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Calendar of Events

To list your group's event on a space available basis, please send your event notice with date, time, place w/city and state, contact name, and phone number to: Calendar, In Flight USA, P.O. Box 5402, San Mateo, Calif. 94402, or email 3rdavenue@embarqmail.com.

Note: Calendar includes only information available by our press date, Friday, April 29. Confirm the status before attending.

MAY

7	■ **Paso Robles, CA**: Estrella Warbirds Wings & Wheels, 7 a.m. to 4 p.m., Paso Robles Municipal Airport, (805) 238-9317, ewarbirds.org.
	■ **Hollister, CA**: Antique Aircraft Display & Fly-In, 10 a.m. to 3 p.m., Frazier Lake Airpark, (408) 835-1694, frazierlake.com.
7 — 8	■ **Wrightstown, NJ**: McGuire AFB Air Show. CANCELED
	■ **Alamogordo, NM**: "Legacy of Liberty" Open House & Air Show, gates 10 a.m. to 4 p.m., Holloman AFB, holloman. af.mil/open-house.
13	■ **Troy, OH**: First Responder Appreciation Day, 10 a.m. to 2 p.m., WACO Air Museum, (937) 335-9226, wacoairmuseum.org.
13 — 15	■ **Valdez, AK**: Fly-In & Air Show, all day, Valdez Pioneer Field, (907) 835-8244, valdezflyin.com.
14 — 15	■ **Fairfield, CA**: Wings over Solano, 9 a.m., Travis AFB, travis.af.mil.
	■ **Rapid City, SD**: Ellsworth AFB Air Show, ellsworthairshow.com.
	■ **Riverside, CA**: March ARB Air & Space Expo. CANCELED.
	■ **Spokane, WA**: Inland Northwest Skyfest, Fairchild AFB, fairchild.af.mil.
	■ **Hollister, CA**: Antique Aircraft Display & Open House, 10 a.m. to 2 p.m., Hollister Municipal Airport, (408) 804-3591, markstar@garlic.com.
	■ **San Diego, CA**: Historic Aircraft Display, noon to 2 p.m., Montgomery-Gibbs Field, (619) 301-2530.
18	■ **Troy, OH**: Aviation Lecture Series, doors 6:30 p.m., WACO Historical Society, (937) 335-9226, wacoairmuseum.org.
20 — 21	■ **Peru, IL**: TBM Avenger Reunion, times TBA, Illinois Valley Regional Airport, tbmreunion.org.
20 — 22	■ **Hillsboro, OR**: Oregon Int'l. Air Show, Portland-Hillsboro Airport, (503) 629-0706, oregonairshow.com.
21	■ **San Martin, CA**: Food Truck Fly-In & Armed Forces Day Celebration, 10 a.m. to 3 p.m., San Martin Airport, (408) 683-2290, wingsofhistory.org.
	■ **Abilene, TX**: Big Country Air Fest, gates 8 a.m. to 4 p.m., Abilene Regional Airport, bigcountryairfest.org.
	■ **Madera, CA**: Gathering of Warbirds Reunion, gates 7 a.m., Madera Municipal Airport, warbirdsreunion.org.
	■ **San Martin, CA**: Armed Forces Day "The Food Truck Fly-In," 10 a.m. to 3 p.m., San Martin Airport, (408) 683-2290, wingsofhistory.org.
	■ **Riverside, CA**: Aircraft Display Day Fly-In, 9 a.m. to 1 p.m., Flabob Airport, (951) 683-2309, flabob.org.
	■ **Petaluma, CA**: Petaluma Display Days, 9 a.m. to 4 p.m., Petaluma Municipal Airport, (707) 778-4404.
21 — 22	■ **Dover, DE**: Thunder over Dover, Dover AFB, dover.af.mil.
	■ **Titusville, FL**: Space Coast Warbird AirShow, Space Coast Regional Airport, spacecoastairshow.com.
25	■ **Colorado Springs, CO**: USAFA Graduation-Thunderbirds Fly-Over, U.S. Air Force Academy.
27 — 30	■ **Los Angeles, CA**: LA Fleet Week, 10 a.m. to 6 p.m., LA Waterfront, (310) 971-4461, lafleetweek.com.
28	■ **San Marcos, TX**: Go Wheels Up! gates 10 a.m., San Marcos Regional Airport, gowheelsup.live.
28 — 29	■ **Wantagh, NY**: Bethpage Air Show, 10 a.m. to 3 p.m., Jones Beach State Park, (516) 490-2400, bethpageairshow.com.
	■ **Miami Beach, FL**: Hyundai Air & Sea Show, opens 10 a.m., South Beach, usasalute.com.
29	■ **Indianapolis, IN**: Indy 500 Thunderbirds Fly-Over, Indy Motor Speedway.
30	■ **Palm Springs, CA**: Memorial Day Flower Drop & Air Fair, 1 p.m., Palm Springs Air Museum, (760) 778-6262.

JUNE

3 — 4	■ **Salt Lake City, UT**: Skypark Aviation Festival, Skypark Airport, (801) 295-3877, skyparkutah.com.
3 — 5	■ **Reading, PA**: Mid-Atlantic WWII Weekend, gates 8:30 a.m., Reading Regional Airport, (610) 372-7333, maam.org.
3 — 6	■ **Hayward, CA**: Hayward Air Rally, 500-mile VFR cross-country challenge to Bend, OR, hwdairrally.org.
4	■ **Greenwood, MS**: Greenwood-Leflore Airshow, 10 a.m. to 4 p.m., Greenwood-Leflore Airport, (662) 581-7233, gwcommonwealth.com.
4 — 5	■ **Eau Claire, WI**: Chippewa Valley Air show, gates 8:30 a.m., Chippewa Valley Regional Airport, (715) 598-3203, chippewavalleyairshow.com.
	■ **Ft. Wayne, IN**: Ft. Wayne Open House & Air Show, Ft. Wayne ANGB, tickets (260) 300-7418, fwairshow.com.
	■ **Geneseo, NY**: National Warplane Museum-Geneseo Airshow (drive-in), Geneseo Airport, (585) 243-2100, nationalwarplanemuseum.com.
	■ **Bolingbrook, IL**: Cavalcade of Planes, 10 a.m. to 4 p.m., Clow Int'l. Airport, (630) 378-0479, cavalcadeofplanes.com.
	■ **Hollister, CA**: Antique Aircraft Display & Fly-In, 10 a.m. to 3 p.m., Frazier Lake Airpark, (408) 835-1694, frazierlake.com.

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COVER STORY

Livermore Flight School Earns Best Flight School!

By Annamarie Buonocore



(Courtesy XL Aviation)

There are many different approaches to flight training, and with so many options from which to choose, students can find the process confusing and overwhelming. For the last 38 years, *In Flight USA* has covered extensive ground when it comes to flight schools, especially here in the Bay Area. A unique model has sprouted up at the Livermore Airport, and this operation has grown faster than even the owner, Michael Henderson, expected. XL Aviation offers both basic and advanced aerobatic training. "We do everything from beginner Cessna stuff to advanced aerobatics", said Henderson. This year, XL earned a pretty big award for best flight school in the country. We recently had the opportunity to interview Henderson, and here is what we gathered.

Awards like these do not come to everybody everyday, especially for a school that has only been in business since 2019. Henderson attributed his success to location, location, location! The students and staff love being at the Livermore Airport just east of San Francisco. "The weather is always perfect, and you get a lot of diversity here. I am in California because I am a physicist by trade, and I have been in tech my whole life," Henderson said.

Because the school is in Silicon Valley, they have been able to attract many tech workers, STEM students, and people from other countries who would not have had the opportunity to learn to fly in their home countries. This has made for a diverse group of students who have excelled through the program very quickly, including one young woman who came in without any hours at all and got her PPL in just three months. "I had

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Good times at XL Aviation
(Courtesy XL Aviation)



(Courtesy XL Aviation)



Aviation & Airboat Wood or Composite Propellers
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Email: propsales@sensenich.com



SENSENICH Awarded STC for Carbon Fiber Adjustable Prop for Super Cub

Sensenich has been awarded a Supplemental Type Certificate (STC) for its carbon ground adjustable pitch STOL propeller on Piper Super Cub Aircraft. This STC allows installation on PA-18 "150" aircraft with Lycoming O-360 series engines, with future STCs planned for Lycoming O-320 powered Super Cubs and certain popular training aircraft.

"Our experimental customers have been raving about this propeller for several years, and now we can offer the same step up in performance to our certified customers," says Sensenich President Donald Rowell. "This propeller's quick and sure pitch adjustment gives the customer the option of maximum performance no matter what the flight profile may be."

Extensive testing required during the certification project in Alaska showed improved take-off, climb and cruise performance compared to what's considered the industry standard fixed-pitch STOL propeller. When pitched for the same climb rpm as the standard propeller, climb rate was increased by 140ft/min, cruise speed was identical, and full-throttle level flight (FTLF) speed increased by 7 mph. When re-pitched to match the industry standard propeller's climb rate, cruise speed was increased by 8 mph and FTLF speed increased by 18 mph.

The new Sensenich composite propeller is less than half the weight of the legacy STOL propeller – 21 pounds vs. 44 for the metal unit.

The propeller is available in diameters from 78" to 82". The STC also covers a 12" diameter, balanced composite spinner.

Pricing for the propeller with STC documentation is $6350 FOB Plant City. Adding the spinner brings the price to $7085 (including STC docs).

SENSENICH PROPELLERS U.S.A.

Aviation Fixed Pitch Metal Propellers
Sensenich Propeller Manufacturing Co., Inc.
14 Citation Lane, Lititz, PA 17543
Phone: (717) 569-0435 • Fax: (717) 560-3725
Email: sales@sensenich.com

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XL Aviation Takes the World of Aerobatic Training by Storm

By Annamarie Buonocore

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Cover Image Courtesy of XL Aviation

FEATURED STORY

Don't Try This At Home: Mid-Air Plane Swap is Half Successful

(FAA Investigating…)

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Editorial By Ed Downs

The Written Exam

By Ed Downs

Now, this is hard to do in written form, but when the term, "The Written Exam," is verbally spoken, one should hear a sudden background theme akin to the terrifying music used in the movie, "Jaws," as the villain fish, with blood reddened teeth, stalks its next victim. Yeah, that bad! See, even now… you can hear it. **Dum, dum, dum, dum**, … **CRUNCH!** Scary, eh?

It is well known that more than half of those who start learning to fly, or consider upgrading to a higher certificate or rating, fail to complete that quest. In the April issue of *In Flight USA*, this writer addressed challenges of the flight test, such as those given by my DPE brother, Earl Downs (www.goldenageaviation.com). The editorial included tips to help out with the flight test outcome. It could be assumed that flight test failures are key to many giving up on a certificate quest… not so. In fact, records show that up to 85 percent of flight test applicants pass the checkride, and those who fail typically do just fine on the second try. Few "give up" after that first failure. So why the high dropout rate?

First, a disclaimer. The following thoughts are anecdotal, not based upon a national survey, FAA statistics or consultation with the many alphabet groups representing general aviation. This editorial is addressing primary sport, private, commercial and instrument ratings. These are folks entering aviation or moving up the ladder of PIC privileges. But these opinions are not without personal knowledge, having been an active flight and ground instructor for nearly 65 years in general aviation, charter and air carrier operations, involving all categories, of aircraft, in some 30 different countries. Currently, this writer works with more than 300 students per year from every state in the union, for all ratings. The opinions offered are certainly up for challenge, and comments can be sent to the editor (vickie@inflightusa.com). So, let's take a look at what this writer views as the most common cause for not completing pilot training.

