



Higher Living



We have two big announcements for this quarter. The addition of a Cessna 182P to the fleet and an official expansion to the Harnett County Jetport.

The Cessna 182P, better known as N1303S, is nearly ready for you to fly. This is our first high performance airplane and for you to fly it you will need a high-performance endorsement (CFR 61.31(f)) in your logbook. The bigger brother of the C172. It's a true cross country travel aircraft. Get into the pilot's seat of the 230-horsepower aircraft and get ready to experience traveling at a published cruising speed of 167 mph or 145 kn. With its high-wing design and durable airframe, this celebrated piston aircraft delivers a level of performance perfect for the next level of pilot. Contact your instructor to find out how to get checked out or to get your high-performance endorsement so you can begin flying.

Our next news this quarter is that Executive Flight Training has now officially expanded to include

the Harnett County Jetport (KHRJ). Currently we have only one airplane and instructor there but are looking to expand our fleet in that area. On the calendar page of our website, you can now select the airport, KTTA or KHRJ, to see the schedule for that location or to schedule flights at either. If you live closer to KHRJ than to KTTA you might want to take advantage of our expanded location.

We aim to expand our offerings as much as possible to continue to make us a flight school with everything you need.

Come fly with us.

- David Williams, President
EFTS

Contact Us

Phone: 919-219-5933

Schedule your next aviation adventure at www.ExecFT.com

Located in the FBO at 700 Rod Sullivan Road, Sanford, NC.

Airplane & Instructor Rates

Arrow N9386N	\$195/hr.
Cessna 182 N1303S	\$195/hr.
Archer N299PA	\$165/hr.
Warrior N41669	\$155/hr.
Cherokee N720FL	\$150/hr.
Cherokees N515DH, N711FL, N98166	\$140/hr.
Cessna 172 N3816Q	\$140/hr.
Instructor time	\$50/hr.
Redbird TD2	\$40/hr.

Airport Ramp Safety

The KTTA airport ramp can become busy at times with all types of traffic. We see single and multi-engine aircraft plus jets alongside helicopters, the occasional glider landing on the grass alongside fuel trucks and golf carts. That's not to even mention the human traffic, and occasionally their pets, walking and driving between the hangars, FBO and aircraft. We must keep our eyes and ears always operating to make sure none of those ever come together in unexpected or tragic ways. Please consider the following when on the ramp.

- When you are the pedestrian on the ramp make sure to look carefully as you walk. You may hear one airplane but miss another taxiing the other way. You may be talking to a friend and forget to watch for taxiing traffic.
- Don't start your airplane without a careful look out the front and sides to make sure there are no people there. You may have taken more time to get ready to start than you realized, and someone could be coming out to speak with you or just accidentally step in the way. Always make a loud call of "Clear" before

starting the engine and have the lights on.

- Don't move from your tie down spot until you are certain there is no crossing traffic. Other pilots may not see you have started your engine and it's not likely they will hear you.
- Always immediately do a brake check before you move much. Now is when you want to know if your brakes are weak.
- While taxiing always remember that your airplane is much wider than a car. You must watch for clearance of your wings around other parked aircraft or vehicles.



- While there isn't a specific taxi speed on the ramp common sense would indicate that if you are moving too fast to quickly stop you need to slow down. Airplanes are graceful in the air but not so much on the ground. They need to move slowly.
- When jets park on the ramp their wheels are often secured with chocks. Watch for these in your taxi path. You can easily damage your airplane if

you strike a chock left behind by a jet.

- Make sure your own tow bar is removed if for some reason you used it before engine start. Also confirm the cowl plugs are removed and all tie downs are untied.
- When performing your engine runup make extra sure that your airplane isn't moving. It is easy to increase RPM for the runup and have the airplane creeping forward while you continue to read the checklist for the next item. This can be disastrous if you taxi into another parked airplane or onto an active runway. Don't make this mistake.



