



Higher Living

Happy 2022! Another great year is coming!

Our big news for this newsletter is the arrival of Czech Sport Cruiser N60SC. It's a light sport aircraft and is extremely well equipped with glass panel, autopilot, stick flight control. Its ready for you to schedule and fly now. For most people there will be a short checkout so you can learn the glass panel operation

Executive Flight Training
Published by Mark Kolber · 16h · 🌐

New to Executive Flight Training... a 2014 SportCruiser. Dual Dynon HDX glass panels, 2-axis autopilot, Garmin NAV/COM and a Garmin Aera 796 VFR GPS.

Being an LSA, it's VFR only and it's maximum gross weight is 1320 lbs. With half tanks, that leaves only about 360 lbs useful load in its current configuration. So it's not only fun to fly but an incentive for those New Year's diet resolutions! 🍌



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before you fly. Perhaps you would like a Sport Pilot certificate or maybe you know someone who would like to get it. Please let them know. There are very strict weight limitations for pilot and co-pilot so that could be an issue.

We also welcome the arrival of N9626C a Warrior II to replace the Cherokee that was damaged by a falling hangar door last quarter. This airplane is ready for you to schedule and fly. Currently this airplane is based at HRJ but the Warrior that was there, N41669, has returned to TTA.

On September 13th 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. In this issue we feature the conclusion of John'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

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

Airplane & Instructor Rates

Cessna 182 N1303S	\$195/hr.
Archer N299PA	\$185/hr.
Warrior N41669, N9626C	\$165/hr.
Sport Cruiser N60SC	\$160/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 Part 2

- by John B. Taylor

headwind during this process, with high prices being ever-present along with a limited inventory. This mix conjured up the Perfect Storm for an aircraft buyer. The Bartelt gang steered

Francisco metro area. This California plane, always hangered, showed well on paper and the photos were exceptional. Was this “the one”? The pre-buy was completed by Mangon Aircraft, an authorized Piper Service Center, located in Petaluma, CA (O69 Airport). Mike Tillman, Director of Maintenance, was invaluable in getting the pre-buy done and in cleaning up a very short list of maintenance items. Mangon Aircraft is a first-rate Piper shop. Finally, we collectively determined I had found “the one” and the sale was completed in late July.

It is difficult for emotion and excitement not to enter the purchase of one’s first airplane. To keep those emotions in check I thought it best to get some help getting my “shiny object” from the West Coast to the East Coast. I contacted David Williams, President, of Executive Flight Training, LLC (EFT) at the Sanford, NC (KTTA) Airport. David and I have done quite a bit of flying together, and David was a great match in getting a “rusty pilot” (me) current and comfortable back in the left seat and instrument proficient again. Because of his scheduling conflicts, David could not be my safety pilot, but he referred me to Steele Scott, with whom I had flown before at EFT. Steele is extremely experienced in long trips such as this one, and he even has experience in delivering a plane for a customer of his to Argentina. It was comforting to have Steele in the right seat, who on this trip was working the radios most of the time. My wife, Meg, was our back seater and



I engaged the professional Acquisition Buying Services of Bartelt Aviation located in Sturgis, MI after I had multiple bad experiences responding to advertised airplanes that were already sold, way over-priced but still available, and in some cases, mis-represented and probably unairworthy. Bartelt Aviation specializes in Pipers and is now in its second generation of family ownership. John Bartelt is an old friend who was willing to take on my search for a nice Piper Archer III. John turned me over to Bruce Harvey, his associate, who was extremely patient throughout the search process and is also very knowledgeable about Pipers. Market forces were our strongest