Of course, family and money are at the head of the list. It has been said in many ways, but the old adage, "life is what happens while you are planning," is certainly true when it comes to flying. No matter what our plan for the future might be, "life" can step in and change those plans. But coming close to "family and money" is the need to take a written exam (now called the Airman Knowledge Test), along with the time needed to study and learn. There is no doubt, the "knowledge" part of flying takes a great deal more of one's personal time than does the act of taking flying lessons. The reality is, passing a written exam means you know about one third of what you need to know to pass a check ride and be a safe aviator. Really? Yep, and here is how you can assess that truth yourself.

Let us assume you have successfully passed the needed written and are prepping for the check ride. Take a good look at the Airman Certification Standard (ACS) for your check ride. In just the Private Pilot ACS, you will encounter at least nine Areas of Operation, each having "Tasks." You may encounter up to 54 different Tasks, each identifying multiple areas of "Knowledge" and "Risk" assessment. We are now talking about more than 400 subjects that you may be called upon to talk about in a check ride. This is all "book learning" stuff, about one third of which was covered if you underwent a typical "test prep" program. A lot of studying, right? Surprised… do you have a copy of the appropriate ACS? Nearly two thirds of the students this writer works with in live and ZOOM classes, from coast to coast, Alaska and Hawaii, have never heard of the ACS, even though they may have one included in one of the popular study kits available on-line. Shame on instructors who do not review such kits with their students!

So, how does one deal with the written exam? No sweat, just by a bunch of books and schedule plenty of study time, just like you did when in school or college, right? Sure, you have plenty of time to study, without interruptions, like barking dogs or family chores. Of course, your CFI will help, or the flight school will integrate ground training for you, right? How about a self-study course, either online or downloaded to your computer? All it takes is the discipline to sit in one spot and stare at a computer screen, right? Not a very appetizing menu so far, right?

Let's get a better view of just what the "written" is. By reputation, FAA written exams are full of trick questions and material that is obsolete and irrelevant… true of false? Mostly false. At best, writing test questions is very difficult, especially when the information to be learned is as vast as it is in aviation. At best, the 60 question private and instrument exams cover only a smattering of what one really needs to know. The 100 question com-

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Editorial

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mercial exam is little more than a long private exam, with additional questions, including complex performance charts and weight and balance computations, in addition to commercial regs.

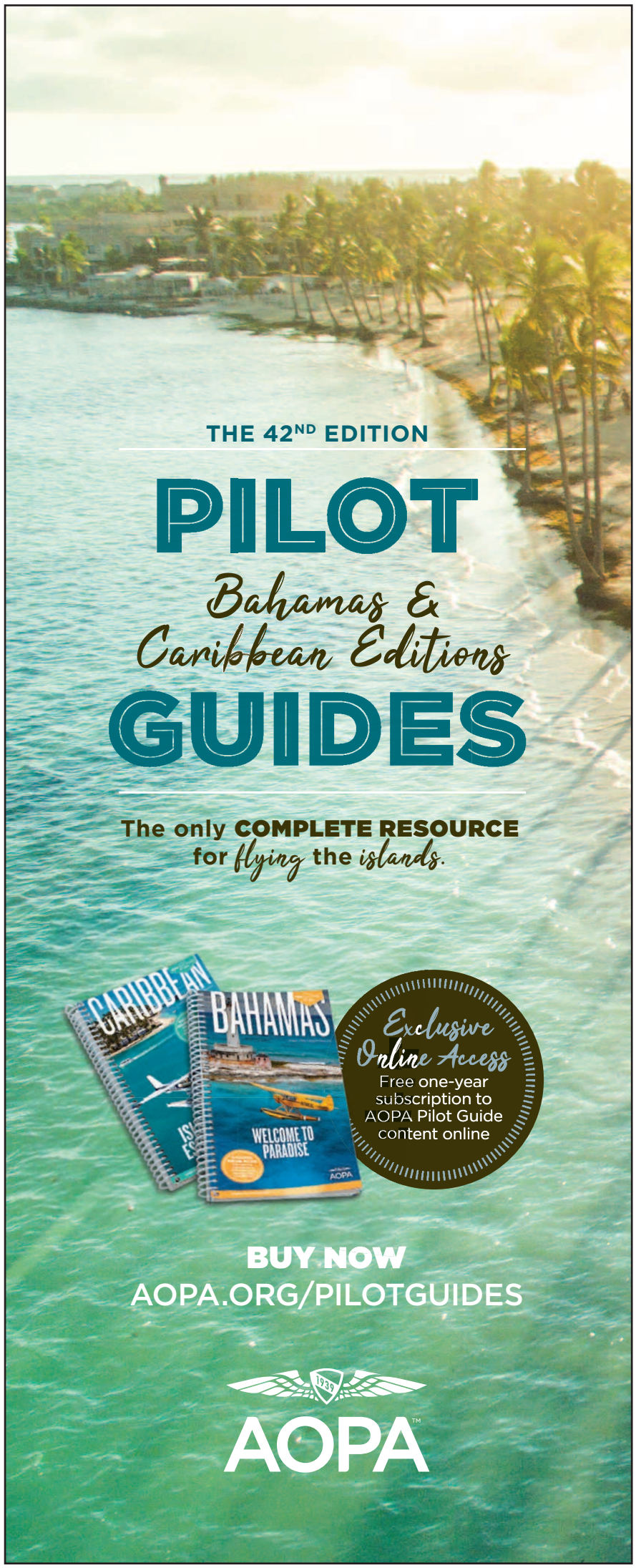
In this writer's experience, there are no "trick" questions, but there certainly are questions that are obsolete, poorly written or purely theoretical, having little connection with operating in the National Airspace System. Most questions are pertinent to reality. It is possible to undertake personal study and pass a written exam, but using training material, specific to the written, can save time. Keep in mind that you will need an endorsement from a CFI or ground instructor stating that you have "undergone a course of study." If simply hitting the bookstores and conducting self-study is your choice, make sure your CFI knows of your plans so a proper (and legal) endorsement can be entered into your flight records. Excellent pre-assembled training kits are readily available from a variety of online sources. One of *In Flight USA's* long time advertisers, Aircraft Spruce (often thought of as only an aircraft parts house) has a remarkably diverse selection of training materials. Many search engine look-ups will include titles by Gleim, King Schools, Jeppesen, My Pilot Store and Aviation Supplies & Academics (ASA) plus many others. All offer excellent training publications, but so does the FAA. When looking at the ACS, you will find referenced publications upon which the flight test and written exams are based. Listed below are the FAA publications that serve as the principle source of written exam questions and answers to any oral exam that could be given on the practical flight test. These books serve private, commercial, instrument, CFI, and CFII for SEL and MEL, covering multiple aircraft categories. They are a "must have" for all pilots. They can be downloaded from the FAA website for free, but the cost of printer ink is more than simply buying a commercial re-print. These book are often sold as two-book sets, for under $45. They are referenced in both written exams and the ACS. They are very well written and illustrated with excellent color images.

- Current FAR/AIM book
- Pilots Handbook of Aeronautical Knowledge FAA-H-8083-25B
- Airplane Flying Handbook FAA-H-8083-3C
- Instrument Procedures Handbook FAA-8083-16B
- Instrument Flying Handbook FAA-8083-15B

What about dedicated test prep courses, both written and computer based? Such courses tend to "teach the test" and typically do a good job of getting one "past the written." But they do not provide the depth of training or detail needed to be an accomplished aviator. Recommended? Absolutely, if one keeps in mind that more study will be needed to pass a check ride and be a safe pilot. The idea of dedicated test prep programs began in the early 1960's, as personally owned recording devices became popular… the web was years in the future. The King Schools truly popularized home study with Aviation Seminars pioneering live weekend programs. Both mediums are now available, offering the equivalent of a two-day course "guaranteed" to get you a good test result. The last two-plus years of COVID caused ZOOM classes to take over much of the two-day live classes, with both live and ZOOM being popular. The downside of two-day test prep courses is that many CFIs simply refer their student to such a program and assume that is enough training to create a safe pilot who can pass the flight test. They are wrong. The self-study home courses retain the challenge of managing one's time. The two-day ZOOM, or live class, is sort of a forced commitment, leading to success in a shorter period of time. Both choices require one to take sample exams very seriously and do some additional study. The previously listed books remain essential to passing the check ride.

So, which system of preparation works best? Obviously, that depends upon the individual. Book worms (like this writer) like self-study and read books on astronomy and astrophysics for fun and relaxation. This writer's aviation studies began in the 1940's, with books dating back to 1918 (*Military Aeroplane* by Grover Loening) and progressing to Jeppesen publications bought from a local bookstore (actual books, with paper pages!) from a retail store, Pan American Navigations Services. Of course, *Stick and Rudder*, by Wolfgang Langewiesche joined my library early in the game. Having become involved in weekend training more than 35 years ago with Aviation Seminars, this CFI learned that weekend training can work, even if a projector bulb would blow out with every class! Today, most classes I teach are over the computer, using ZOOM, but live classes are still popular. Which do I like best, ZOOM or live? No contest… live! Students in a ZOOM class tend to go mute and stay off screen, failing to personally participate in the class; a big mistake. A live class forces participation and greatly improves learning. Both mediums

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Days Like These

Come Hang Out with Us This Year

By Mark Baker
AOPA President and CEO

I'm writing these words just having returned home from a whirlwind week at Sun 'n Fun Aerospace Expo in Lakeland, Florida. What a great time. The days were long but filled with so much excitement, camaraderie, and aerial entertainment that the week quite literally flew by. Amid the events and meetings, I had a chance to meet with our members – reminding me that my best days are spent with you.

An airplane, blue skies, and thousands of aviation enthusiasts always puts me in a good mood. Sun 'n Fun never fails to exceed my expectations, and this year was no exception. I love spending the days talking with you – about where you're traveling, what you're flying and, yes, even the issues you're coming across that impact your freedom to fly. It's days like these that remind us of why we do what we do at AOPA.

I'm thrilled about aviation-event season kicking into high gear, and more specifically, the return of AOPA events. We haven't had one of our fly-ins since 2019, and I've been waiting for the all-clear to get back together in-person. And now it's a go!

Mark your 2022 calendar and set your travel sights on Spokane, Washington; Tampa, Florida; and Fort Worth, Texas.

If you've been fortunate enough to attend one of our fly-in events over the years, you know how exciting and fun they are. In just the past eight years, we've welcomed more than 100,000 attendees to our engaging and educational gatherings across the country. We've seen our members in all regions – stretching from New England to Southern California, from the Pacific Northwest to Florida, and nearly everywhere in between. More than 20 wonderful destinations in all.

If there is one thing that the past few years have taught us, it's that it's important to gather with our friends in settings that allow us to kick back, share some stories, and simply enjoy each other's company.

In short, we just love hanging out with our fellow aviators.

So, while we have cherished every one of our past fly-ins, we're excited to roll out a new concept in 2022. We're calling our events Hangouts. And they'll be just like they sound, capturing the spirit of aviation in a way that brings out the best of events and the best in aviation.

Our first Hangout will take place on Sept. 9 and 10 at Felts Field in Spokane, Washington, followed by our Hangout on Nov. 4 and 5 at Tampa Executive Airport in Florida. They are both great aviation locations, places I have long loved flying to.

These two-day Hangouts will offer everything a pilot could want – fun, food, learning, and a chance to renew old friendships and forge new ones. AOPA Hangouts will offer the ultimate experience for the GA community and aviation enthusiasts looking for an adventurous escape back to the grassroots fun of flying. Who doesn't love pitching a tent under the wing, shooting the breeze, and telling stories (some of them true!) around a good old-fashioned campfire?

