



Higher Living

Many events have been cancelled or delayed but we have been working steadily over the last few months to make as many repairs and upgrades to our airplanes as possible. Our intention was to do this during a time which is normally the slowest for flying. However, this year, rather than having a quiet time, we have stayed busy and we know that having some airplanes out for long periods for maintenance have perhaps made it difficult at times to fly the airplane you want. Our goal is to accomplish as much work as possible now and have the fleet ready for the spring and summer with limited downtime for required maintenance. We are not sure how dealing with the virus issues will affect our ability to complete all the maintenance we hope to do.

There's a good chance we will be adding another airplane this quarter which I'm sure you will enjoy flying. We are trying to keep our fleet current and upgrade it whenever possible.

Our teaching schedule has slowed due to the virus and we certainly don't want to stay away any longer than we must. Each of our instructors will be making their own decisions regarding whether they will continue to fly. Our airplanes will remain available for personal rental. Please see the article about FAA.gov in this issue for some things to do while you are grounded. One of our instructors, David Hedley, says he will be using the PC flight simulator called X-Plane to fly an Arrow across the Atlantic. Hope that works out. I'm going to use X-Plane to fly to the west coast instead. Hope to see all of you for real flying again soon. Stay well! We will be back and better than ever soon.

Come fly with us.

- David Williams, President EFTS

Contact Us

Schedule your next aviation adventure. info@execft.com or www.ExecFT.com

Coming Events

Due to virus concerns I see more events being cancelled this quarter than being scheduled. Please confirm any event before you go.

- **Delayed until May, Sun n Fun, Lakeland, FL www.flysnf.org**
- **Delayed until October, Festival D'Avion, Carthage, NC. Moore County NC (KSOP)**

FAASafety.gov

Since most of us are grounded right now I want to point out a really good resource for courses to take which will keep your mind sharp until you can return to real flying. On FAASafety.gov you can take FREE online courses and take part in online webinars which qualify you to earn Basic, Advanced, and Master Wings credits. Yes, you get a certificate suitable for framing or attaching to your refrigerator and most pilot insurance companies offer discounts if you can show you participate in this (<https://www.avemco.com/news-events/safety-rewards>). If you request it you will also get a pin



(shown here) to match your achievement level. At the end of this article I will show you everything you need to do.

FAASafety has numerous items of interest for you. First are Activities. These include pilot flying challenges which ask you to do specific things in an airplane or to get a new certificate or complete a flight review. Second are courses, a lot of courses. I just

counted around 300 with half being totally free. All these online courses are short, no more than a few hours, so you aren't signing up for a semester. Third is seminars and webinars, some of these are drive or fly to but the webinars are live online. Those are perfect for us right now since most of the in-person seminars will probably be cancelled anyway.

There are also resources for instructors in the Instructor Portal which allow instructors to review the flying activities you have participated in and assign credit to you towards your Basic, Advanced or Master accomplishment level. Make sure if you eventually complete any of the flying activities you notify your instructor to provide this credit to your account. You automatically get credit for online courses you take.

So, here's how to take advantage of this great resource. First go to www.faasafety.gov and create an account for yourself if you don't already have one. Next from the home page click on "Activities, Courses, Seminars & Webinars". On the next page click on "Courses". On the next page in the blue box click the button which says, "View all Available Courses". That will open yet another blue box and, in that box, click on "Show Wings Courses". At this point you should be seeing a list of several hundred courses you can take. Sign up for some!

Additionally, on the ExecFT web site in the Library under the category of "Ground School" there is a link which says, "Private Pilot Online Courses" and another which says "Instrument Rating Online Courses". These links go directly to some of the above-mentioned courses. These are some that I have selected that are pertinent to training but don't limit yourself to my selections.

I also want to point out another resource for webinars which is <https://www.nafinet.org/mentorlive-archive> That is a collection from NAFI (National Association of Flight Instructors). These webinars lean towards information for the CFI or flight school, but many are of general interest and the archive is open to non-members.

I highly recommend these resources and now is a great time to take advantage of what is there.

NOTAMS

Every time that you fly do you check NOTAMS? You should per 14 CFR § 91.103 as part of getting all available information. If you don't you aren't getting all the information you need to determine if you should make your upcoming flight. A notice to airmen (NOTAM) is a document filed with an aviation authority to

alert aircraft pilots of potential hazards along a flight route, changes to instrument procedures or special activities or at a location that could affect the safety, or legality, of the flight. In this article we look at the different types of NOTAMS (Notice to Airmen) and attempt to explain how you should make use of them. You should go to notams.aim.faa.gov to read them prior to every flight. Don't fly into a temporary flight restriction, an airshow or closed airport just because you didn't read beforehand. You could be in a lot of trouble.