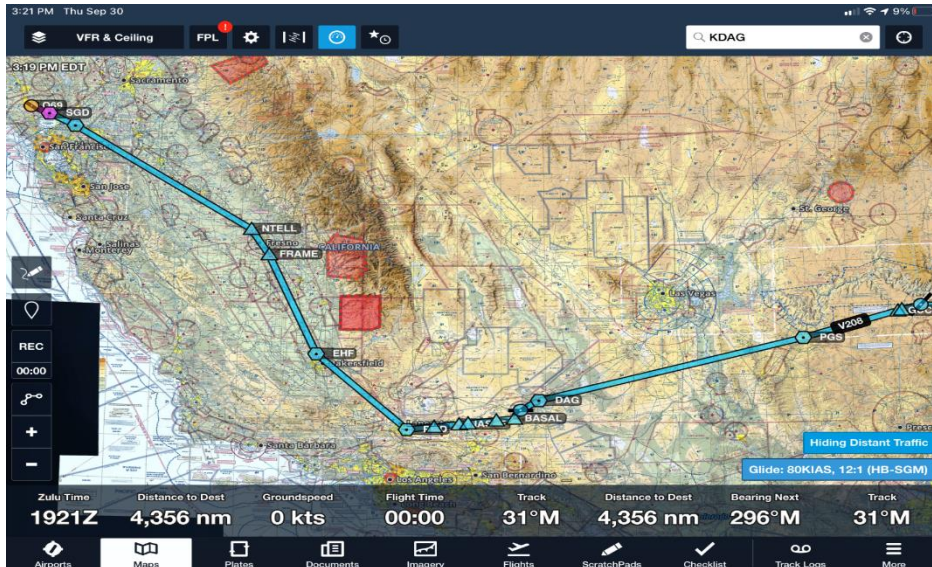
me away from trouble multiple times, and if I had to repeat the buying process, I would do so again with Bartelt Aviation without reservation. In my opinion, there are too many opportunities to make some bad buying mistakes without using the guidance of an aviation professional. (Look around on the internet. There are a LOT of stories of regret floating around that document “bad buys”. I was determined not to be a victim of a bad buy.)

Even with the assistance of Bartelt Aviation, the process took 16 months and included two rejected pre-buys on airplanes before Bruce Harvey found an off-market 2003 Piper Archer III with 845 hours Total Time in the San

photographer. I wanted this to be a fun and stress-free trip for her. Having Steele up front with me made that happen.

sparse population along our route. ATC was a good companion. After departing Daggett, we began to see some signs of agriculture and

(Sparta, TN). Up until this point we filed most every leg IFR, but we flew in VFR conditions. On this day we filed IFR, and it was necessary to land in Sparta using an RNAV approach in IFR conditions. All IFR checks for the airplane were a part of the pre-purchase inspection and we had two solid days of using the equipment in the airplane to know that we would be very safe in actual IFR conditions. We were forced to eat microwaved FBO vending food for lunch because of an ominous dark sky moving in our direction from the west. We filed IFR to our destination, KHNZ (Henderson-Oxford, NC), and again we were in actual IFR conditions soon after departure. We had managed to escape the approaching weather west of Sparta, but there was more, but less threatening weather on our route. ATC allowed us to deviate as necessary to avoid some September convective weather over the Appalachians. Soon after we cleared the mountains, we were on to our destination in VFR