Strolling around, you'll be able to see many aircraft displays, chat with aviation vendors, socialize with top aviation influencers, and connect with fellow aviators while enjoying food trucks, live music, and entertainment. We'll also have staff on hand who will answer any question you have about AOPA and your membership.

To cap off the days, you'll be able to watch exciting world-class aviators facing off in a high-energy STOL demonstration.

In addition to these two Hangout events, we will be back with our Aviator Showcase in 2022. Like last year, we'll hold this at Fort Worth Alliance Airport in Texas. Held on June 16 and 17, the Aviator Showcase will again be an amazing opportunity to meet with the industry's leading experts in avionics and cockpit technology, flight planning and weather resources, and aircraft manufacturing and sales. Everything you and your airplane need.

Our Aviator Showcase will feature an exhibit hall, aircraft display, and educational seminars presented by event sponsors. If you're looking to upgrade or still searching for the perfect aircraft, local services such as paint shops, avionics manufacturers, and aircraft detailers will be there to help. You can also talk to aviation finance professionals, insurers, and dealers about buying the aircraft of your dreams.

What an amazing year it's shaping up to be. I can't wait to see all of you at one of our AOPA events and talk all things flying. Blue skies wherever you're flying this year. Hopefully, it's with us!

President Biden, Federal Aviation Administration Deliver Historic Investments to Airport in Augusta, Kansas and Denton, Texas

During a visit to Augusta Municipal Airport near Augusta, Kan., on April 19, FAA Deputy Administrator Bradley Mims highlighted funding coming the airport's way as part of President Biden's Bipartisan Infrastructure Law (BIL) that provides a once-in-a-generation investment in rural and smaller communities. The Biden-Harris Administration is investing in the infrastructure that benefits Americans in smaller towns to create good-paying jobs, generate new economic opportunities and build community wealth.

"These communities may be small in size, but they have a big impact on keeping our National Airspace System operating safely and efficiently. With this new funding, Augusta Municipal and airports across the country will get to work on projects that have waited for years," FAA Deputy Administrator A. Bradley Mims said while visiting the airport.

Augusta Municipal Airport is set to receive $159,000 in BIL funding for Fiscal Year 2022. This program allows investments in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. The Bipartisan Infrastructure Law invests $20 billion in the nation's airports.



Situated along Highway 54/400 just 10 minutes east of Wichita, Kansas and outside of congested commercial airspace, Augusta Municipal Airport is the airport of choice for pilots visiting the bustling Wichita, Kansas metro area or the scenic Flint Hills. AMA offers the amenities of larger airports without all of the hassles. Boasting competitive fuel prices, zero landing fees, and short taxi times, there is no more convenient or affordable stop for the general aviation or business flyer! (Courtesy AMA)

President Biden's Bipartisan Infrastructure Law is sending historic investments to revitalize and rebuild small and municipal communities across the country. Supporting Americans living in these areas remains a top priority for the Biden Administration, and the Bipartisan Infrastructure Law delivers on the President's promises to provide affordable high-speed Internet, safe roads and bridges, clean drinking water, modern wastewater systems, reliable and affordable electricity, and good-paying jobs in every community.

During a visit to Denton Enterprise Airport on April 20, Acting FAA Administrator Billy Nolen highlighted funding coming the airport's way also as part of President Biden's Bipartisan Infrastructure Law that provides a once-in-a-generation investment in communities across the country.

"General aviation airports are vital to this community and to communities throughout our nation. They are where pilots get trained, emergency medical services take off and land, and in many cases where young people are introduced to flying for the very first time," Acting Administrator Nolen said while visiting the airport. "Denton County continues its rapid growth, and it's essential we support its growth."

Denton Enterprise Airport is set to receive $763,000 through the law in fiscal year 2022. This program allows investments in runways, taxiways and safety and

Continued on Page 12

AOPA Air Safety Institute Refreshes Safety-to-Go Program



The Aircraft Owners and Pilots Association Air Safety Institute (ASI) has released new downloadable PowerPoint presentations to revitalize its Safety-to-Go program.

Safety-to-Go provides the general aviation community easy access to some of ASI's popular seminar and webinar topics, including decision making, radio communications, emergency procedures, night flying, and collision avoidance.

"We are excited to bring back this program with fresh material that flight schools, flying clubs, and other groups can use in their safety meetings," said ASI Manager of Safety Programs and Chief Flight Instructor John Collins who oversees ASI's webinar, seminar, and CFI renewal programs.

"The revamped material also includes ASI's Scalable Safety Framework presentation and handouts to help pilot groups formulate, implement, and sustain a safety culture with a user-friendly, SMS-like approach suitable for general aviation. These are a great way to prepare for the upcoming flying season and to stay sharp year-round."

Each download comes complete with a PowerPoint presentation file and presenter notes to help deliver topics easily and effectively. New topics and material will be added throughout the year.

Access Safety-To-Go at www.aopa.org/training-and-safety/air-safety-institute/Safety-to-Go-Downloads or by clicking through AOPA's website, www.aopa.org.

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Editorial

Continued from Page 7

have excellent success. But no mater what the choice for preparing for the written exam, the key is most often CFI participation. All too often, this writer hears students complain that their instructor is a good pilot but does not "do" ground training. Other instructors will demand their students pass the written exam before beginning flight lessons. This is a very bad idea and contrary to good principles of flight training, which integrate ground and flight activities. Attitudes such as these are unfortunate, and another instructor should be secured, if available.

One last tip about the written exam: When given your official Airman Knowledge Test report (AKTR, the pass or fail grade) at the testing center, be aware that it will have Learning Statement Codes (LSC) listed to highlight areas where you showed knowledge weakness. These codes match codes in the task sections of the ACS and will become a part of your oral exam when taking the check ride. Simply compare the codes on your written test result form with the ACS and you will have a good idea as to what areas a DPE may dig in to. Does getting a good grade on the written influence your check ride … yep!

So, there you are… one guy's opinions. When you enter the world of aviation, you meet forces and experiences that will be entirely new to you. In this writer's view, knowing the most you can about the adventures and experiences you will encounter is the real fun part of flying. There is always something new to be learned. Little did this writer know that when I started flying a 1946 Aeronca in 1956, that some 60 years later, I would be evaluating the hot mockup of the Orion Mars Spacecraft. I can assure the reader that this half century gain of knowledge was not obtained casually, without effort. But the study has certainly been worth it. Join in and enjoy the new world you are entering.

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Calendar

Continued from Page 3

8 ■ **Ypsilanti, MI**: Wild Wednesday Aircraft Show, gates 4:30 p.m., Willov Run Airport, (734) 483-4030, yankeeairmuseum.org.

10 — 12 ■ **West Milford, NJ**: Greenwood Lake Air Show, gates TBA, Greenwooc Lake Airport, (973) 728-7721, greenwoodlakeairshow.com.

11 ■ **Spokane, WA**: Neighbor Day, 9 a.m. to 3 p.m., Felts Field, (509) 455-6455, feltsfield.spokaneairports.net.

11 — 12 ■ **St. Louis, MO**: Spirit of St. Louis Air Show & STEM Expo, 9 a.m. to 5 p.m., Spirit of St. Louis Airport, (314) 529-1963, spirit-airshow.com.
■ **Ocean City, MD**: OC Air Show, ocairshow.com.
■ **Latrobe, PA**: Westmoreland County Air Show, gates 10 a.m., Arnold Palmer Regional Airport, palmerairport.com.
■ **Hollister, CA**: Antique Aircraft Display & Open House, 10 a.m. to 2 p.m Hollister Municipal Airport, (408) 804-3591, markstar@garlic.com.

12 ■ **Ypsilanti, MI**: Yankee Air Museum Wings & Wheels, 10 a.m. to 4 p.m Willow Run Airport, (734) 483-4030, yankeeairmuseum.org.

17 — 18 ■ **Monroe, LA**: Red White and Blue Airshow, Fri. twilight show/Sat. airshow, Monroe Regional Airport, (318) 362-5540, redwhiteandblueairshow.com.

18 ■ **Zionsville, IN**: CAF Wings over Indy, Pancake Breakfast 8:30 a.m., Indianapolis Executive Airport, wingsoverindy.com.
■ **Granite Falls, MN**: Ray Fagen Memorial Airshow, open 10 a.m., Granite Falls Municipal Airport, (320) 564-6644, fagenfighterswwiimusuam.org.
■ **Grant, NE**: Nebraska State Fly-In & Airshow, open 7 a.m., Grant County Airport, nebraskaaviationcouncil.org.
■ **Riverside, CA**: Aircraft Display Day Fly-In, 9 a.m. to 1 p.m., Flabob Airport, (951) 683-2309, flabob.org.
■ **Petaluma, CA**: Petaluma Display Days, 9 a.m. to 4 p.m., Petaluma Municipal Airport, (707) 778-4404.
■ **Grand Forks, ND**: Northern Thunder Air & Space Expo, Grand Forks AFB.

18 — 19 ■ **Ontario, Canada**: Borden Canadian Armed Forces Days & Air Show, CFB Borden, Hangar 7, bordenairshow.ca.
■ **Moses Lake, WA**: Moses Lake Air Show, gates 9 a.m., Grant County Int'l. Airport, rove.me.
■ **Millington, TN**: Midsouth Airshow, gates 8 a.m., Millington-Memphis Airport, (901) 867-7007, midsouthairshow.com.

19 ■ **Oakland, CA**: Open Cockpit Day, noon to 4 p.m., Oakland Aviation Museum, (510) 638-7100, oaklandaviationmuseum.org.
■ **San Diego, CA**: Historic Aircraft Display, noon to 2 p.m., Montgomery Gibbs Field, (619) 301-2530.

21 — 25 ■ **Lock Haven, PA**: Sentimental Journey Fly-In, gates 9 a.m., William T. Piper Memorial Airport, (570) 893-4200, sentimentaljourneyfly-in.com.

24 — 25 ■ **Wausau, WI**: Wings over Wausau Airshow, gates Fri. 4 p.m./Sat. 11 a.m., Wausau Downtown Airport, wausauevents.org.
■ **Bryant, AR**: Wings over Bryant Airshow, gates 10 a.m., Saline County Regional Airport, wingsoverbryant.com.

24 — 26 ■ **St. Thomas, Ontario**: St. Thomas Air Fest/Great Lakes Int'l. Airshow, St. Thomas Municipal Airport, airfest.ca.

25 — 26 ■ **Ogden, UT**: Utah Air Show "Warriors over the Wasatch," 10 a.m. to 4:30 p.m., Hill AFB, theutahairshow.com.
■ **Mount Hope, ON**: Skyfest 50, 9 a.m. to 5 p.m., Canadian Warplane Heritage Museum, Hamilton Airport, (905) 679-4183, (877) 347-3359, warplane.com.
■ **North Kingstown, RI**: Rhode Island Air Show. CANCELED

JULY

1 ■ **Tyler, TX**: Rose City AirFest, gates 2 p.m., Tyler Pounds Regional Airport, (903) 566-1010, campvtyler.org.
■ **Ottawa, Canada**: Canada Day (fly-past/parade), Parliament Hill, canada.ca.
■ **Traverse City, MI**: National Cherry Festival Airshow/Open Ramp, 5:30 to 8 p.m., USCG Air Station Traverse City, (231) 947-4230, cherryfestival.org.

1 — 4 ■ **Battle Creek, MI**: Battle Creek Field of Flight Air Show & Balloon Festival, W.K. Kellogg Airport, bcballoons.com.

2 ■ **Mabank, TX**: Thunder over Cedar Creek Lake Air Show, 6:30 p.m., Cedar Creek Lake, (903) 347-8426, ccveteransfoundation.org.

