.S. registered civil aircraft. (Type certifications have other anti-collision requirements).

(4) If the aircraft is operated for hire, one electric landing light.



Clearly, if an aircraft is operated at night, position lights and anti-collision lights must be activated. No disputing this requirement.

However, the debate of when the anti-collision light is to be activated either during the day or night operation brings up two questions raised by FAR 91.209 ruling. If the aircraft is equipped with an anti-collision light system, a pilot must not “operate” that aircraft unless the system is lighted (on). That’s the basic rule of FAR 91.209(b).

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Student Spotlight

Congrats to Anton Simopoulous, a long time EFTS family member, for earning his private pilot certificate on 19 October! Welcome to the friendly skies Anton!

Congratulations to Roy Harper for successfully completing his Commercial SEL check ride on 21 October. Roy is the 2nd EFTS student to achieve the commercial rating.

Both pilots studied under Graham Moore and Stephen Popelaski