



# Higher Living

We hope all of you are doing well and have been making the best of your time at home or work. Executive Flight Training just recently re-opened at the beginning of June.

While you were all away, we were in the process of adding two airplane options for you. A Piper Archer and a Beechcraft Baron. Documentation for these airplanes are already available in the web site library section if you want to start reading.

The Piper Archer, N299PA will soon be available for rental, probably July 1. It includes autopilot, a Garmin GPS, HSI and even, ready for this, air conditioning. The speed is similar to a Warrior II but it carries about 225 pounds more weight. Currently it is undergoing a bit of maintenance and interior updating to get it ready for you to fly. I am looking forward to having this airplane on the flight line ready to go. I think it will be extremely popular. Pricing TBD.

At a large step up is a Beechcraft Baron BE55 twin engine aircraft. While we have not yet completely resolved the myriad issues around insurance coverage for training and rental of this powerful and fast airplane, we are confident that it will happen. It is powered by two 260 hp engines and reaches a cruise speed of around 185 knots. I already have a list of persons interested in getting a multi-engine add on endorsement so please contact me if you think you might also have an interest. Probably September before this airplane is ready to go. Pricing TBD.

Unfortunately, due to some stunningly high insurance rate increases for airplanes and instructors we will have to raise our rental rates effective July 1. Please see those new rates on the sidebar to the right.

Come fly with us.

- David Williams, President  
EFTS

## Contact Us

Schedule your next aviation adventure at [www.ExecFT.com](http://www.ExecFT.com)

## Airplane & Instructor Rates

Arrow (N9385N)	\$195/hr
Archer (N299PA)	\$165/hr
172XP (N1467V)	\$165/hr
Warrior (N41669)	\$155/hr
Cherokee (N720FL)	\$150/hr
Cherokees (N515DH, N711FL, N98166)	\$140/hr
Instructor time	\$50/hr
Multi-instruction	\$60/hr

## Go Arounds

In my flying I have performed a fair number of go arounds. By go around I mean a decision to cancel a landing that was in progress. I have observed 3 main reasons for a go around:

1. Something I did not see before is on the runway. Perhaps birds, an object probably off a previous airplane, an animal on the runway or a vehicle such as mowing equipment.
2. An aircraft did not see me and is proceeding to enter the runway with the intention of takeoff.
3. Wind gusts or simply bad technique which has placed me in an unfavorable position. Too high, low, right or left of the runway.

Each of those can change our decision to land and cause us to begin a go around. Here are some thoughts on how to handle it. You should practice making sure you can do it safely.

First, get it out of your mind that a go around is a sign of your own weakness or personal defeat. Any pilot I know respects those who know when to go to an alternate plan and make a safer escape from a questionable situation.

Once you recognize the hazard and decide to go around here is what I recommend.

1. Do not panic. It is just a go around. Calmly apply full power and stop your descent. Just level off and do not try to climb right away. If you are avoiding anything other than another airplane it probably will not jump up to get you.
2. Begin a gentle climb. Remember that your flaps are probably fully down so your climb capability will initially be reduced.
3. If the cause of your go around was another airplane I recommend that you begin also a turn to your right (upwind side of runway) because the airplane will likely take off and climb into you if you don't keep an eye on it. If you are not avoiding another airplane, then just fly straight down the runway.
4. Raise the flaps gently and continue a climb to return to pattern altitude. If the object you are avoiding is an airplane keep your eyes on it. It may climb and then turn right towards you. Likely your best defense is to announce where you are and perhaps begin a right turning 360 to provide spacing.
5. Whether or not you announce your go around will depend on how busy

you are now. Fly the airplane first. You are now able to fly the pattern again and reattempt your landing.