2 — 3 ■ **Gig Harbor, WA**: Wings & Wheels. CANCELED?
■ **Hollister, CA**: Antique Aircraft Display & Fly-In, 10 a.m. to 3 p.m., Frazier Lake Airpark, (408) 835-1694, frazierlake.com.

3 ■ **Dubuque, IA**: Fireworks & Airshow Spectacular, Lock and Dam #11, Mississippi River, fireworks.radiodubuque.com. See website for details.
■ **Addison, TX**: Kaboom Town Air Show, 5 p.m. to 11 p.m., Addison Airport, (972) 450-2800, addisonkaboomtown.com.

3 — 4 ■ **Tacoma, WA**: Tacoma Freedom Fair Air Show. CANCELED

8 — 10 ■ **Indiana, PA**: Jimmy Stewart Airshow, breakfast each day 7 a.m., Jimm Stewart Airport, (724) 463-3883, jimmystewartairport.com.

9 ■ **Goshen, IN**: America's Freedom Fest, Goshen Municipal Airport, (574) 241-1332, americasfreedomfest.net.
■ **Tarkio, MO**: Wingnuts Flying Circus Air Show, gates 6:30 a.m., Gould Peterson Municipal Airport, wingnutsflyingcircus.com.

9 — 10 ■ **Pensacola Beach, FL**: Blue Angels Air Show, 11 a.m., Pensacola Beach, (800) 635-4803, (850) 932-1500, visitpensacolabeach.com.
■ **Mt. Clemens, MI**: Open House & Air Show, gates 8 a.m., Selfridge ANGB, (586) 239-5576, teamselfridge.com.
■ **Hollister, CA**: Antique Aircraft Display & Open House, 10 a.m. to 2 p.m Hollister Municipal Airport, (408) 804-3591, markstar@garlic.com.

AOPA Issues Urgent Call to Support Hartford-Brainard Airport

By Amelia Walsh
AOPA

AOPA urges Connecticut members to speak up against a bill currently under consideration by the state legislature that aims to phase out Hartford-Brainard Airport by starving it of further funds.

The proposed bill would ultimately force the state to violate federal grant obligations by preventing the Connecticut Airport Authority from making safety and infrastructure investments, and jeopardize the roughly $59 million in annual economic impact generated by operating the airport, which has served the region for more than a century.

In recent months, Connecticut lawmakers have been seriously considering closing the waterfront airport in favor of redevelopment – entirely ignoring a 2016 study, which found the airport to be the best use of the property.

In response, AOPA has been working with local pilots, tenants, and friends of the airport to establish the Hartford Brainard Airport Association and defend the historic field. In its latest call to action, AOPA warns of the consequences should the bill pass, including setting in motion a state-funded study to repurpose the airport land for non-aeronautical development.

The bill was expected to be debated on the Connecticut Senate floor in late in April. (As of *In Flight USA's* deadline, results were not available.)

To ensure this bill does not hurt Hartford-Brainard Airport, AOPA continues to urge Connecticut pilots and friends of the airport contact your local state legislators in the House and Senate. Identify yourself as a resident of the district and urge them to strike lines 32 through 36 from paragraph D of Section 1 in Senate Bill 463. The lines read as follows: "On and after July 1, 2022, the Connecticut Airport Authority shall not enter into any agreements or incur any obligations that would further encumber the property or that would prohibit or impinge the conversion of such property from its current use or the site's future development." The title of the bill is *An Act Concerning An Analysis Of The Avenues To Maximize The Value Of Certain State-Owned Real Property.*

To learn more visit the AOPA website, www.aopa.org. or the Connecticut General Assembly's page at www.cga.ct.gov.



The AOPA Expo in 2007 drew a crowd to Hartford-Brainard Airport in Hartford, Connecticut. The airport remains an asset to the city and state, which would both be well-served by increased investment, not closure, a legislative investigation concluded. (AOPA file photo by Chris Rose)

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In Flight USA is published each month by In Flight Publishing. It is circulated throughout the continental United States. Business matters, advertising and editorial concerns should be addressed to *In Flight USA*, P.O. Box 5402, San Mateo, Calif. 94402 or by calling (650) 358-9908–fax (650) 358-9254. Copyright © 2008 In Flight Publishing.

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Pilots Now Able to Track Medical Applications in Real-Time

The Federal Aviation Administration (FAA) has added a new feature to MedXPress that allows pilots to track the status of their medical certificates online throughout the application and review process. Prior to adding this new feature, pilots had to call the Office of Aerospace Medicine to check their application status.

"If you can track where your rideshar-ing car is or the status of a company deliv-ering your package, pilots should be able to see online the real-time status of their application," said Federal Air Surgeon Dr. Susan Northrup. "We will continue to explore how we can be more transparent with the aviation community."

As soon as an application is submit-

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President Biden, FAA

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sustainability projects, as well as terminal, airport-transit connections and roadway projects. The airport is home to two flight training schools and one aircraft maintenance and repair school.

As part of this effort, the Biden Administration is also committed to working with communities to help them access federal resources and improving transparency. In small towns across the country, like Augusta, the Bipartisan Infrastructure Law delivers historic funding, flexibilities, and benefits:

• Providing high-speed internet to every home: More than 35 percent of rural Americans and Tribal communities lack wired access to broadband at acceptable speeds. The Bipartisan Infrastructure Law invests $65 billion to make high-speed internet available to all Americans, bring down high-speed internet prices across the board, and provide technical assistance to rural communities seeking to expand broadband.

• Creating good-paying jobs cleaning up legacy pollution in rural communities: The President committed to creating good-paying jobs in rural communities across the country and ensuring those communities are safe, high-quality places to live. Legacy pollution from industries that extracted natural resources from rural areas left behind huge quantities of environmental degradation has held back the economic growth and success of rural communities.

• Delivering a historic investment in rural mobility: Limited access to transportation options in rural and remote areas injure make it difficult for rural American's to access to jobs, basic services, and their broader communities. The Bipartisan Infrastructure Law invests billions of dollars to make sure rural families can get where they need to go.

• Providing high-quality, safe roads and bridges for rural communities: While Americans living in rural areas account for just 20 percent of the population, they comprise nearly half of all roadway fatalities. The Bipartisan Infrastructure Law will deliver safer roads, bridges, railway crossings, and other critical improvements to the quality and safety of our roadways.


During a visit to Denton Enterprise Airport, Acting FAA Administrator Billy Nolen highlighted funding coming the airport's way as part of President Biden's Bipartisan Infrastructure Law that provides a once-in-a-generation investment in communities across the country. (Courtesy FAA)

• Ensuring clean drinking water and basic sanitation in every home: Across the country, including in rural and Tribal communities, pipes and treatment plants are aging and polluted drinking water endanger public health. The Bipartisan Infrastructure Law's transformative investment in our water and wastewater infrastructure will fundamentally change quality of life for millions of Americans by eliminating lead pipes, providing critical access to sanitation, and more.

• Building communities resilient to natural disasters and the threat of climate change: Last year, the United States faced 22 extreme weather and climate-related disaster events with losses over $1 billion – a cumulative price tag of nearly $100 billion. These included damaging floods, fires, and wind storms across rural America. The Bipartisan Infrastructure Law will improve the resilience of rural communities.

For more information on infrastructure investments specific to America's rural communities, visit the Bipartisan Infrastructure Law Rural Playbook at build.gov/rural. To learn more about the Augusta (Kansas) Municipal Airport (AMA), visit augustaks.org/government/departments/community_development/augusta_municipal_airport/index.php.

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Application Process Opens to Modernize Small Town, Regional Air Traffic Towers

Projects to be Backed by Bipartisan Infrastructure Law Funds



The Federal Aviation Administration has opened the application process for Bipartisan Infrastructure Law funding to modernize air traffic control towers at many small town and municipal airports. The FAA will fund projects that sustain, construct, repair, improve, modernize, replace or relocate airport-owned towers and install communications equipment.

"Residents of smaller and rural communities rely on aviation to get where they need to go. This funding will help ensure that air traffic is safe and reliable in communities across America," said U.S. Transportation Secretary Pete Buttigieg.

The FAA Contract Tower Competitive Grant program provides $20 million annually for five years within the newly established Airport Infrastructure Grant program. Grants awarded under this program are at a 100 percent federal participation. No airport match is required.

There are currently around 156 airports with air traffic control contract towers eligible for this funding. These towers are staffed by employees of private companies rather than by FAA employees. The FAA pays for the services on a contract basis. The FAA's Contract Tower Program began in 1982 to allow the agency to contract out the operation of certain low-activity towers.

"This funding will allow airport sponsors to build or repair their facilities to meet safety standards and be environmentally friendly and sustainable," said FAA Associate Administrator of Airports Shannetta Griffin.

Airports are encouraged to submit eligible projects as soon as possible, but must do so by May 16, 2022.

The President's Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, is the Biden-Harris Administration's plan for building a better America with a $1.2 trillion investment in our nation's infrastructure and competitiveness.

To learn more and to apply, visit https://www.faa.gov/bil/airport-infrastructure/fct.

Pilot Medical

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ted, it will appear in the pilot's MedXPress profile. Status updates will change as the application moves through the FAA's review process. If an application is deferred or denied, the applicant will receive detailed information through the mail.

The certification process itself does not change. You can learn more about FAA's medical certification process at https://www.faa.gov/licenses_certificates/medical_certification/.



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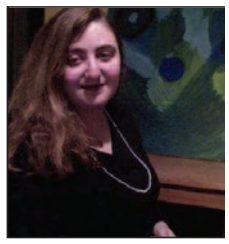
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To Shut Down or Not to Shut Down? Part 1



The author in front of the Cessna 404 Titan used as a corporate shuttle in the Upper Midwest. (Courtesy Matt Odenbrett)

By Matt Odenbrett

Erik and I were cruising along in the Cessna 404 Titan at 6,000 feet on a very dark, cold February morning above the frozen northern prairie. We had departed home base about ten minutes prior and I had checked in with Minneapolis Center to get our IFR clearance to our destination. Once there, we would board our passengers and commence our daily shuttle service for a local manufacturer.

It was extremely cold that morning. Our outside air temperature gauge had read -35 degrees Fahrenheit on our 5 a.m. takeoff, and we had left contrails behind us on the runway. I know because I was sitting in the right seat that morning and glanced behind the right-wing trailing edge during our takeoff roll and spotted them. The Janitrol heater was still working hard to warm up the cabin of the Titan, but at least we were not seeing our breath anymore.

Despite flying through a clear sky with a bright moon and no clouds to speak of, we had little to look at other than the stars and a few lights on the ground wherever there were farms. The landscape was familiar to us on this Milk Run, so Erik focused on his flight instruments while he hand-flew us through the dark, moonlit morning.

After Erik had set cruise power there really wasn't much for me to do, other than stay alert for any radio calls from Center. Since we were the only airplane on the frequency at 5 a.m., I did not have a heavy workload in the cockpit. I was lazily watching the ground lights pass under us and not really paying attention to our flight when Erik awakened me from my reverie, "Oil pressure is dropping on the left engine." Say what?

I focused my eyes back inside the cockpit and looked at the engine gauges staring me in the face. Sure enough, the left engine oil pressure had left its usual position at the mid-point of the gauge and was slowly descending. This was very annoying. We had a brand-new Continental GTSIO-520 engine on the left nacelle, which only had been installed less than ten flight hours before. What the heck? I stared a few seconds longer in disbelief before my troubleshooting instincts kicked in.

I said, "Can you see any oil on the nacelle?"

Erik shined his flashlight out his window onto the nacelle, "Negative."

"Then where the heck is the oil going?"

"I dunno."