- Always make a full stop at the runway holding line. Never just taxi across just because you haven't heard anyone on the radio. Make a full stop, look both ways, announce your intentions and then sit a few seconds to see if you hear a radio reply before moving onto the runway.

- When exiting a runway again always come to a full stop when completely beyond the hold line. Also do not announce that you are clear of the runway until you are. This means all parts of your airplane are on the taxiway side of the hold line.
- While stopped and before entering the taxiway from the runway make sure to look both ways to make sure no other airplanes are taxiing towards you. The taxiway is too narrow for airplanes to pass each other, and you don't have a reverse gear.

These are just a few thoughts to try to make movement on the airport ramp as safe as we can make it.

How to Get Help While Flying

It's reassuring to know that even when you fly solo you are never actually alone. Your radio can connect you to help any time of day. Here are some of the options for you.

Air Traffic Control can help in ways such as providing directions to your destination if you become lost, flight following and sometimes assistance with avoiding weather depending on the type of equipment they have.

Before each flight you should make yourself aware of the approach control frequencies at the towered airports in your vicinity so you can refer to them if needed. Those frequencies are printed on the sectional charts.

Flight Service can help as well. You can call Flight Service and ask for weather briefings, opening or closing of a VFR flight plan, to make a pilot report or to get information about weather ahead or radio frequencies that you didn't get before leaving home. Flight service can also relay an IFR clearance to you on the ground if you can't reach the appropriate clearance frequency from where you are. On the ground you can reach Flight Service on the phone at 1-800-WX-BRIEF and in the air generally on 122.20 but other frequencies are sometimes available. They are indicated on the sectional chart.

The emergency frequency of 121.50 is always available. It is monitored at all towered airports and some airlines monitor it as well. If you ever need emergency help and the two previous options are not adequate, then always use 121.50 to guarantee a response.

You may never need to use radio services in this way since you are probably carrying a computer with all kinds of flight information stored on it but it's always nice to have a Plan B when Plan A doesn't work out.

Summer Thunderstorms

Central NC is often home to thunderstorms on hot, humid afternoons. Generally, they approach from the southwest and usually are gone in a few hours. They can be strong and dangerous to small airplanes. During the hottest parts of the summer we need to expect those storms and remember to consider them when flight planning to a distant location if you plan to return in the afternoon to early evening.



Aside from the potentially dangerous turbulence it is also possible to see hail in some areas.

The best resource for guidance from the FAA regarding thunderstorms is found in AC 00-24C and AC 00-6B.

Here are some things to do and not do around thunderstorms quoted directly from AC 090-24C (please see the circular for the full story)

- (1) Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low-level turbulence could cause loss of control.
- (2) In turbulence do keep the wings level as possible but

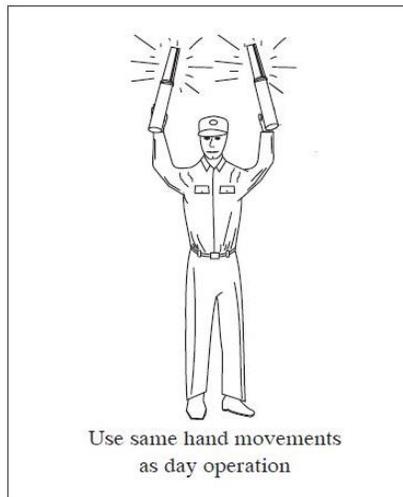
allow altitude or airspeed changes to occur (as allowed by safety). This will lessen stress on your airplane.

- (3) Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind shear under the storm could be hazardous.
- (4) Don't attempt to fly under the anvil of a thunderstorm. There is a potential for severe and extreme clear air turbulence.
- (5) Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.
- (6) Don't assume that ATC will offer radar navigation guidance or deviations around thunderstorms.
- (7) Establish power settings for turbulence penetration airspeed recommended in the aircraft manual.
- (8) Turn up cockpit lights to highest intensity to lessen temporary blindness from lightning.
- (9) If using automatic pilot, disengage Altitude Hold Mode and Speed Hold Mode. The automatic altitude and speed controls will increase maneuvers of the aircraft thus increasing structural stress.