## Flying To a “Big” Airport...Part 1 of 2

Some of you reading this have flown into a controlled (meaning there is a tower) airport on your own, some with an instructor and some of you are hoping to try it out in the future. For the latter of those persons this article will describe the process of taking a flight from KTTA and landing at KRDU. A future article will describe the return to KTTA. Aside from using different frequencies for the various communications a trip into KRDU is the same as a trip into any controlled airport. The differences are mostly in different taxiway arrangements and perhaps a higher level of traffic.

Whenever I fly to a controlled airport, I always write down the frequencies I expect to be using before I ever take off. That way they are readily at hand when I need them. Also, I will make full use of all radios in the airplane. If you have 2 radios, then you can preset 4 frequencies. Uncontrolled airports, such as KTTA, generally only have 2 frequencies in use, AWOS and CTAF. KRDU will require you to make use of 4-5 different frequencies on the way in and 5 on the way out. Same applies to

KFAY or KGSO. Finally, I will also print a copy of the airport taxi diagram and study it a bit based on the runway I think I will be landing on so the taxi directions will make more sense.

So, we have taken off from KTTA and are now on our way. I would climb to at least 2500 feet and would initially make my course directly towards KRDU. Here are the steps to follow. For the sake of brevity, I am leaving out a few details so please make sure you carry along an experienced person on your first few trips that can get you out of any confusing situations.

1. First thing we need to do is to listen to the KRDU weather, known as ATIS. ATIS is AWOS with some extra information thrown in. The ATIS frequency is 123.80. You should listen carefully and jot down the items which could affect you and listen for an alphabetic identifier which is heard at the beginning and the end of the broadcast. You will use this identifier to tell air traffic control (ATC) which broadcast you have heard. You will also be told some frequencies to use later so write them down.
2. KRDU asks that they be contacted within 20 miles if you are landing there. Since KTTA is only 23 miles out you should take care

of the weather quickly and make your first contact with Raleigh Approach on 125.30. You should say your aircraft ID, what type airplane you are, where you are and what you are planning to do. They will give you a transponder code to set and perhaps a heading to turn to if they need to move you from your course. Special tip here...if ATC gives you a heading to fly it is implied, they will continue to give you headings for the rest of the arrival. If no heading is given, then just keep doing what you are already doing.

3. As you get closer to the airport the approach controller will ask you to contact the tower. That frequency is 127.45. You should acknowledge the request and then contact the tower with your aircraft ID. The tower controls the runway and only a tower controller can issue a landing clearance. The tower controller will say something like "cleared to land, runway 5 right". You repeat that back and continue in. Special tip here...once you hear you are cleared to land you are also clear to begin your descent for landing.

4. About the time you touch down on the runway the tower controller will ask you to taxi off the runway and contact the ground controller. You should taxi clear of the runway and come to a complete stop once fully past the hold short lines. At this point you switch to ground on 121.90 and tell them where you are and where you would like to go on the airport. You will receive taxi instructions which you should repeat back to confirm you heard them correctly. Then you can begin taxi to the ramp.
5. Upon arrival at the ramp you need to ask where to park. That frequency is 131.00. If you are not parking at the FBO then you can skip this step. You made it!

## Festival D'Avion at KSOP



The Festival D'Avion is a celebration of Freedom and Flight and honors the men and women that have served in the armed

forces. The event includes a celebration evening concert and special aircraft exhibits, scheduled aircraft flyovers, Warbird displays, precision jump team exhibitions, programmed entertainment and a special scheduled fly-out of all participating aircraft on Saturday. The five branches of the military have approved participation for the Festival D'Avion and will provide a variety of static aircraft and military equipment displays. A variety of food & beverage options will be available from area and regional food trucks, craft beer breweries, North Carolina wineries and vendors.

The 2020 Festival D'Avion is the third-annual celebration of freedom and flight at the Moore County Airport (KSOP), located just outside of Pinehurst, NC. The event ticket includes Admission to the Festival D'Avion, along with the Celebration Concert featuring "On The Border – The Ultimate Eagles Tribute Band". Children 12 and Under Are Admitted Free.