I checked the oil temperature gauge. If we really were losing oil, then the oil temperature should be climbing sharply. It had risen, but only slightly. Why? The outside air temperature gauge still read -30 degrees Fahrenheit. Was that masking the problem?

Now that we knew we had a problem; it was time to take action. Erik throttled back the left engine by several inches of mercury to see if the oil pressure would stabilize. No effect. By now we were nearly halfway to our destination, and we were both uneasy about continuing on.

I asked Erik, "Do you think the oil pressure gauge might be faulty? We can't see an oil leak and the engine is running

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EAA Efforts Find Success in Updated FAA Turf Operations Policy

The FAA on April 7 released updates to its airport design standards, and among the policy updates is a long-awaited acknowledgment to allow turf operations on unpaved runway safety areas (RSAs). This is a policy update first suggested by EAA several years ago during the annual EAA/FAA Winter Recreational Summit.

Subsequently, in September 2020, EAA combined with AOPA, the Recreational Aviation Foundation, and the United States Parachute Association in joint comments to the FAA in support

Continued on Page 18



Soft-Field takeoffs and landings are explained in a story on EAA's website titled "Hangar Flying" by Steve Krog, April 3, 2019 (https://inspire.eaa.org/2019/04/03/soft-field-takeoffs-and-landings/).

(Courtesy EAA/Hangar Flying)

To Shut Down or Not to Shut Down

Continued from Page 14

fine. Oil temp is slightly elevated but not outside normal operating range."

Erik and I were co-captains, and we swapped seats on every leg we flew. Since Erik was in the left seat on this leg, he was in command and it was his decision. He made it. "Call Center and tell them we are cancelling our IFR clearance, and we are going back to our departure point." I did as ordered, and Erik began a standard rate turn back towards home base. We slowly descended to 3,500 feet while Erik continued to throttle our left engine back and bring up more power on the right to keep us airborne. More right rudder trim was necessary, and he dialed it in as I reset our destination in the Garmin 430. By now the left oil pressure gauge had descended below the green arc, and Eric had brought the left engine nearly to zero thrust power. So long as it was running normally we saw no reason to shut it down. However, the oil temperature gauge was rising towards the yellow zone. This seemed to confirm our worst fear. We had an engine that was slowly bleeding to death, but it was continuing to operate.

Forty miles out from home base, we could see the lights of our destination as it appeared over the horizon. I cancelled our flight following with Center and dialed into the local Common Traffic Advisory Frequency. By now, the oil pressure gauge needle had dropped below redline but the oil temperature gauge was still in the green arc, although nearing the top end of the arc. Suddenly, the left GTSIO-520 engine finally told us it was unhappy. Without enough oil to operate the propeller governor, the prop RPM began to fluctuate wildly. We yawed back and forth as Erik danced on the rudder pedals to keep us in straight and level flight. Training kicked in, and he began the ingrained procedure for in flight emergencies.

Erik brought up the right engine mixture, prop, and throttle controls, and while holding them in his right hand said to me, "Let's shut down the left engine! Left throttle to idle!"

I reached for the left throttle while he kept his hands glued to the right engine controls, which were standing well up above the left controls on the throttle quadrant. After all, we certainly didn't want to shut down the good engine! I brought my hand to the left throttle and barked, "Verify, left throttle to idle!"

Erik glanced at the power quadrant and replied, "Verified!"

I brought the left throttle to idle and declared, "Left throttle at idle!"

Erik continued to hold the right power levers and ordered, "Left prop to feather!" I brought my hand to the left prop control and again declared, "Verify, left prop to feather!"

Erik glanced again at the power quadrant and said, "Verified!"

I moved the left prop control into the idle detent and called out, "Left prop to feather position!"

"Left mixture control to idle cut-off!"

My hand again went to the left mixture, "Verify left mixture control to idle cut-off!"

"Verified!"

Again, I brought the left mixture to the cutoff position and declared, "Left mixture control – idle cut-off!"

The left propeller quickly stopped windmilling as the engine was starved of fuel and ceased turning ¬– the propeller blades now aligned with the slipstream for minimum drag.

Erik reset the power on the right engine for single engine cruise flight and commanded, "Get out the securing engine checklist."

I picked up the Cessna C404 Pilot Operating Handbook from its resting place next to my seat, and we completed the securing engine checklist. We then ran through the single-engine approach and landing checklist and assessed our situation. We had one dead engine but we were less than 15 minutes from landing. We had perhaps half-full fuel tanks, maybe 150 gallons of 100 low lead avgas, so we were pretty light. Given our light fuel load, zero passengers and the extremely cold air, we had no difficulty maintaining altitude. Our home base weather was clear and a million with calm winds. We were aligned with the longest runway, so we set up for a straight in approach and landed less than an hour after we had departed.

Erik and I discovered taxiing a Cessna Titan on just one engine was a chore. He had to keep his right foot depressed nearly all the way down on the rudder pedal to maintain the taxiway centerline and had to keep the right engine at over 1,500 RPM to counteract the additional drag of the canted nosewheel. This is the sort of thing our multi-engine instructors may have discussed with us during training, but we had never had the opportunity to experience it until now. We finally made it to our FBO ramp, shut down the right engine and got out to inspect the left side.

Sure enough, there was plenty of oil streaming down the bottom of the nacelle. Our engine had bled to death while in flight, but we would have to wait for the mechanic to take off the cowl to determine what had happened. Meanwhile we made calls to our Director of Operations and Director of Maintenance, then put away the 404 and brought out our backup airplane – in this case it was the company's Cessna C414A – and went back to work flying the corporate shuttle for our client.

The next day, our Director of Maintenance explained to us what had happened, as best he could figure. We kept our airplanes in an unheated hangar during winter, and ensured engine starts by plugging in the engine Tanis Heaters and wrapping the engine nacelles in special blankets that retained the heat quite well. Yet for some reason, the intense cold had caused moisture from the big Continental's crankcase to freeze inside the engine crankcase breather tube where it passed through the engine cowl. This was a condition that was not noticed on our preflight inspection. Once at power, the gasses that would normally pass out the breather tube instead pressurized the crankcase. Oil under pressure somehow pressed against the oil filler cap and forced its way around the cap seal and out of the brand-new engine. My biggest question to my DOM was, "How much oil was still in the engine when we shut it down?"

He replied, "About three quarts."

Three quarts out of a maximum of 12 quarts of oil that the engine could be filled to! We had left with 11. The Pilots Operating Handbook stated that the airplane wasn't to be flown without at least nine quarts in each engine before start, but until then I had had no idea whether the engine would operate with less than nine. Useful information, which would prove to be very useful to me later in my career.

When should one shut down an engine? Well, that depends.

In the case of having an oil leak, so long as the engine is producing power one should keep it running until the engine says it can't run any longer. It is important to remember that while the primary function of the oil in the engine is to lubricate the moving parts, its secondary function is to remove the internal heat of the moving parts of the engine generated by friction (or in the case of a Turbo-supercharger, to keep the bearings cool inside the intense heat from the engine exhaust). The oil-cooler serves as the heat exchanger. Engine oil systems have a larger than required oil reservoir in the oil system, which serves as a heat sink and a reserve supply of oil should a leak develop. Now everyone is taught in flight training that if an engine is losing oil, that oil loss will manifest itself by a loss of oil pressure and a rise in oil temperature, as there is less and less oil to absorb the internal heat from the engine. In the case of the Cessna 404, the outside air temperature was so cold that the oil system did not exhibit a rise in oil temperatures until the engine was nearly out of oil. Erik's slow reduction of power reduced the total amount of heat being passed into the oil, and the oil cooler was radiating heat so efficiently into the sub-arctic air that our oil temperature never reached the yellow arc. This was why Erik and I did not declare an emergency. The true nature of our problem was being masked, and our instrument indications were giving us conflicting information. Twenty years of hindsight makes me realize that we should have declared an emergency, but we didn't. If we had had paying passengers on board, we definitely would have.

Editor's Note: *Part 2 of "To Shut Down or Not to Shut Down" will appear in the June edition of* In Flight USA.

FAA Awards $4.4 Million in Drone Research Grants to Seven Universities

The U.S. Department of Transportation's Federal Aviation Administration (FAA) on April 15 announced $4.4 million in drone research, education and training grants to seven universities. Research will focus on three areas: electromagnetic compatibility, detect and avoid classifications, and cybersecurity oversight.

The universities receiving grants are University of North Dakota, University of Kansas, Drexel University, The Ohio State University, Embry-Riddle Aeronautical University, Mississippi State University and Oregon State University.

"This funding and our ongoing partnerships with these universities will allow the FAA to safely integrate the airspace that has a growing number of diverse aircraft users," said FAA Acting Administrator Billy Nolen.

The research initiatives and grant awardees include:

Evaluate Unmanned Aircraft Systems (UAS) Electromagnetic Compatibility

This research will assess the risks, identify drone design vulnerabilities, identify material and procedural mitigations, and propose guidance for safer electromagnetic compatibility with emitted and static fields.

- University of North Dakota $325,042
- University of Kansas $325,000
- Drexel University $325,830

Investigate Detect and Avoid Track Classification and Filtering

This research will provide proposed metrics, guidance, and test methods to assess the effects of false or misleading information on detect and avoid capabilities. The findings will support Beyond Visual Line of Sight operations.

- The Ohio State University $732,441
- Embry-Riddle Aeronautical University $371,000
- Mississippi State University $330,000
- University of North Dakota $80,000

Illustrate the Need for UAS Cybersecurity Oversight and Risk Management

This research will address UAS Cybersecurity Oversight and Risk Management as it pertains to the National Airspace System and other FAA systems.

- University of Kansas $651,982
- Oregon State University $609,226
- Drexel University $608,783

Last month's announcement is the second round of Alliance for System Safety of UAS through Research Excellence (ASSURE) grants, which brings the total of 15 grants valued at $18.3 million for Fiscal Year 2022.The ASSURE Center of Excellence is one of six that the agency has established to help advance technology and educate the next generation of aviation professionals.



The FAA on April 15 announced $4.4 million in drone research, education and training grants to seven universities.
(Courtesy ASSURE)

Research conducted through ASSURE is focused on helping the drone market safely grow and integrate into the nation's airspace.

More than 800,000 recreational and commercial drones are in the active drone fleet, and that number is expected to grow.

Learn more at ASSURE's website, https://www.assureuas.org/, or from the FAA website, www.faa.gov.

Textron Completes Acquisition of Pipistrel

Textron Inc. announced on April 18 that it has closed its acquisition of PipistreL d.o.o., Pipistrel Vertical Solutions d.o.o. and Pipistrel Italia S.R.L., known collectively as Pipistrel, an award-winning pioneer and global leader in electrically powered aircraft.

Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA). The company, which offers a family of gliders and light aircraft with both electric and combustion engines, has delivered more than 2,500 light aircraft worldwide since its founding in 1989 and additionally has both hybrid and electric propulsion models under development.

As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Pipistrel is now part of Textron's newest business segment, Textron eAviation, which will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles. Rob Scholl, who has been leading Textron's eAviation initiatives to date, has been named president and CEO of the segment.

"Pipistrel has already achieved what many other companies only aspire to – certifying and delivering highly regarded electric aircraft to customers around the world," said Textron Chairman and CEO Scott Donnelly. "We are excited to accelerate Pipistrel's development and to welcome its talented people into our organization, where we will pool expertise to make Textron a world leader in sustainable aircraft for a wide range of missions."

Pipistrel will remain a distinct aviation brand within Textron, alongside the company's already established Cessna, Beechcraft, and Bell brands. Its headquarters, research and development, and manufacturing will remain in Slovenia and Italy, where Textron plans to make additional investments to expand manufacturing and product development capabilities.