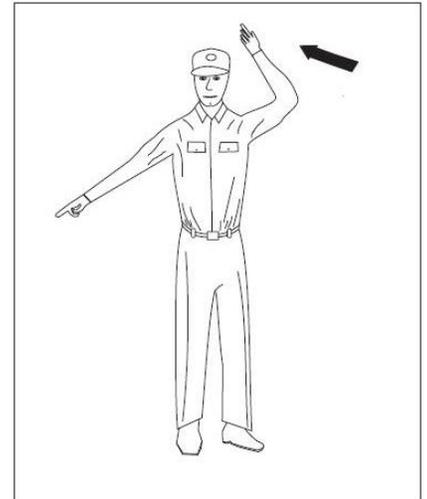
Airplane Marshaling

At many of the larger airports and especially towered airports you may see a person on the ramp attempting to direct you

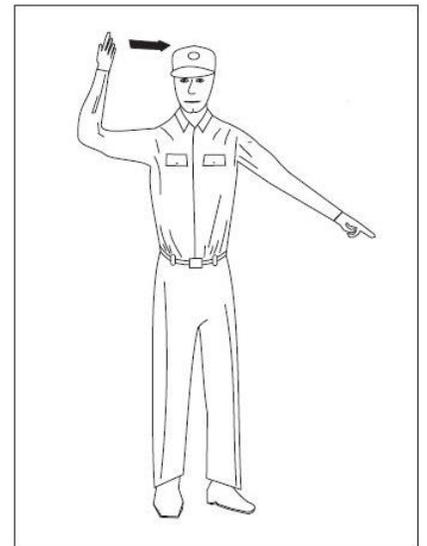
to a location for parking. Rather than use a radio they use a standardized set of hand signals, also known as marshalling, to guide you. Since eventually one day you will need to understand what they are trying to tell you here's a good primer on how to read a basic set of their signals. These come directly from the Airman's Information Manual section 4-3-25. Sometimes these signals will be made while holding plastic batons which can be lighted at night. Whether a baton is used or not the signal means the same thing.



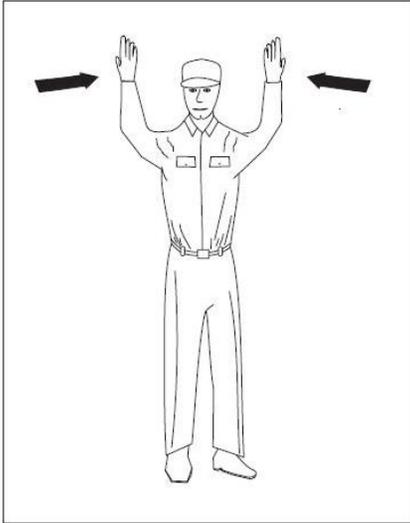
Usually, a marshaller will be attempting to direct you to a place to park and will be using some of the following signals to accomplish that. The next signal means for you to turn left.



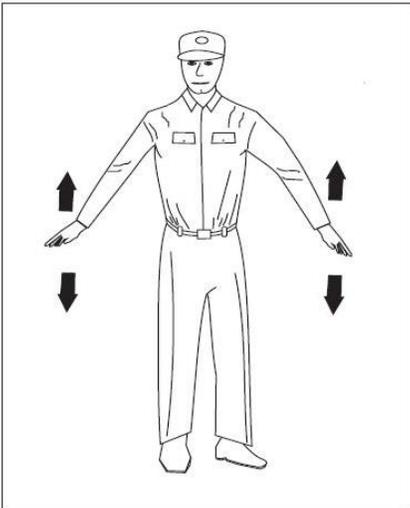
Don't try to think this out too much because there is not his left or my left going on...just go where he is pointing with the outstretched arm. Here's a right turn.