At the time this was written the festival was rescheduled for October. Go here for more details and tickets: <https://www.festivaldavion.com>

## Hungry? Some Places to Fly

Eventually we can go into a restaurant to eat again so this list can help you get started once the current problems calm down a bit more. Check with the restaurant before you go because take out may still be the only option.

Might as well have lunch on your next aviation adventure. The following list was researched by me and a good friend of mine, Chris Conte. I have personally been to all but 2 of these. The destinations are listed in increasing order from KTTA. Some are on field and some require a crew car or a short walk. One is on an island. For each of these restaurants I strongly recommend a call ahead to make sure of operating hours. Some of these are closed on Mondays. Obviously, every airport has a restaurant of some sort within crew car driving range, but these are special to me and I hope you enjoy trying them out.

Airport: BQ1 (22nm)  
 Restaurant: Pic-N-Pig (BBQ)  
 Location: On field, cash only  
 Address: 194 Gilliam McConnell Road, Carthage, NC  
 Phone: 910-947-7591  
 Caution: This runway is short (2500' on the easier end and displaced to 2200' from the more difficult end, narrow (36 feet, only 3 feet beyond Cherokee wingtips) and has trees awfully close to one end (short field takeoff and landing required). KTTA is 6500 feet long and 100 feet wide. I strongly recommend that your first trip to BQ1 be with someone who is comfortable with the conditions. Don't consider landing at BQ1 until you can land at KTTA on runway 3 perfectly on the centerline and taxi off at the first taxiway A2. If you are overshooting A2 or landing left or right of the centerline you are not

safe for BQ1. Also, if it is a hot or windy day do not go. It is easy for a hot day to have density altitude conditions that make takeoff from BQ1 dangerous.

Airport: 43A (36nm)  
 Restaurant: Martha's Grill (Country)  
 Location: 5 min walk, visible from airport, cross runway (yes you can walk across but look both ways) and take gravel road.  
 Address: 220 S Main Street, Star, NC.  
 Phone: 910-428-1417

Airport: KVUJ (52nm)  
 Restaurant: Log Cabin (BBQ)  
 Location: 5-mile drive in crew car  
 Address: 2322 US-52, Albemarle, NC  
 Phone: 704-982-5257

Airport: KRCZ (53nm)  
 Restaurant: Pattan's Downtown Grille (upscale sandwiches)  
 Location: 4-mile drive in crew car  
 Address: 228 E Washington St, Rockingham, NC  
 Phone: 910-895-8080

Airport: KRCZ (53nm)  
 Restaurant: Seaboard Station (country)  
 Location: 4-mile drive in crew car  
 Address: 12 Charlotte St, Hamlet, NC  
 Phone: 910-582-1017

Airport: KAFP (59nm)  
 Restaurant: The Old Farmhouse (country)  
 Location: 5-mile drive in crew car  
 Address: 8018 Hwy 52, Wadesboro, NC  
 Phone: 704-826-8563

Airport: KEXX (60nm)  
 Restaurant: Lexington Barbecue (BBQ)  
 Location: 6-mile drive in crew car  
 Address: 100 Smokehouse Ln, Lexington, NC  
 Phone: 336-249-9814

Airport: KMTV (77nm)  
 Restaurant: Simply Suzanne's (American casual, nice desserts)  
 Location: On field in FBO  
 Address: 525 Airport Rd, Martinsville, VA  
 Phone: 276-957-1142

Airport: KMWK (88nm)  
 Restaurant: The Derby (country)  
 Location: 4-mile drive in crew car  
 Address: 1901 S Main Street, Mt. Airy, NC  
 Phone: 336-786-7082

Airport: KUKF (104nm)  
 Restaurant: Brushy Mountain Smokehouse (country/BBQ)  
 Location: 10-mile drive in crew car  
 Address: 201 Wilkesboro Ave, North Wilkesboro, NC  
 Phone: 336-667-9464