"With Pipistrel, we have the opportunity to take an already great aircraft manufacturer and make it greater still," said Textron eAviation CEO Rob Scholl. "We look forward to working with its remarkable team and helping the business achieve its full potential."

Under the terms of the transaction, Textron purchased Pipistrel for a cash purchase price of approximately €218 ($235) million. Pipistrel's founder and CEO, Ivo Boscarol, will remain a minority shareholder of Pipistrel with an approximately 10 percent interest for a two-year period, during which he will advise on future product plans and strategies. The cash purchase price includes the amount for which his minority interest will be purchased at the end of the two-year period.

Textron Inc. is a multi-industry company that leverages its global network of aircraft, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron brands include Bell, Cessna, Beechcraft, Pipistrel, Jacobsen, Kautex, Lycoming, E-Z-GO, Arctic Cat, and Textron Systems. For more information, visit: www.textron.com.

In 2020, Pipistrel's Velis Electro became the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA). This



Pipistrel, which developed the world's first and currently only electric aircraft to receive full type-certification from EASA, is now part of Textron.
*(*Business Wire*)*

achievement followed a series of electric aircraft introductions since the company began research and development of electric propulsion in 2000. Pipistrel's pioneering work has been recognized through awards from NASA, IDC, and other organizations. The company, which offers a family of gliders and light aircraft with both electric and combustion engines, has delivered more than 2,500 light aircraft worldwide since its founding in 1989 and additionally has both hybrid and electric propulsion models under development. Learn more at www.pipistrel-aircraft.com.

FAA Downgrades Russian Air Safety Rating

The Federal Aviation Administration (FAA) on April 21 downgraded the air safety rating for Russia, restricting any expansion of service or partnerships since Russia's Federal Agency for Air Transport does not comply with International Civil Aviation Organization (ICAO) safety standards.

Under the International Aviation Safety Assessment (IASA) program, the FAA assesses the civil aviation authorities of all countries with air carriers that have applied to fly to the United States, currently conduct operations to the United States or participate in code-sharing arrangements with U.S. partner airlines.

Air carriers from countries with Category 2 ratings are not allowed to initiate new service to the United States, are restricted to current levels of existing service to the United States, and are not permitted to carry the code of U.S. carriers on any flights. Currently, no airlines operate regularly scheduled flights between Russia and the United States.

IASA assessments determine whether foreign civil aviation authorities comply with ICAO safety standards. ICAO is the technical agency for aviation under the United Nations. The organization establishes international standards and recommended safety practices for aircraft operations and maintenance.

A Category 1 rating means the country's civil aviation authority complies with ICAO standards. This rating allows air carriers from that country to establish service to the United States and to carry the code of U.S. carriers through code-sharing arrangements.

The FAA posts IASA information on its website: https://www.faa.gov/about/initiatives/iasa.

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Piper Cherokee 160 PA-28-160	1961-1967
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Piper Dakota PA-28-236	1979-1994
Piper Cherokee Lance PA-32R-300	1976-1978
Piper Navajo PA-31-310 B/C	1972-1980
Piper Navajo Chieftain PA-31-350	1973-1984
Piper Saratoga SP PA-32R-301	1980-1992
Piper Saratoga SP Turbo PA-32R-301T	1980-1987
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EAA Efforts

Continued from Page 16

of the turf operations proposal.

The updated policy (FAA AC 150/5300-13B, Chapter 2.10) includes key risk factors to consider for unpaved area operations, also commonly referred to as "turf operations." It also covers airport design recommendations, FSDO safety assessments, maintenance requirements, and pilot education for aviators using either the paved or unpaved surfaces at an airport.

Aircraft often preferring a turf-operation option include vintage tailwheel aircraft, ultralights, gliders, and aircraft with large tundra tires, among others.

"This policy update has been several years in the making after EAA first asked FAA to codify what has taking place naturally at GA airports for decades," said Lily Johnson, EAA's government advocacy specialist, who coordinated the efforts with the FAA. "EAA has worked closely with the FAA, Midwest ATC, and Wittman Regional Airport in Oshkosh to prototype the concept for non-AirVenture time periods, as evidence that it can work effectively for airports throughout the nation and give pilots who prefer unpaved turf options as safer and less demanding on airframes."

To learn more, visit the EAA website at www.eaa.org.

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Turn to Page 48 for details.

Beanbags for Ukraine: Flight School Airdrop Raises More Than $17,000

By Jill W. Tallman
AOPA

Virginia flight school Aviation Adventures raised more than $17,000 for Ukraine by hosting an event where pilots could drop bean bags on ground targets.

The airdrop, held April 10 at the Warrenton/Fauquier Airport offered pilots a chance to test their skills against others' by flying 50 feet over the ground in the pattern while their passengers aimed a beanbag at targets on the ground. The flight school sold beanbags at $100 a throw, and also provided airplanes and flight instructors for anyone who wanted to go aloft and pitch a bag. Aviation Adventures owner Bob Hepp said the community was enthusiastic about the idea, especially during the planning stages.

"We started with $770 in donations before we sold the first bean bag," Hepp said. He said local businesses and individuals wanted to know how they could donate as soon as they heard about the event. All donations went directly to World Central Kitchen created by Chef José Andrés, which has been providing meals to those affected by natural disasters, human-made crises, and humanitarian emergencies around the world since 2010.

Aviation Adventures, which has locations in Leesburg, Manassas, Stafford, Warrenton, and Winchester, has used its airplanes to fly medical supplies and other forms of relief to the Bahamas and Haiti. "It's a little bit of a trip, but… We're helping people who are our southern neighbors," said Hepp. Since a single-engine piston can't be loaded up and flown to Ukraine in the same way, Hepp said, "The only thing to do is send money." He said the great reputation of the World Central Kitchen helped the cause; a weblink included on posters and other forms of advertisement allowed people who couldn't attend in person to donate on behalf of Aviation Adventures. This system enabled Hepp to coordinate the event without the flight school having to handle any funds, he said, and stressed that this was a highly efficient approach.

Hepp said he involved the FAA Flight Standards District Office from the beginning stages of planning the event. As a Part 141 school, he said, Aviation Adventures has good communication with its FSDO, and he wanted the FSDO to have input on the event. A week before, he remembered that FAR 91.146 requires a letter to be submitted to the FSDO notifying them that the event is happening, and specifying the type of information that needs to be provided. Participants also had to provide proof that they had a current flight review and 90-day landing currency with passengers. Hepp created a form for participants to complete and supplied those to the FSDO as they came in.



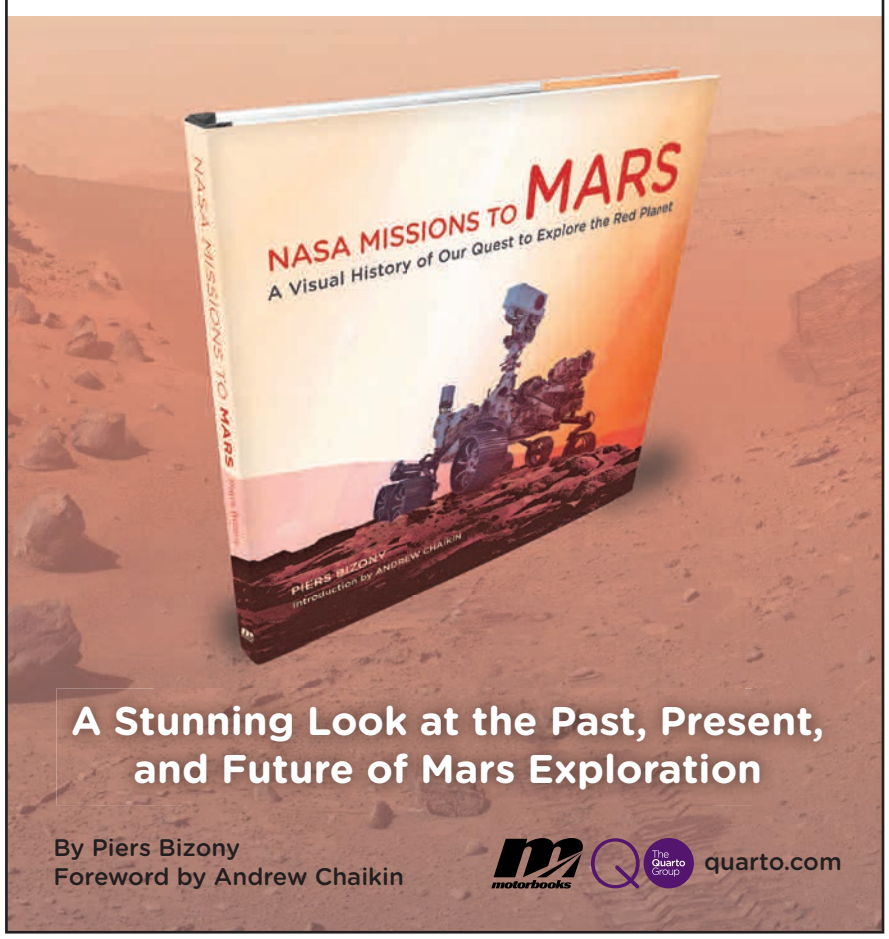
From left, Mike Stenzler flew an airplane while Gordon Landale and his daughters Amelia and Caroline tossed out a bean bag. (Courtesy Aviation Adventures and AOPA)

Good weather prevailed on April 10 and Aviation Adventures provided seven of its airplanes to toss bags at targets made from inexpensive children's plastic wading pools. Other pilots joined the fun: A skydiving operation based at Warrenton sent some competitors in a Cessna 182. Hepp flew with a 12-year-old passenger who came very close to scoring a direct hit and winning the top prize of $1,000. As it turned out, nobody won that prize, but that money was donated to World Central Kitchen. The runner-up – whose beanbag bounced off the lip of the pool and fell beside it – won a $250 gift card.

Hepp said he's happy to share planning information with any organization that would like to sponsor this type of event, and he even has Ukrainian flags – 10 big ones and 100 small ones – and beanbags that he can donate.

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Livermore Flight School Earns Best Flight School

Continued from Page 4

never seen anybody go through training that quickly," said Henderson.

Another area of success for XL has been with youth. The school has quite a few teen students between the ages of 13 and 18. Some have gone into the Air Force, and a few others are in ROTC programs. "Parents are finding this to be a worthwhile activity for their kids because it is so hands-on. It is also serious. It's not a video game. It's complex, and it gets the brain working," said Henderson. With continuing pilot shortages, it is refreshing to see so many youth taking a shine to aviation and aspiring to become airline pilots or have aviation-related careers. It is even more exciting that many of them wish to serve their country through aviation.

Perhaps what sets XL Aviation apart the most is that they do advanced aerobatic training and use some of those techniques for their students who are going through the basic program. They use Pitts aircraft, and best of all, they have Johnny DeGennaro as their Chief Pilot. DeGennaro worked directly with Sean Tucker for many years. Johnny trains students to do spins and other maneuvers that the FAA has gotten away from for



Aerobatic planes in hangar. *(Courtesy XL Aviation)*

private pilot students. "People are camping out to work with our chief pilot. It is a big draw," commented Henderson. The school started off with four tailwheel planes and is the brainchild of Henderson who is passionate about aerobatic flying. He started flying aerobatics in Palo Alto and says that if it weren't for aerobatics that he would not fly at all. "My opinion is that if you can't fly upside-down, you shouldn't be in the air," he said. Now that's not a perspective we hear everyday and goes to show just how unique this school is.

