



# Higher Living



Already into the 4<sup>th</sup> quarter of 2021. I'm looking forward to some new items coming in the case of airplanes and airplane upgrades. I suspect I will be able to make announcements in the next issue. There is always something new in the works.

Unfortunately, I will lead off with the news that one of our Cherokee 140 aircraft, N98166, was damaged when the hangar door at a maintenance facility at KTTA, broke from its support cables and fell on the front portion of the airplane. No one was hurt in that accident. It is unknown at this time if N98166 will be considered a total loss or not. If the airplane doesn't fly again, we will be seriously hunting for a replacement. It has been an important part of our fleet. There are already a few replacement options available to us.

On October 16 there will be a family day at the Raleigh Executive Jetport from 10am to 3pm. A variety of airplanes will be on display. An Air Force F15E Strike

Eagle is in the plans to be there on the ramp. Be sure to drop in. The last family day was very well attended.

On September 13<sup>th</sup> our instructor, Steele Scott, made a 2234 nautical mile cross country flight from Petaluma, CA (O69) back to KTTA. This was to bring an airplane cross country for one of our pilots, John Taylor. John purchased Archer N289HP which he will keep at the Henderson-Oxford airport, and he asked Steele to help him bring it home. It's an interesting flight and I provide the route of that flight in this issue. Next issue will feature John and Steele Scott's account of the entire trip.

Come fly with us.

- David Williams, President  
EFTS

## Contact Us

**Phone: 919-219-5933**

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

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

## Airplane & Instructor Rates

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

## California to North Carolina Cross Country

On September 12 our instructor Steele Scott along with pilot John and his wife Meg Taylor arrived at KRDU to catch a flight to the west coast.



This commercial flight was to be the beginning of a truly long cross-country trek from Petaluma, CA back to Henderson, NC. John had purchased an Archer, N289HP, which he needed to ferry back across the country.

The following day they drove to Petaluma, CA where John's new airplane was waiting.



The route for the first day, September 13<sup>th</sup> was from O69 (Petaluma) to a fuel stop at KDAG (Barstow-Daggett) in Daggett, California and then on to KGCN

(Grand Canyon National Park) in Arizona.



The route for the second day, September 14<sup>th</sup> was from KGCN to a fuel stop at KDHT (Dalhart) in Dalhart, TX and then on to KHRO (Boone County) in Harrison, Arkansas.

The route for the third and final day was KHRO to a fuel stop at KSRB (Upper Cumberland Regional) in Sparta, Tennessee and then on to KHNZ (Henderson-Oxford), the destination. A total of 2,234 nautical miles with about 20 hours flight time.



A trip such as this requires a great deal of pre-planning to determine the best route. In this case there were several

complicating factors including the numerous TFRs caused by the forest fires burning in the area as well as the need to avoid the tallest of the mountains which lay directly east of Petaluma. The high-altitude characteristics of the Archer had to be considered to determine how to pass the mountains. Also, the route needs to consider suitable fuel stops which are spaced in such a way as to make sure fuel reserves are met safely. Lastly there are several military areas which needed to be avoided. Ultimately a southern route from Petaluma was flown until a turn to the east was possible.

In the next newsletter issue we will go in-depth into the trip and include some photos of the scenery.

## Making a Pilot Report

If you have ever been curious about levels of cloud tops or conditions between cloud layers, actual flight visibility or actual winds at altitude, or perhaps the quality of the ride due to turbulence then you have needed to read a pilot report. While some of us have probably never made a pilot report we need to remember how helpful they can be to others while flying. No TAF is as accurate as a report from someone in the air making a live observation. In aviation jargon the pilot report is known as a PIREP. Let's investigate how you

can begin to make these reports yourself.

You can make a PIREP to whatever ATC facility you are currently speaking with, or you can call flight service and make your report there. You only need to give the following information. Your location, altitude, time of your observation, type of airplane you are flying and the observation itself. The most useful observations to report are things which are affecting your flight unexpectedly such as when the TAF is obviously wrong, or wind is stronger than predicted or turbulence or ice exists that isn't where it was predicted. You can also report clear skies or smooth flying if it doesn't match what you expected. Your report will become part of the information that ATC will use to assist future flights though the same area. You can also view PIREPS while you are on the ground and read about what is happening. Just remember that weather is very dynamic and a PIREP becomes stale quickly.

To learn more about the details of making and reading a coded PIREP I suggest you refer to the AIM Chapter 7 Section 1-20.

## Fog at KTTA

Quite often fog is present at KTTA in the morning. Several issues contribute to this. The proximity of two rivers, two large lakes and the fact that the terrain

at KTTA is a several hundred feet lower than that to the north and east. This is a view of downtown Raleigh on a foggy day.



In terms of meteorology fog is nothing special. It's just an especially low cloud. Because fog is just a cloud it forms for the same reason. When the air is cooled down to the dew point (temperature at which the relative humidity reaches 100%) then any moisture will condense around the tiny particles present in the air and become visible as fog. Alternately fog at KTTA can form when the ground is damp in the evening. This water then evaporates from the surface into the air just above which raises the relative humidity to the point when the condensation begins and fog forms.

When the sky is clear at night and wind is gentle or calm it will encourage the air to cool more quickly and create the conditions for temperature and dew point to approach each other and tend towards producing fog. When temperature and dew point approach to within 2.5 degrees Celsius it is time to watch for fog. If we have a windy evening or morning the air will be more

mixed and will resist fog formation.