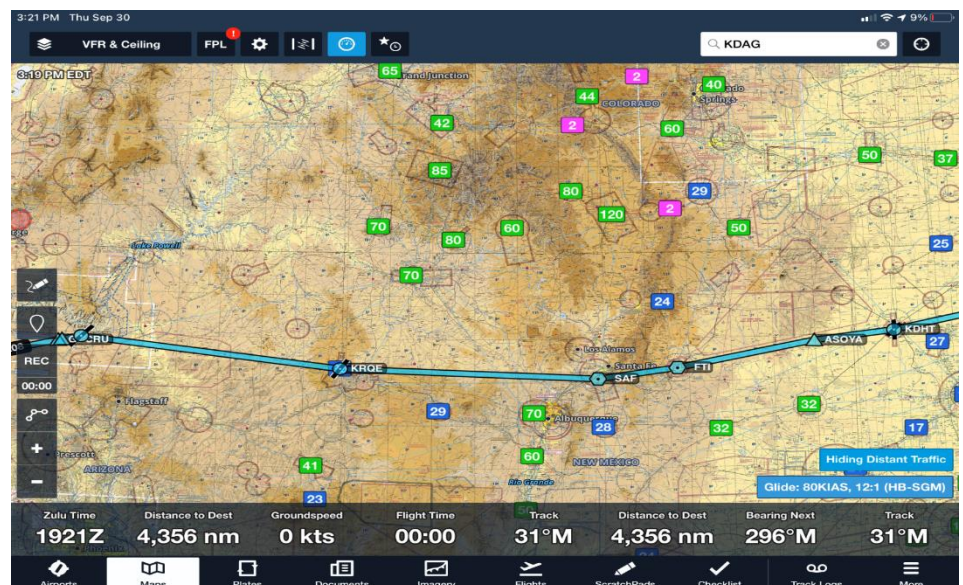


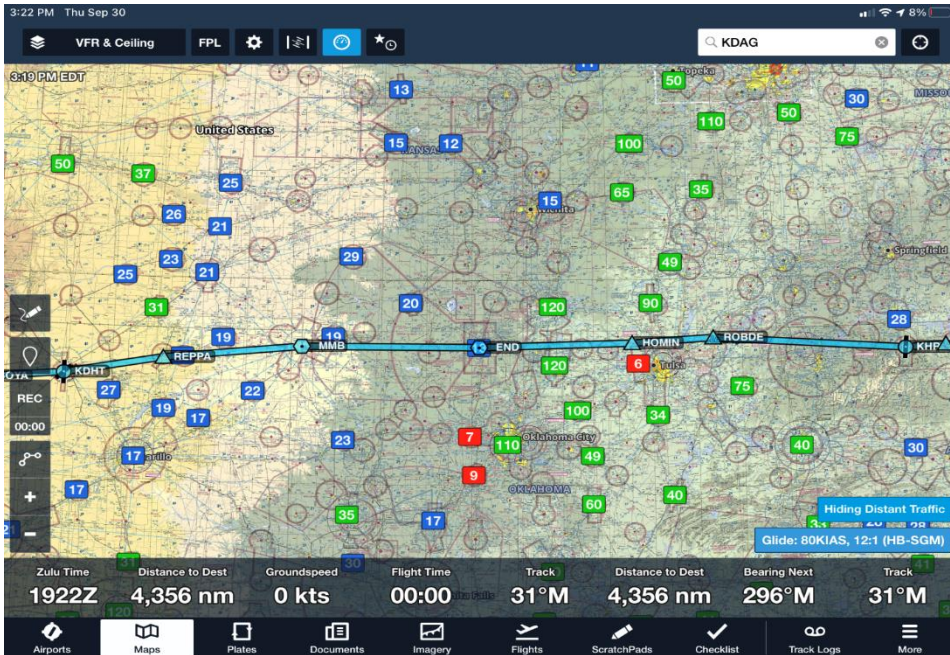
Our first leg on 09.13.21 originated in Petaluma, CA (O69), with our initial routing taking us in a generally southeasterly route by Fresno, Bakersfield, and on to Palmdale; then more of an easterly route to KDG (Barstow - Daggett Airport) in the California desert for our first fuel stop. The reason for this routing was to parallel the mountain ranges in eastern California which had crossing altitudes more than the airplane's limitations. At KDG we experienced some gusty winds on the ground and 100+ degree temperatures, the famous "dry heat" of the desert. From KDG it was direct to KGCN (Grand Canyon, AZ Airport). We landed after dark with 728 miles traveled for the day and 5:21 hours flown.

We launched early on 09.14 from KGCN to KDHT (Daggett, TX) for fuel and lunch. We saw what seemed to be endless stretches desert with

the terrain became less barren. We landed in Boone County / Harrison, AR at KHRO for our second consecutive travel day ending with a night landing. A huge day of flying with 1,279 miles flown and 7:50 in the air.