Recently NOTAMS in our area notified us of a temporary military tower in operation at KHRJ, runway closure at KSCR, runway closure at KRWI, taxiway and runway closures at KRDU and a TFR at KCLT. We all fly to these airports and we would want to know what was going on before we get there.

There are 6 different types of NOTAMS you should be aware of in the United States. Let look at each.

- NOTAM (D)

This is the information on whether a certain airport is open, taxiway closures, runway closures, work in progress on an airport and airport lighting among others. Also included is information on VOR availability. You want to know this before you go.

- FDC

Flight Data Center NOTAMS are issued when regulatory information is changing such as changes to instrument approach procedures or charts. This is also where temporary flight restrictions, TFR, are published. If the US President is flying to the airport you are going to this is where you can find out.

- Pointer

As the name implies these NOTAM are used to cross reference NOTAMS which may not obviously appear under the information for a specific airport. This is technically also a D NOTAM.

- SAA

Special Activity Airspace NOTAMs are issued when military training routes or any sort of special use airspace will be in use outside of their published normal schedule.

- FICON

Field condition NOTAMS let you know about standing water, ice or any hazard on a runway which will reduce braking effectiveness. Look for these after a snow or ice storm to get a feel for runway conditions before you go.

- Military

These apply to facilities of the Air Force, Army, Navy or Marines which are part of the national airspace system and which you may come in contact. This is where you will find information on

scheduled outage or testing of GPS in your area.

All NOTAMS will indicate when they are active using Coordinated Universal Time (UTC) so make sure to convert to local time properly.

We have added a link to the FAA NOTAMS search page from the Pilot Portal on our web site and here are some links for you to use. You can also get information on NOTAMS by calling Flight Service prior to your flight and simply asking about them.

Useful web links:

NOTAM Search:

<https://notams.aim.faa.gov/notamSearch/>

Flight Service:

<http://www.1800wxbrief.com>

TFR: <http://tfr.faa.gov>

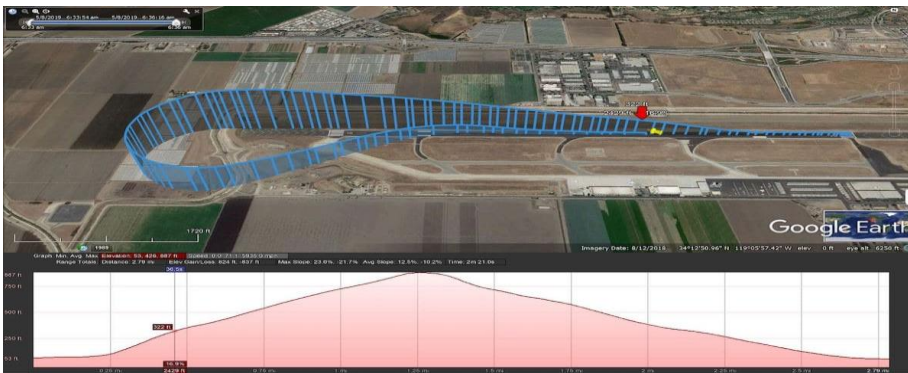
The Impossible Turn

You take off and shortly after that your engine quits. What do you do? Your decision is going to depend on several factors which I would like to discuss here.

If you have just left the ground and there is adequate runway ahead for you to land on the remaining asphalt, then that is your best option. What if you are higher and you can't do that? The impossible turn is a phrase pilots have used to describe an attempt at making what is a bit more than

a U-turn and returning to the runway. It has often resulted in a failed attempt ending in a stall and crash. The normal advice to all pilots is to not attempt to return but instead continue straight ahead, in control, and land in whatever field is available nearly straight ahead.

point, I began a climb and at various altitudes, with an idle engine, I began a turn to get back to the original point on the opposite heading. After several tries it appeared that I could accomplish the turn with a loss of somewhat less than 1000 feet. So for me, in the airplane I was flying,



In 2018 Advisory Circular 61-83J was published by the FAA saying: "Flight instructors should demonstrate and teach trainees when and how to make a safe 180 degree turn back to the field following an engine failure". This maneuver is not part of the ACS, nor is it part of any Checkride. Also, the AC doesn't explain how this training should be carried out.

I decided that the best route for me would be to practice the maneuver until I knew how high I needed to be in order to accomplish this turn.

In order to practice I climbed up to 3000 feet in the area north of KTTA and selected a point on the ground that was going to simulate the beginning of the runway. As I flew over that

I now know that if I am less than 1000 feet above any runway when the engine quits that a U-turn is going to fail and I must glide ahead for my landing point. But if I am higher, I feel confident that a return could be possible.

I recommend that you perform your own test, safely, at a high altitude, away from the airport and come to your own conclusions. In any case don't attempt any maneuver you don't feel safe doing.