The best cure for morning fog is the heat from the sun which evaporates the visible moisture, and the fog dissipates. Also, a brisk morning wind will quickly dissipate fog.

Don't let your view from the ground looking straight up or a view from the air looking down lure you into takeoff or landing through a layer of fog. Your horizontal view will be much more limited than your vertical view and you may end up IFR very quickly. Always wait for the fog to clear. In the case of KTTA you can probably just land at a nearby airport because the fog is often very localized.

When flying in the evening you can't see fog forming as easily. If you have a night flight and are worried about fog formation you should keep a sharp eye on the lights on the ground. As soon as those lights begin to lose their sharpness and begin to appear hazy, land immediately. Fog can form very quickly once it starts.

## Financing Airplane Training

Flight training is an expensive endeavor, and, in this short article, we explore just a few of the options for financing your lessons.

AOPA

<https://finance.aopa.org/flight-training-finance>

Pilot Finance, Inc.

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

American Flyers

<https://americanflyers.com/resources/financing/>

Scholarship programs are sometimes available from the following organizations

EAA:

<https://www.eaa.org/eaayouth/aviation-scholarships>

AOPA:

<https://www.aopa.org/training-and-safety/students/flight-training-scholarships>

The Ninety-Nines, Women in Aviation:

<https://www.ninety-nines.org/scholarship-summary.htm>

FAA:

<https://www.faa.gov/education/grants-and-scholarships/>

AAERO:

<https://www.aaero.com/aviation-scholarships/>

Scholarships.com

<https://www.scholarships.com/financial-aid/college-scholarships/scholarships-by-type/aviation-scholarships/>

For Veterans:

<https://www.rtag.org/about/news-updates/vets-can-become-airline-pilots-for-free>

And don't forget the COO (Credentialing Opportunities Online) and the GI bill can cover this type of training.

## Runway Incursion Avoidance

A runway incursion is defined as "any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft." The most likely way for us to cause an incursion is taxiing onto a runway in front of arriving aircraft. To avoid this, we must be sure to look at the area of base and final, listen on the radio for arrivals and make our own announcement prior to entering the runway for departure. At a towered airport we must carefully understand all taxi, landing and takeoff clearances and make sure to repeat all back to ATC when we receive them.

The FAA has created four categories of incursions based on potential for collision.

Category A is a serious incident in which collision was barely missed.

Category B is an incident in which separation decreases and

there is a significant potential for collision.

Category C is an incident in which there was ample time to make a change in course or positioning to avoid a collision.

Category D is a situation when an incursion occurs but there were no immediate safety consequences.

You will likely be asked about runway incursions and how to avoid them during your oral exam. The topic is more prominently visible in the ACS.

Be alert and be careful!

## Airport Security

<https://www.aopa.org/training-and-safety/online-learning/online-courses/general-aviation-security>

Annually instructors and airport personnel are asked to complete the airport security course whose URL appears above. This TSA security awareness course is good for everyone with an interest in doing their part to maintain a secure airport. The course is free and takes about 40 minutes to complete.

In the course you will get tips on how to help prevent unauthorized access to hangars and aircraft, how and where to report suspicious activity and to whom you should report. It is all good information to have in case

you feel you need to take some sort of action.

## The NASA Form

If you feel you may have accidentally violated a provision of the aviation regulations, you have 10 days to explain what happened by making use of the form at this URL <http://asrs.arc.nasa>

It is also the intent of this program for you to have a place to report issues which you observe that may affect safety, such as drones flying near an airport.

To be sure to not misquote the intentions of this safety reporting system I have taken the remainder of this article directly from their web site.

“NASA has established an Aviation Safety Reporting System (ASRS) to identify issues in the aviation system which need to be addressed. The program of which this system is a part is described in detail in FAA Advisory Circular 00-46F. Your assistance in informing us about such issues is essential to the success of the program. Please fill out this form as completely as possible.

The information you provide on the identity strip will be used only if NASA determines that it is necessary to contact you for further information. **THIS IDENTITY STRIP WILL BE RETURNED DIRECTLY TO YOU.** The return of the identity strip assures your anonymity.

Section 91.25 of the Federal Aviation Regulations (14 CFR

91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations. Your identity strip, stamped by NASA, is proof that you have submitted a report to the Aviation Safety Reporting System. We can only return the strip to you if you have provided a mailing address. Equally important, we can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you.”

The instructions go on to state these conditions.

“The FAA considers the filing of a report with NASA concerning an incident or occurrence involving a violation of 49 U.S.C. subtitle VII or the 14 CFR to be indicative of a constructive attitude. Such an attitude will tend to prevent future violations. Accordingly, although a finding of violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

1. The violation was inadvertent and not deliberate.
2. The violation did not involve a criminal offense, accident, or action under 49 U.S.C. § 44709, which discloses a lack of qualification or competency, which is wholly excluded from this policy.
3. The person has not been found in any prior FAA enforcement action to have committed a violation of 49 U.S.C. subtitle VII, or any regulation promulgated

there for a period of 5 years prior to the date of occurrence; and

4. The person proves that, within 10 days after the violation, or date when the person became aware or should have been aware of the violation, he or she completed and delivered or mailed a written report of the incident or occurrence to NASA.”

## Question of the Quarter

Why is the identifier for Chicago O’Hare airport KORD?

Answer:

Its original name was Orchard Field Airport which makes KORD more logical. It was renamed as O’Hare International Airport in 1949 and is named after naval aviator Lieutenant Commander Edward H O’Hare, a medal of honor recipient from Chicago.

You just learned something new.

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