Our third and final day took us from KHRO to KSRB



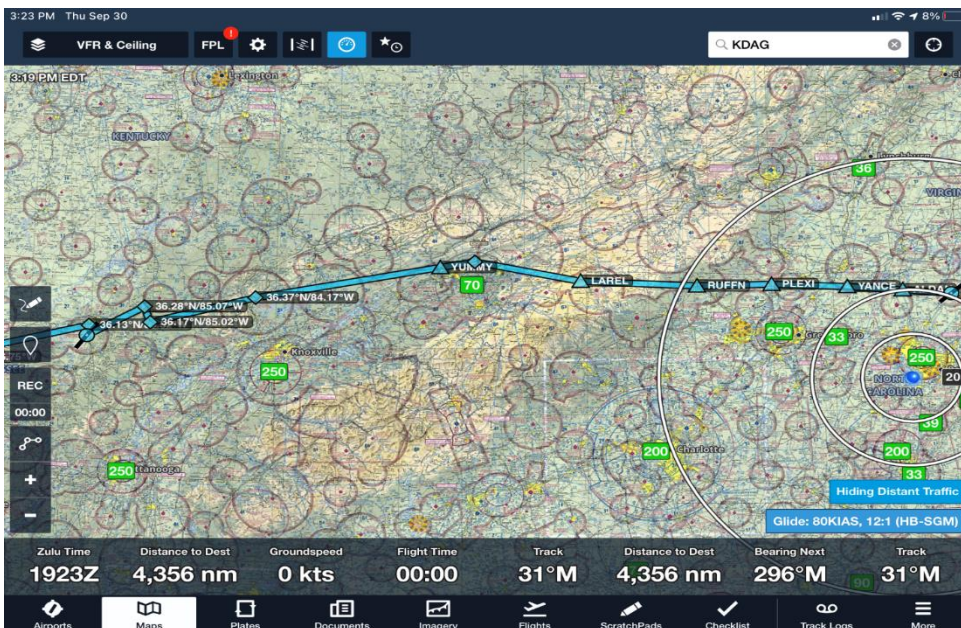


conditions. Finally...some familiar radio calls: Washington Center, Greensboro Approach, Raleigh Approach, and then the KHNZ CTAF.

The many incredible sites I saw in the Archer III on our flight at 11,000 feet MSL with my wife and Steele as traveling companions are so much better as

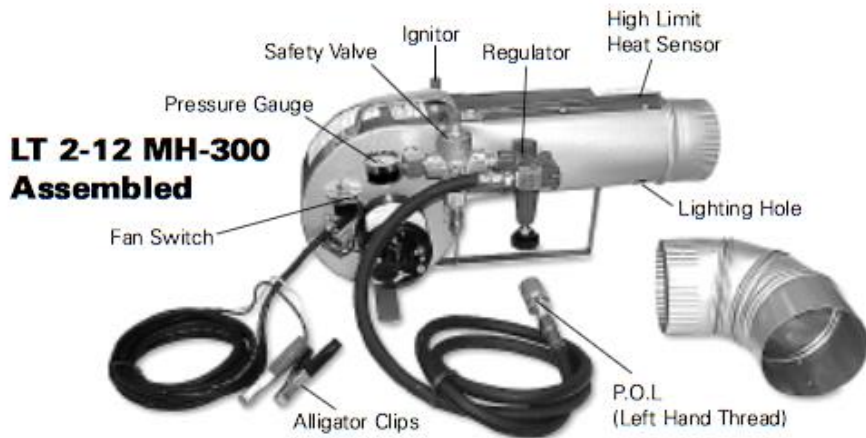
what you experience on a United Airlines flight at FL 360 with a plane full of strangers. It is also not the same as when you are at 11,000 feet MSL in your own airplane looking over at the majesty of the Grand Canyon, or when everything comes together just as it should when you complete an RNAV approach after weaving and bobbing around

some convective enroute weather. It is even better when some lifelong friends show up unannounced at our destination airport (KHNZ) holding signs, waving their arms and a huge State of North Carolina flag as we taxied by them on our way to the hangar. Maybe the best thing of all is finally...finally...pushing the “shiny object” into its new hangar at dusk when the airport is still, and taking a moment to remember and silently thank all the people who helped you along the way over a great number of years (many who are no longer with us) to be able to live this dream, on this day, at the very airport where you soloed and worked fueling the airplanes (of others), some 45 years ago. People who don’t fly don’t understand. You cannot even explain it to non-pilots. But just go talk to a pilot. They understand.



Engine Pre-Heater Use

On the cold winter days, it becomes essential to use the pre-heater prior to starting the airplanes. The heater is in a wagon in the shed area adjacent to the FBO (where the golf cart parks). The heater is a potential fire hazard, and you must stay with the airplane the whole time it is in use. When done make sure to return the heater to the storage place and don’t leave it out on the



ramp. The parts of the heater look like this.