The best part about XL is their simple and honest model. While the business is mainly a training center, XL also offers aircraft leasing and rentals for solo aero-



Cessna in the air. (Courtesy XL Aviation)



Students at XL. *(Courtesy XL Aviation)*

batic pilots who perform in airshows. Nobody else does that. Many don't believe that one can make a lot of money in aviation, but Henderson has proven them wrong. "You can make a lot of money by owning an aircraft. We had a staff member here who made $100,000

Continued on Page 22



De Havilland Aircraft of Canada Limited Launches DHC-515 Firefighter

De Havilland Aircraft of Canada Limited (De Havilland Canada announced on March 31 that it has launched the De Havilland DHC-515 Firefighter (formerly known as the CL-515) program.

"After an extensive business and technical review, we are pleased to announce that we have launched the De Havilland DHC-515 Firefighter program, which will involve negotiating contracts with our European customers and ramping up for production," said Brian Chafe, Chief Executive Officer of De Havilland Canada.

The DHC-515 Firefighter will build on the history of the iconic Canadair CL-215 and CL-415 aircraft which have been a critical part of European and North American aerial firefighting fleets for more than 50 years. Important upgrades are being made that will increase the functionality and effectiveness of this legendarily rugged firefighting aircraft.

European customers have signed letters of intent to purchase the first 22 aircraft pending the positive outcome of government-to-government negotiations through the Government of Canada's contracting agency, the Canadian Commercial Corporation (CCC). De Havilland Canada expects first deliveries of the DHC-515 by the middle of the decade, with deliveries of aircraft 23 and beyond to begin at the end of the decade, providing other customers the opportunity to renew existing fleets or proceed with new acquisition opportunities at that time.

De Havilland Canada acquired the Canadair CL program in 2016 and has been contemplating a return to production since 2019. The new DHC-515 Firefighter matches the other aircraft in the De Havilland fleet in terms of lifespan, ruggedness and Canadian aerospace engineering quality. The final assembly of the aircraft will take place in Calgary, Alberta where work on the CL-215 and CL- 415 aircraft currently takes place. It is anticipated that more than 500 people will need to be recruited over the coming years to successfully deliver this program.

"To bring the DHC-515 into production is important for not only our company, but countries around the world who rely on our aircraft to protect their people and forests," said Chafe. "We understand the important role the previous aircraft have played in protecting people and property and as our climate continues to change and summers increase in both temperature and length, the DHC-515 will be an important tool for countries around the globe to use in putting out fires."

Mary Ng, Minister of International Trade, Export Promotion, Small Business and Economic Development, stated, "Today's announcement is an example of the Canadian Commercial Corporation (CCC) supporting Canadian innovators to scale up, reach new markets, and have a positive global impact. Not only is this great news for Canadian exports, but for all the countries that will benefit from its technology advancements and world-class solutions."

Bobby Kwon, President and CEO of the Canadian Commercial Corporation (CCC), added, "As the effects of climate change continue to impact countries around the world, CCC and the Government of Canada are proud to stand with De Havilland Canada in providing this world class solution to our EU partners and allies. We look forward to supporting DHC as other governments wishing to procure these next generation aerial firefighting aircraft come forward."

Jason Kenney, Premier of Alberta, stated, "De Havilland Canada's investment in Alberta represents a new era of diversification and economic growth in Alberta. With the hundreds of jobs being created by the DHC-515 (because it is) being manufactured here, the sky is the limit for job creation in our aerospace industry."



De Havilland Canada announced on March 31 that it has launched the De Havilland DHC-515 Firefighter program. (Courtesy De Havilland Canada)

For more information, visit the De Havilland website at www.dehavilland.com.

Backgrounder: 10 Key Facts about the new DHC-515 Firefighter

1. Latest in the line of Canadair amphibious aircraft that have continuously set the global standard in aerial firefighting for over half a century.
2. Perfectly equipped to attack today's wildfires that are more erratic and prevalent due to climate change.
3. Delivers multiple drops, in rapid succession, meaning faster fire suppression and allowing the aircraft and flight crew to better follow the behavior of today's wildfires.
4. Delivers the highest quantity of water into the fire-zone per day (nearly 700,000 L), more than twice as much as its nearest competitor.
5. Refills its tanks in 12 seconds, from nearby fresh or saltwater sources including rivers, small lakes, and oceans, while land-based aircraft must return to airport after each drop.
6. Has a high-lift wing and turboprop engines with instant thrust, each allowing for safer operation in mountainous terrain and the ability to drop close to fire with superior precision.
7. Performs in high winds typical with mega-fires, capable of refilling in rough waters with waves up to two meters caused by those winds.
8. Turboprop engines produce up to 50 percent lower CO_2 emissions, burning 25 percent to 40 percent less fuel than jet engines.
9. Equipped with state-of-the-art navigational instruments for enhanced safety and improved situational awareness.
10. The only aerial firefighter aircraft fully supported by the OEM (Original Equipment Manufacturer) and comes with complementary full life-cycle support services.



1979 CESSNA 414A RAM VII
6,442 TT, This 414 has the highly desired Ram VII modification and all the right stuff.



1946 ERCOUPE 415-C
Pristine Rocky Mountain prize winner
$38,000

'58 Cessna 172, 3661 TT.....*SOLD*****
'57 Cessna 182, 3232 TT, Stec 20.....$59,500
2000 TB-21 TC Trinidad, 890 TT.....$215,000
'76 C23 Sundowner, 5600 TT.....$39,500
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"I have sold most of my inventory and I need to replace it. If you are thinking about selling your airplane, it's a great time to let me do it for you."

ATP Flight School Unveils New 19,000 Square-Foot Airline Pilot Training Center in Fort Myers

Spirit Airlines Provides Fastest Track to Pilot Career with ATP-Exclusive Spirit Direct Program

ATP Flight School unveiled its newest airline pilot training center on April 29 at Page Field (FMY) in Fort Myers, FL. Up to 200 aspiring airline pilots joined ATP during an open house, previewing the recently constructed 19,000 square-foot facility.

To celebrate the opening of the new training center and the launch of the ATP-exclusive Spirit Direct Program earlier this year, Spirit flew in an Airbus A320neo to ATP's open house at Fort Myers. Attendees toured the aircraft, part of Spirit's growing fleet, which is planned to gain 24 new planes this year for a projected fleetwide total of 197 by the end of 2022. Spirit plans to accept another 33 planes in 2023, as well. Under the partnership, ATP flight instructors can progress straight to a first officer position with Spirit at 1,500 hours. Spirit recruiters hosted pre-scheduled, onsite interviews for eligible ATP flight instructors and information sessions for future and current students.

The Fort Myers facility is the second newly-constructed airline training center ATP has opened in less than a year, with a 25,875 square-foot facility in Arlington, TX starting operations last fall. Both join ATP's 70 nationwide locations and were designed to efficiently deliver ATP's Airline Career Pilot Program, which takes students from zero time to flight instructors in just seven months. At Fort Myers, open and inviting common areas bring together ample classroom, briefing, and testing spaces. An expansive simulator bay will house brand-new state-of-art Frasca TruFlite simulators with immersive 220-degree wrap-around visuals, while a dedicated maintenance hangar maintains a fleet of multi-engine Piper Seminoles and all-glass cockpit Piper Archers.



ATP's 19,000 sqft FMY training center increases capacity to train the next generation of pilots. *(Courtesy ATP)*



Spirit flew in an Airbus A320neo to ATP's open house at Fort Myers on April 29th. *(Courtesy ATP)*

"We love to see the new training center here in Southwest Florida because there are tremendous career opportunities right here in The Sunshine State. We serve seven Florida airports stretching from Miami to Pensacola, and we're growing fast with more than 50 new planes expected for delivery over the next two years," said Ryan Rodosta, Senior Director of Flight Operations and System Chief Pilot for Spirit Airlines. "We can't wait to welcome the next generation of pilots that will take our guests across our growing route map."

"With a pilot shortage upon us, it is an exciting moment to unveil the Fort Myers training center," said Michael Arnold, Director of Marketing, ATP Flight School. "The new facility is built on 35-plus years of experience delivering airline pilot training and presents state-of-art resources backed with the proven methodology that has made ATP the leading provider of airline pilots. The result is Florida's premier airline training center, where students are on the fastest track to becoming airline pilots."

"The Lee County Port Authority would like to welcome ATP Flight School as a new business partner and tenant on the North Ramp at Page Field," says Ben Siegel, CPA, C.M., Executive Director of the Lee County Port Authority. "We hope this new location in Fort Myers will be a great success in developing and professionally training new airline pilots."

Airline Career Pilot Program classes start each Monday at Fort Myers. Tours and introductory training flights can be scheduled by calling ATP Admissions at (904) 595-7950. For more information visit ATPFlightSchool.com.

ATP is the nation's largest flight school, providing students with an efficient path to a successful airline pilot career. For more than 35 years, ATP has been the leader in professional flight training and supplying pilots to airlines. Visit ATP's website for more information, atpflightschool.com.

Livermore Flight School Earns Best Flight School

Continued from Page 20

last year by leasing his Cessna 172. Aviation is a good business if you do it right," Henderson stated. Now that is refreshing news!

While aviation is his passion, Henderson has dabbled in some other pretty impressive ventures. He has worked on a chip that can tell a pilot the pitch, yaw, and attitude of the aircraft. This technology has been used at NASA and a few other places. As a physicist, he has a great interest in artificial intelligence and has worked to make flying and the training process more automated. While XL does not have any simulators on site and has their students use other ones based at the airport, Henderson has done a great deal of research with chair flying in which somebody experiences flight from a chair. Now sports psychiatrists and mental health professionals have taken an interest in this technology. "It gives them insight into how athletes' brains work. It is also being used for people who have mental health problems to better understand why they are depressed or anxious." Henderson has used XL as a launching pad for great things.



Ready for take-off. *(Courtesy XL Avliation)*

As mentioned, it is not everyday when a flight school earns such a prestigious and valuable award. They currently have 200 students, and they get inquires everyday. For more information, visit www.xlaviationtailwheel.com.

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1978 CESSNA P210N



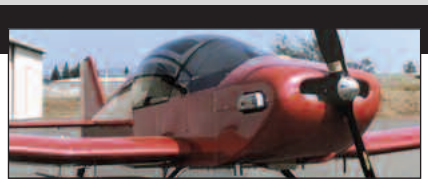
Fly high and fast in pressurized comfort. Cruise over the weather and avoid turbulence in smooth air. Almost new engine with Vitatoe conversion. Wonderful upgraded avionics with stunning paint and interior. Comfortable for six with full-sized seats. A people- and gear-mover with almost 1400 lb useful.

2009 VANS RV-12



Absolutely gorgeous inside and out, no kidding. The best RV-12 we've ever seen. Low time, avionics worthy of an airplane three times the cost including a Garmin 650 (value ~15K). Built with loving care and attention to detail. Bushel basket of documentation. Generous useful load that easily accommodates full fuel and two 200+ lb humans. Always hangared in dry Santa Rosa, CA.

2020 SONEX ONEX



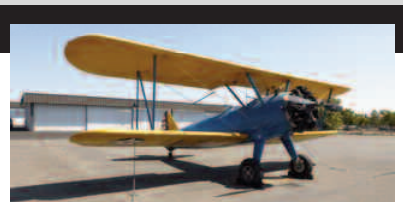
Possibly the lowest-cost time-builder, and while you're at it, have fun in this fast aerobatic turbo-charged sharp looking ship. Absolutely beautiful with really nice instrumentation. Call us on this one!

1980 CESSNA 172/180 CONVERSION



A fabulous example of one of those hard-to-find Cessna 172s with a 180 HP Lycoming and other very cool stuff including 24-gallon tip tanks, powerflo exhaust, STOL kit, fuel computer and much more. Low total and engine times. Beautiful paint and interior and more. Call or come out and see this one soon!

