



# Higher Living

Happy new year! We have great news to announce. We have a new very well-equipped Cessna 172 and the return of the Cessna 182. Please see the articles about both.

As I get older, I feel like time passes more and more quickly. It seems like the holidays which used to take forever to arrive get here very quickly. The summers which used to last a long time when I was growing up in Greenville are now only days. And this last year seemed to go by quickly as well.

Perhaps the best way to slow things down is to have more notable events to mark the time. This year I plan to fly more, instruct more students and to complete some things that have been on my mind. You can do the same by adding a new rating or a new certificate to your aviation credentials. You can fly off to a

new location or try a different airplane. It's easy to get comfortable with what we know and not branch out from time to time. Get with an instructor to learn how to use the advanced equipment in our newest C172 or maybe ask for some flight time to a towered airport like RDU or FAY. If you have always flown a Piper maybe this year you check out the Cessna offerings or vice versa. You can add to your life's notable events and have a good time doing it.

Come fly with us.

- David Williams, Editor

## Contact Us

**Phone: 919-897-8882**

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

Wet rate for rentals. Tax is included.

Cessna 182 N1303S	\$210/hr
Cessna 172 N30617	\$205/hr
Warrior N41669	\$185/hr
Warrior N9626C	\$180/hr
Cherokee N720FL	\$165/hr
Cherokees N515DH, N711FL	\$155/hr
Cessna 172 N3816Q	\$155/hr
Instructor time	\$50/hr
Redbird TD2	\$40/hr

## Cessna Skyhawk N30617



The newest addition to our airplane fleet is N30617, a Cessna 172M. This is a super well equipped 172 with 2 Garmin G5, one for attitude and one as the DG with HSI. Also included in this airplane is a Garmin GTN650Xi GPS for all your navigation needs. The output of this GPS also feeds the HSI with GPS course information. There are two VOR with glide slope indicators. There is also an autopilot which can follow any course, GPS or VOR, and fly an instrument approach with all turns and altitude changes. Of course, ADSb is also installed. On top of all of that it looks great too. Don't forget that this is also a technically advanced aircraft (TAA) so it can be used to meet flying requirements of a Commercial pilot certificate. Obviously, this is a true cross country IFR flying machine that you can be proud to fly. It's available on the airplane scheduler now for you to fly. You will need a checkout if you have never flown a C172 and if you have then you will also need some time to master the new equipment.

## Cessna Skylane N1303S



The bigger brother of the C172. It's a true cross country travel aircraft. Ready for you to fly. Get into the pilot's seat of the 230-horsepower Cessna Skylane aircraft and get ready to experience even greater destinations. This celebrated piston aircraft delivers a level of performance perfect for the next level of pilot.

For low time pilots or pilots with no high-performance logbook endorsement EFTS has set a minimum requirement of 150 hours of flight experience and 5 hours Cessna 182 aircraft flight time. For pilots with Cessna 182 time or who already have a high-performance endorsement checkouts will be at the discretion of the checking instructor.

## When Can You Log Cross Country Time?

There have been many interpretations of when someone can log cross country time. One student asked if he/she did not take off or land at the airport, but was the sole manipulator of the

controls during the entire flight, could he/she log cross country time and the simple answer to that is No. I will site the full legal interpretation, but I pulled out this part regarding the taking off and landing at the airport in order to log cross country time:

*As stated previously, Pilot A and Pilot B may log PIC time under § 61.51(e) for the portion of the flight during which that pilot acts as sole manipulator of the controls. In interpreting whether a safety pilot could log cross-country time, the FAA stated that § 61.65(d) contemplates that only the pilot conducting the entire flight, including takeoff, landing, and en-route flight, as a required flight crewmember may log cross-country time. See Gebhart Interpretation. That interpretation did not address how two pilots who trade off manipulation of the controls may log cross-country time. However, that interpretation is applicable to this scenario. The rationale behind the cross-country requirement is to provide a pilot with aeronautical experience flying a significant distance to and landing at an airport that is not the pilot's home airport. Section 61.65 contemplates that one pilot is gaining that aeronautical experience.*

The full interpretation which goes over many scenarios is below:

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/pr](https://www.faa.gov/about/office_org/headquarters_offices/agc/pr)

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/practice\\_areas/regulations/interpretations/Data/interps/2009/Glenn\\_2009\\_Legal\\_Interpretation.pdf](https://www.faa.gov/about/office_org/headquarters_offices/agc/practice_areas/regulations/interpretations/Data/interps/2009/Glenn_2009_Legal_Interpretation.pdf)

This second interpretation just gives additional information about logging cross country hours:

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/practice\\_areas/regulations/interpretations/Data/interps/2009/Gebhart\\_2009\\_Legal\\_Interpretation.pdf](https://www.faa.gov/about/office_org/headquarters_offices/agc/practice_areas/regulations/interpretations/Data/interps/2009/Gebhart_2009_Legal_Interpretation.pdf)

## Is a Paper Copy of the POH Required to be Legal to Fly?

The following question was posed to the Greensboro FSDO:

*What is the FSDO read on use of electronic Approved Flight Manual in lieu of the paper flight manual on board aircraft? Is Electronic version legit for airworthiness requirements?*

And the answer was:

*I know of no requirement for it to be paper.*

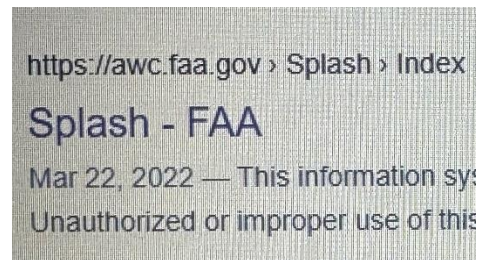
Then this begs the question of which digital forms are acceptable. Of course, you will need to be able to get to the annual online, so just having it on a USB stick will not meet the requirements. But, if you use any of the Flight Planning Software that allows you to download and retrieve documents while in flight, such as Foreflight, you have met

the criteria of have the POH electronically and in readable form

## How to Get a Ferry Permit Online

Have you ever needed to get a Special Flight Permit? It is also commonly known as a Ferry Permit. This is usually needed because you have an airworthiness issue, and the airplane is not located at a location when it can be repaired. I called the Greensboro FSDO the other day to go through the process and was told that this can be accomplished online. You can find the site by googling FAA Splash or by going to <https://awc.faa.gov/AWCExternalApplicant/Splash/Index>

FAA Splash



Following the link above will take you to the Airworthiness Certification (AWC) - Applicant Portal. From there you will need to create an account and go through the steps to get the Ferry Permit. This is submitted to the Greensboro FSDO, and it will be reviewed. You will then get a Permit issued that can be used within the next 10 days. This

permit must be carried with you. Call the Greensboro FSDO with any questions. They were very helpful in this process

## Changes to Instrument Rating Cross Country Approach Requirements

The Federal Aviation Administration (FAA) recently reviewed two legal interpretations and determined they were overly restrictive. The Glaser (2008) and Pratte (2012) legal interpretations focused on the requirements of an instrument rating under § 61.65. Specifically, the requirement to use three different kinds of approaches with the use of navigation systems to meet the requirements of § 61.65(d)(2)(ii)(C). These interpretations inaccurately concluded that an applicant for an instrument rating must use three different kinds of navigation systems to meet these requirements.

On February 28, 2022, the FAA rescinded both the Glaser and Pratte legal interpretations, stating the regulation's plain language requires three different types of approaches, not three different navigation systems. Certificated flight instructors (CFI) and designated pilot examiners

(DPEs) should be aware that the requirements for an instrument rating may be met by performing three different approaches, regardless of the source of navigation.

More information is available at: [https://www.faa.gov/flight\\_training/otices/2022/Mar/61.65\\_Recession\\_memo.pdf](https://www.faa.gov/flight_training/otices/2022/Mar/61.65_Recession_memo.pdf)

## Common Mistakes Students Make on Checkrides

Here are some notes from local examiners regarding what they sometimes see as lacking on the pilot checkrides. Make sure you cover all these items before you go for your test.

- Questions regarding a retest or declaring and unsatisfactory check ride:
  - Can examiner retest me on a continuance or an unsatisfactory on something I previously passed - YES!
  - Can I bust before I take off? - YES!
  - Can I bust after my last landing? - YES!
  - Can I bust for poor risk mgt / ADM? – YES!
  - Can I bust after Declaring “Discontinue”? – YES!
- Mistakes during preflight/taxi/takeoff
  - Not having a VFR Flight plan filled out and ready to file
  - No brake checks
  - No taxi plans
  - No wind correction flight controls on taxi
  - Unsafe aircraft movement
  - Not verifying runway before entering
  - Takeoff - Not confirming takeoff power and proper engine and flight instrument indications
- During the cross-country portion of the check ride
  - Know what Pilotage and Dead Reckoning is (and how to use it)
  - Yes, Dorothy there is no place like home and there is no place for GPS until after the pilotage and dead reckoning is completed
  - A VOR radial is not pilotage and dead reckoning
  - But you will be tested on VOR work. Do you remember you must identify the VOR before you can use it? Is just listening to a bunch of dots and dashes without cross referencing with the sectional chart satisfy “properly identify”?
- Do you know how to calculate ground speed (examiners will have you turn off location services and we know where all the ground speed displays are on the G1000 (and have nice stickers to cover them)
  - ACS doesn't say anything about calculating GS in flight just precomputed ....
  - Yes, it does
  - VI.A.S6 “...revised estimated time of arrival (ETA) and provide a destination estimate & VI.C.S2 Make a reasonable estimate of heading, groundspeed, arrival time, and fuel consumption to the divert airport.
- Chart and Chart Supplement Symbology
- During the Maneuvers portion of the check ride
  - Start Ground Reference w/o

- clearing turn and/or wrong altitude
- During Emergency procedures
  - Engine out – loss of Situational Awareness – running checklist all the way to the scene of the accident
  - Engine out – exceeding +/- 10knots Vglide
  - Engine out – not making or changing designated landing spot
- During Landings
  - Not doing a go-around if landing can't be made
- How to get out of a spin

## Question of the Quarter

Who was the first air traffic controller?

Answer:

Archie W. League is acknowledged as the first air traffic controller. He stood on the airfield and waved flags at planes to let pilots know when they could land or take off. He

was also a well-known barnstorming pilot.



This photo, from Wikipedia, shows him on the field sometime around 1929 at the

Lambert-St. Louis International Airport. He was employed by the FAA as the first controller and in the photo, he is shown with his equipment including rolled up flags in the wheelbarrow, a lunch box, a folding chair, water, and a pad for taking notes.

You just learned something new.

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