To use the heater:

1. Place heater hose in engine intake opening.
2. Open fuel cylinder valve **SLOWLY**.
3. Press safety valve button.
4. Start fan motor by activating the fan switch. **Make sure blower is operating.**

***** Fan Must be Running Before Igniting *****

5. Depress red safety valve button and hold down.
6. Press ignitor plunger and repeat until ignition occurs.

Continue to hold red safety valve button down for 15 seconds until thermocouple activates and holds valve open. You may then release red safety button and burner should continue to burn. If burner goes out, depress red safety valve button and again depress ignitor plunger several times or until reignition occurs.

CAUTION: Do not leave the unit running while unattended

Continue to monitor the operation of the heater while it is in use. If the fan should stop or if the unit becomes overheated, shut off fuel

container valve immediately and correct the malfunction. This 300 series heaters are equipped with high limit controls which stop fuel flow if overheat conditions are present.

When done follow these steps:

1. Turn Propane tank valve off and let the gas burn out of the hose.
2. Turn fan motor off once the fuel has burn out and hose Cooled.

ICAO Alphabet Refresher

I often hear many different variations on the correct usage of the ICAO alphabet while flying. This alphabet is used to help reduce the chance of confusing the sound of some letters and numbers over the radio. Here's the correct list with a pronunciation guide as a refresher.

A	Alpha	(<u>AL</u> FAH)
B	Bravo	(<u>BRAH</u> VOH)
C	Charlie	(<u>CHAR</u> LEE or <u>SHAR</u> LEE)
D	Delta	(<u>DELL</u> TAH)
E	Echo	(<u>ECK</u> OH)
F	Foxtrot	(<u>FOKS</u> TROT)
G	Golf	(<u>GOLF</u>)
H	Hotel	(<u>HO</u> TELL)
I	India	(<u>IN</u> DEE AH)
J	Juliet	(<u>JEW</u> LEE ETT)
K	Kilo	(<u>KEY</u> LOH)
L	Lima	(<u>LEE</u> MAH)
M	Mike	(<u>MIKE</u>)
N	November	(<u>NO</u> <u>VEM</u> BER)
O	Oscar	(<u>OSS</u> CAH)
P	Papa	(<u>PAH</u> <u>PAH</u>)
Q	Quebec	(<u>KEH</u> <u>BECK</u>)
R	Romeo	(<u>ROW</u> ME OH)
S	Sierra	(<u>SEE</u> <u>AIR</u> RAH)
T	Tango	(<u>TANG</u> GO)
U	Uniform	(<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM)
V	Victor	(<u>VIK</u> TAH)
W	Whisky	(<u>WISS</u> KEY)
X	X-ray	(<u>ECKS</u> RAY)
Y	Yankee	(<u>YANG</u> KEY)
Z	Zulu	(<u>ZOO</u> LOO)
0	Zero	(<u>ZE</u> RO)
1	One	(<u>WUN</u>)
2	Two	(<u>TOO</u>)
3	Three	(<u>TREE</u>)
4	Four	(<u>FOW</u> ER)
5	Five	(<u>FIFE</u>)
6	Six	(<u>SIX</u>)
7	Seven	(<u>SEV</u> EN)
8	Eight	(<u>AIT</u>)
9	Nine	(<u>NIN</u> ER)

Standard Weights for Passengers

Have you ever wondered how an airline decides how much each passenger weighs? AC 120-27F defines the options for airlines to use to determine the weight of passengers.

One method is to use actual weights. In section 3.4 of the AC, it is revealed that there are several options.

- 1) Weigh each passenger on a scale before boarding.
- 2) Ask each person what they weigh and then the operator should add 10 pounds to allow for clothing.
- 3) If the answer to option #2 seems incorrect the operator can estimate the weight and add 10 pounds just to be sure.

Alternately the airline may use a system of Standard Average Weights. The standard weights have changed in the last several years. This is the method that is normally used by airlines. The new FAA standards will increase an average adult passenger and carry-on bag weight to **190 pounds in the summer and 195 pounds in the winter**. Up 12% from 170 pounds and 175 pounds, respectively. This includes an extra

ten pounds for winter and five pounds for summer.

Question of the Quarter

Which is the world's oldest airport still in operation?

Answer:

College Park Airport (KCGS), in the city of College Park, Maryland is the world's oldest airport still in operation today. It was established in 1909 when Wilbur Wright arrived at the field to train two military officers in the US Army.

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.