Airport: KEWN (106nm)  
 Restaurant: Morgan's Tavern & Grill (American casual)  
 Location: 3-mile drive in crew car  
 Address: 235 Craven St, New Bern, NC  
 Phone: 252-636-2430

Airport: KGEV (123nm)  
 Restaurant: Shatley Springs Restaurant (country)  
 Location: 7-mile drive in crew car, cash only, closed in winter, call for days open  
 Address: 407 Shatley Springs Rd, Crumpler, NC  
 Phone: 336-982-2236

Airport: KFQD (139nm)  
 Restaurant: 57 Alpha Airport Cafe (sandwiches)  
 Location: On field  
 Address: 118 Airport Rd, Rutherfordton, NC  
 Phone: 828-286-1677

Airport: KJGG (152nm)  
 Restaurant: Charly's Airport Restaurant (burgers)  
 Location: On field  
 Address: 100 Marclay Dr, Williamsburg, VA  
 Phone: 757-258-0034

Airport: KFFA (169nm)  
 Restaurant: Outer Banks Brewing Station (burgers)  
 Location: 15-minute walk  
 Address: 600 S Croatan Hwy, Kill Devil Hills, NC  
 Phone: 252-449-2739

Airport: KTGI (201nm)  
 Restaurant: Fisherman's Corner Restaurant (seafood)  
 Location: 10-minute walk, on Tangier Island in the Chesapeake Bay. No cars here, just golf carts.  
 Address: 4419 Long Bridge Rd, Tangier, VA  
 Phone: 757-891-2900

## Magneto Checks

Mechanically, it does not matter which magneto you check first, as long as you check both. However, there is a reason many manuals, and the Pilot Handbook of Aeronautical Knowledge, recommend checking right magneto first, and then the left. Doing it in this order helps ensure

both magnetos have been selected prior to takeoff.

When checking your mags, go **two** clicks to the left (which selects the right magneto), then back to both mags, then **one** click to the left (selecting the left magneto), and again back to both. This does not guarantee that you'll be on both magnetos when you take off, but it guards against the error of thinking you switched to back to "Both" for takeoff when you actually switched one click from "Right" to "Left".



When checking mags, you are checking three things:

- (1) That the magneto grounding wires are still connected. If not connected, then there will be no drop in RPM when you select that magneto.
- 2) That the drop in RPM falls within the recommended limits as defined in the POH.
- (3) That the differential drop between magnetos is within limits, which might clue to a mistimed or other mag issue that should be checked out before the flight.



With only one magneto working, there is less power for takeoff and less climb rate. If roughness is felt during a magneto check you should not fly unless the roughness can be eliminated.

## Question of the Quarter

What are the main differences between AWOS, ASOS and ATIS?

Answer:

All of them report the weather at an airport but there are differences in the amount of extra information and whether a human is involved. All of these provide input to create the METAR for an airport. The sectional chart will indicate which is in use. Here are the main differences.

ATIS is the Automated Terminal Information Service and it is at the highest level of sophistication. A human is required to monitor the system. If an airport has a tower that closes at night, then the ATIS goes away and is usually replaced with ASOS. The information in an ATIS updates every 55 minutes past the hour unless the weather is changing, and the tower decides to update the information sooner. An ATIS will provide information beyond just weather. KRDU uses ATIS.

ASOS is the Automated Surface Observing System and is usually operated by the NWS.

They are an automated system which are used to compile data on the whole United States and are not just located at an airport. KBUY uses ASOS.

AWOS is the Automated Weather Observing System. They are fully automated, and most are operated by the FAA. They update every minute. There is a collection of different AWOS variants around which have sensors to provide different levels of weather details. KTTA uses AWOS.

The "Higher Living" newsletter editor can be reached at [david@execft.com](mailto:david@execft.com). Your feedback and article subject suggestions are welcome.