EAA Chapter 1114



The Experimental Aircraft Association is a community of passionate aviation enthusiasts that promotes and supports recreational flying. Everyone reading this with an interest in aviation should take the time to visit a meeting of the local chapter located in Apex. This organization consists of a large group of persons with a very broad aviation interest. The EAA mission and vision statement includes the following.

- Protecting rights and the freedom to fly
- Encouraging affordable flying in a local environment
- Cultivating and providing knowledge, information, and resources
- Embracing diverse interests, camaraderie, and fun
- Supporting and promoting aviation events and activities

The website for the Apex chapter of EAA says "EAA 1114

offers something for every aviation interest in central North Carolina: homebuilding, vintage, warbirds, ultralights, fly-ins, fly-outs, workshops, aviation history and good old hangar flying". As a member myself I agree. It's a great group of people with very much to teach all of us. I am a long-time member myself but have fewer opportunities to attend meetings since my Saturdays are usually occupied with teaching at KTTA. My primary interest with the EAA is of flying for the Young Eagles and I organized many Young Eagle flying events several years back. One of our instructors, Steele Scott, is the local chapter President and would welcome any of you to a meeting. Jan Squillace, who started Odyssey Aero Club, which whom we share an office, is their IMC/VMC Club coordinator.

The Apex chapter holds its meetings at the Cox Aerodrome (NC81) which is a private airport located off highway 64 near Apex. I don't recommend that you attempt to fly in (most people don't) until you have driven to a few meetings and talked with the locals there about the recommended way to get in and out of the airport. It is grass with a rather drastic slope with close trees on all sides. Also, it lies under the shelf of the KRDU class C airspace.

The regular meeting is the 3rd Saturday of every month beginning at 8am. There is a

pancake breakfast that no one should miss. See their web site at 1114.eeachapter.org

BasicMed

BasicMed is a term you may have heard in relation to aviation physicals. It is an alternative to getting a 3rd class FAA exam and you can get the physical from your family doctor.

I tend to think of BasicMed as a 4th class medical even though that is just my terminology. Since it has lower standards than a 3rd class medical it also removes some of the things you can do with it. You are limited to flying airplanes with 6 or fewer seats and which weigh 6,000 pounds or less. Additionally, you can't fly above 18,000 feet or at greater than 250 knots. Also, except for flight instruction, you can't be paid to fly with BasicMed. For most of us those restrictions aren't too harsh. If your requirement changes then you can always return to your FAA Medical Examiner and again get a normal FAA physical. Switching back and forth between BasicMed and FAA medicals is fine.

You can still fly IFR, day or night and carry passengers. BasicMed is generally not recognized outside of the United States so no trips to Canada or Mexico. However, you can fly to the Bahamas with BasicMed.

If you think you would like to try out BasicMed here are the steps to follow.

- 1) Get FAA Form 8700-2 (also known as the CMEC) which includes directions both for you and for your doctor to follow. It's essentially a checklist for the doctor. You should fill out your portion of this form.
- 2) Find a doctor willing to do the exam. Some will...some won't. When your physical is complete, your doctor should sign this form. Please explain to your doctor that the signature only indicates that they have completed the physical exam...they are not certifying you for flight.
- 3) Take the online BasicMed course and pass a short test at the end. You will get a certificate. You must keep this certificate and the signed form from step 2 available should you need to prove your compliance with the procedures.
- 4) Every 24 calendar months you must retake the online test. Every 48 months (to the day) you must have another physical. Your age does not matter regarding the frequency of the exam.

You will need to carry a valid state-issued driver's license (and comply with all medical requirements or restrictions on that license) and your pilot certificate. You must keep in your logbook or store in an accurate and legible electronic format:

- the completed FAA medical examination checklist (from step 2 above);
- and the certificate of completion demonstrating that you completed an FAA-approved online medical education course within the past 24 calendar months (from step 3 above).

These records must be made available to the FAA upon request, but you are not required to carry them with you when you fly.

Please note! If you have ever failed an FAA physical, you cannot qualify for BasicMed so make sure that does not ever happen. If you have never had a medical before (you are a student pilot) your first medical must be a standard 3rd class, or higher, FAA exam. Also make sure you do NOT use MedExpress to attempt to sign up for BasicMed exams.

Go here for details on the entire process (forms and online test) from the AOPA on BasicMed: <https://www.aopa.org/advocacy/pilots/medical/basicmed>

If your doctor won't do the exam this one will.

<https://www.backtobasicsmedical.com/>

Question of the Quarter

You're flying a Piper Cherokee. If your alternator fails in cruise flight and your battery is completely drained, will your magnetos, and therefore the engine, continue operating?

Answer:

Yes...The ignition system, run by magnetos, is separate from your alternator or battery. Your engine will continue to run just fine. You will experience loss of all internal electrical devices when the battery is finally drained. Your radios, VOR, GPS, lights and turn coordinator will eventually fail to operate. How long they operate will depend on the amount of charge in the battery and how many items are turned on.

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