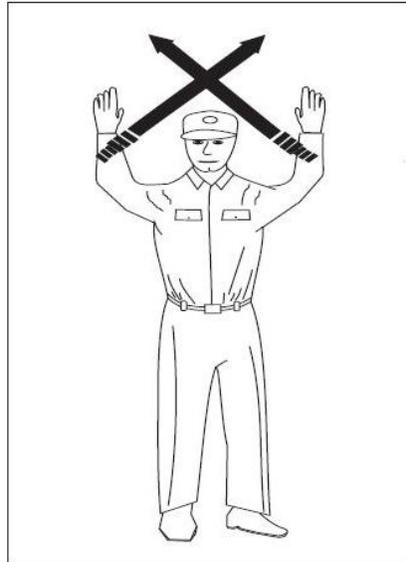
If you are proceeding along the appropriate path you will see this next signal indicating you should continue straight ahead.



When you are being directed to slow down you will see this.



Usually, the slow down signal is followed shortly by the stop signal.



Once you stop you should shut down the engine. At some airports the marshaller may then place chocks on some of the wheels. Make sure you are providing a safe environment for them to do this. When I stop my engine, I will remove the key and hold it up so the marshaller may see it as a confirmation that I have made the propeller area safe.

And if you ever see anyone waving their arms in a way you cannot interpret you should stop and figure out what is happening.

When a Landing Turns into a Bounce

Everyone will occasionally bounce an airplane on a landing. How you handle what comes next will decide if it is nothing or a huge expense. There are a couple of reasons why you might bounce on

landing if you land hard or if you land too fast.

A hard landing may be one in which you didn't raise the nose enough and the nose touched first, or you landed too flat and the suspension of the airplane lifted you back off the runway.

A too fast landing is usually a flat landing where you were determined to touch down, but the airplane still had enough speed to support its own weight and you hopped back into the air.

If you bounce more than once or if you bounced a considerable distance upward the only correct solution is immediately adding full power and raise the nose of the plane just enough to fly level until you can climb out and retry the landing. If your experience is limited then this method should always be your first choice. Make sure that your instructor shows you how to handle a go around so that you can do it calmly when you need to.

If the bounce was very slight you should gently hold the nose of the airplane up and let it settle gently to the runway. Do not pull back enough to cause a climb. A small addition of power may be needed as well. Never push the nose down to correct a bounce. That will send you diving into the runway and can easily cause you to damage the propeller and potentially destroy a perfectly fine airplane. It can also then send you into yet another worse

bounce which can end up in your injury. Ask you instructor to show you the safest way to handle a go-around so a bounce will never become an emergency.

Landing At a New Airport

Why not go explore an airport you have not visited before? Pull out your charts or favorite aviation app and look for a place you have not yet been and plan a trip. Here are a few items to consider for your flight.

Always check the weather and look for NOTAMS and TFR notices both at your destination and along you route. Remember to also check for the time in which you will be returning home.

Make a note of the radio frequencies to use there, both the weather and the CTAF.

Check the runway numbers to help orient yourself to how your approach to the airport will look. Make sure the runway length is adequate for both your airplane and your level of experience.

Determine the traffic pattern altitude before you arrive.

If you will need fuel for the return confirm that fuel is sold at your destination or nearby.

If you have access to a flight simulator on your home

computer or at the FBO why not simulate a trip to your new destination first. Then when you make the actual flight it will feel much easier.

With just those items in hand you can have a relaxing trip somewhere you have never visited.

Question of the Quarter

When did English officially become the international language of aviation?

Answer:

The International Civil Aviation Organization, ICAO, made English the official language of aviation in 1951. The ICAO advised all airports to operate in their native language, but to have English available for international flights.

English was chosen as the international language because the nations that manufactured and operated most aircraft at the time were English speaking

You just learned something new.

The "Higher Living" newsletter editor can be reached at david@execft.com Your feedback and article subject suggestions are welcome.