1941 BOEING/STEARMAN A75 N1



Thousands of WWII era pilots trained in this ubiquitous bi-plane. Fly low and slow and make a huge amount of noise. Nobody will miss you as you fly by. An older restoration, still mechanically very strong airplane owned and maintained by an A&P IA for many years. Owner says, "Sell her now!" – Make offer!

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Pacific Airshow Returns to Huntington Beach, Sept. 30 – Oct. 2, 2022

U.S. Air Force Thunderbirds and Canadian Forces Snowbirds Will Headline an Exciting Line Up for the Popular Airshow

Afterburner Music Festival Returns to Huntington Beach, Sept. 30 and Oct. 1

Aviation fans, mark your calendars! Pacific Airshow returns to Huntington Beach Sept. 30 – Oct. 2 and fans can expect another thrilling event with world-class aviation, stunning aerobatics, engaging exhibits, a high-speed boat race around Catalina Island and so much more. This year's airshow will be headlined by the prestigious U.S. Air Force Thunderbirds, which are commemorating the 75th Anniversary of the Air Force, and the Canadian Forces Snowbirds.

The Afterburner Music Festival will also return to Huntington city beach on Sept. 30 and Oct. 1 with performers to be announced soon.

"Pacific Airshow, and now combined with Afterburner Music Festival, has become the cornerstone events of the fall season in Southern California. Whether you are mesmerized by the aircraft, captivated by the boats on the water or listening to great music, Pacific Airshow and Afterburner Music Festival have something for everyone," said Kevin Elliott, director of Pacific Airshow and Afterburner Music Festival. "We can't wait to welcome everyone back to the beach for the best weekend of the year."

The United States Air Force Air Demonstration Squadron, the "Thunderbirds," recently completed its rigorous four-month training program to be ready for this year's show season with new synchronized and exhilarating maneuvers that includes a six-ship display, something new for the performance squadron.

Always a fan favorite, the Canadian Snowbirds will return to the Pacific Airshow bringing their popular aerial ballet style of graceful maneuvers to Huntington Beach. With more than 130,000 Canadians living in California, the Snowbirds performance is a taste of home while demonstrating for U.S. audiences the peaceful cooperation of our two countries.



U.S. Air Force Thunderbirds will headline the Pacific Airshow this fall.
(Courtesy Pacific Airshow)

"The Thunderbirds and the Snowbirds are just the beginning of a world-class line-up with more details, and a few surprises, to be announced soon," added Elliott.

Pacific Airshow fans can stay in touch with event updates on the mobile app that can be found through their provider's app store.

Sponsorship opportunities and chalets for corporate hospitality are available. Contact Pacific Airshow via email at info@pacificairshow.com for more information.

About Afterburner Music Festival

Afterburner Music Festival is bringing live music back to the Huntington City Beach for the first time in nearly a decade. The Music Festival is an epic two-night event held right on the sand at one of Southern California's best beaches.

Fans can enjoy the Pacific Airshow's incredible aviation performers during the day and turn on the afterburners with world-class musical talent at night. For more information visit www.afterburnermusicfestival.com.

About Pacific Airshow

The first Pacific Airshow took place in 2016, attracting hundreds of thousands to Huntington Beach for an inspiring display of aviation skill and military might soaring over one of California's most pristine beaches. The family-friendly airshow continues to flourish and grow under the directorship of Kevin Elliott and his company Code Four, a Huntington Beach, Calif., based full-service integrated experiential and creative agency.

Elliott has reimagined the airshow experience with a combination of unique aviation performers, on-site hospitality and exclusive show elements that awe and inspire attendees.



Crowds gathered (in 2019) on Hermosa Beach in Southern California for the Pacific Airshow. The show comes back this fall, Sept. 30 – Oct. 2.
(Courtesy Pacific Airshow)

Spanning over three days, the Airshow features the best in military and civilian flight demonstrations from teams all over the world, including past performances by the U.S. Navy Blue Angels, U.S. Air Force Thunderbirds, Royal Air Force Red Arrows, and Canadian Forces Snowbirds. In only five years, Pacific Airshow has twice been named Civilian Airshow of the Year by the U.S. Air Force Thunderbirds and in 2019 named among the Top 5 Air Shows by *USA Today's* 10 Best. The event has become the cornerstone of the fall calendar for residents and visitors from as far away as Europe and Asia while delivering a more than $105 million economic impact to the City of Huntington Beach alone and even broader economic benefits to the County of Orange and Southern California.

For more information, please visit www.pacificairshow.com, follow Pacific Airshow on social media @pacificairshow and download the mobile app from the app store.

Visit In Flight USA for the latest aviation news... **www.inflightusa.com**

Baker, Other AOPA Leaders Brief Pilots at Sun 'n Fun

By Niki Britton, AOPA

Pilots packed a pavilion for a briefing from AOPA leaders on the association's most pressing priorities and other current events at a Pilot Town Hall April 6 at the Sun 'n Fun Aerospace Expo in Lakeland, Florida.

AOPA President Mark Baker started with good news for general aviation: "The state of general aviation is very strong," Baker said, offering evidence of that strength in a few encouraging numbers: new pilot certificates, aircraft sales, and flight school enrollment numbers are all on the rise, even when compared with totals from years preceding the coronavirus pandemic.

While those are positive indicators of present conditions, the industry faces many challenges including the existential threat posed by the apparently inevitable elimination of lead from aviation fuel that is likely to happen by 2030, whether we are collectively ready for it or not.

Most top-of-mind among many issues, and one that affects every piston aircraft owner and pilot, is helping government and industry collaborate to achieve a safe and smart transition to making unleaded fuel available for all piston aircraft.

AOPA has collaborated with federal agencies and industry stakeholders for years, and most recently joined a broad effort with an urgent deadline: The EAGLE (Eliminate Aviation Gasoline Lead Emissions) coalition was announced by outgoing FAA administrator Steve Dickson in February, pledging to achieve the long-elusive goal by 2030. The coalition met soon after to chart a course forward that prioritizes sensible regulation, safety, and rapid distribution of whichever new unleaded fuel or fuels prove safe for widespread use. (AOPA has created an online collection of news and other resources related to the transition. Visit www.aopa.org for details)



From left, AOPA Editor in Chief Tom Haines, President Mark Baker, and AOPA Foundation Senior Vice President Elizabeth Tennyson addressed the pilot town hall at the Sun 'n Fun Aerospace Expo April 6. *(Niki Britton/AOPA)*

Earlier in the day, Baker participated in another town hall event with Experimental Aircraft Association CEO Jack Pelton and General Aviation Manufacturers Association CEO Pete Bunce, where the message was reiterated. Baker noted that even if federal, state, and local governments were to relent on the broad-based push to eliminate lead emissions, there is only one facility in the world that still makes tetraethyl lead, and it is not expected to stay in business beyond 2030.

"If this was simple, it would have been done already," Baker said.

AOPA Vice President of Government Affairs and Advocacy Murray Huling spoke about various other issues that his busy team is tackling, many of which AOPA members have asked them to prioritize:

"Our work for you continues in transparency, insurance, protecting flight training and local airports," Huling said.

On the also-important topic of aviation safety, AOPA Air Safety Institute Senior Vice President Richard McSpadden reported that GA safety is statistically at an all-time high, "but we can still be so much safer. On average, there are 1.5 fatal VFR into IMC accidents every month and preventing these incidents is our main goal for 2022."

ASI has compiled an online resource center where pilots will find podcasts, Safety Spotlights, and other resources.

"It all starts with good decision making and that is our focus this year," McSpadden said.

AOPA is also working to build the total pilot population. Elizabeth Tennyson, senior vice president of the AOPA Foundation, who oversees the You Can Fly program, detailed the efforts (and success to date) encouraging more pilots to learn to fly or return to GA, including the High School Aviation STEM curriculum now in use by more than 10,000 students in 44 states. Tennyson said she is "most proud of the fact that it reaches students who may not be exposed to aviation."

Tennyson also touted the success of the Rusty Pilot's initiative, which has successfully returned more than 10,000 pilots to the skies, and AOPA's Flight Training Advantage, which helps make the flight training process more efficient and effective for students, CFIs, and flight schools.

Pilots in attendance had a chance to ask questions which covered how AOPA is addressing FAA designated pilot examiner shortages (an ongoing effort that AOPA has engaged with the FAA through an advisory committee) and the hangar shortage plaguing airports nationwide. AOPA Senior Vice President of media and marketing Kollin Stagnito also outlined the association's event strategy for 2022, including two fly-in Hangouts: Sept. 9 and 10 at Felts Field in Spokane, Washington, followed by another Hangout on Nov. 4 and 5 at Tampa Executive Airport in Tampa, Florida.

NTSB Vice Chairman Bruce Landsberg, who previously held McSpadden's job at AOPA's Air Safety Institute, closed out the event with Baker as they addressed aviation safety and the timeline of NTSB investigations.

To learn more, visit the AOPA website at www.aopa.org.

Theater in the Woods Preliminary Schedule Announced

Aviation anniversaries and notable personalities are part of the lineup as the nightly Theater in the Woods evening programs bring the world of aviation to EAA AirVenture Oshkosh 2022. The 69th edition of EAA's fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

This year's schedule of evening programs includes interests from homebuilt aircraft to spaceflight. The nightly programs give AirVenture attendees the opportunity to hear directly from the history makers and the innovators.

"The format of the evening Theater in the Woods presentations brings out not only the highlights, but the fascinating background stories from aviators who were there," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "Spending an evening at Theater in the Woods is an Oshkosh tradition that creates countless memories for those in the audience and great stories that they take back home."



Theater in the Woods at AirVenture brings out the best in aviation. *(Courtesy EAA)*

This year's major highlights include:

- **Sunday, July 24:** An Evening With Champions – The traditional AirVenture "pregame show," with aviation personalities in an evening of storytelling
- **Monday, July 25:** Van's RV 50th anniversary – The world's most popular kit aircraft celebrates a half century with more than 11,000 built
- **Tuesday, July 26:** Flying the Presidents – Experiences from the pilot's seat in Air Force One, Marine One, and other aircraft
- **Wednesday, July 27:** Women Legends of Aerobatics – Air show legends and champion aerobatic pilots discuss flying on the edge

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AirVenture Oshkosh 2022 to Celebrate Young Eagles 30th Anniversary

The EAA Young Eagles program, the largest youth aviation program ever created, will celebrate its 30th anniversary during EAA AirVenture Oshkosh 2022, the event where the program began in 1992. EAA AirVenture Oshkosh is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

The AirVenture activities include flights, forums, and recognition throughout the week, which will kick off a full year of 30th anniversary commemorations. Special focus on Young Eagles will take place on Thursday, July 28.

"Over the past three decades, more than 50,000 volunteer EAA-member pilots have flown nearly 2.3 million young people, with thousands of those Young Eagles inspired to pursue their own aviation dreams and careers," said David Leiting, EAA's Eagles Programs manager. "At Oshkosh this year, we want to recognize those volunteers, build on the program's successes, encourage new pilots to get involved, and celebrate the lives that have been influenced by the Young Eagles program."



Young Eagles have set a goal to fly at least 30 youngsters during AirVenture week, July 25-31. *(Courtesy EAA)*

Among the activities scheduled for July 28 are:

- Young Eagles flights in the Ford Tri-Motor and Bell 47 helicopter with young people chosen through local EAA chapters
- A 1:30 p.m. group photo on Boeing Plaza that day, open to all previous Young Eagles, Young Eagles pilots, and volunteers
- A ceremonial 30th anniversary Young Eagles flight prior to the afternoon air show, recognizing the impact of the program on the aviation community
- An evening program at EAA's Theater in the Woods, featuring noteworthy Young Eagles, scholarship recipients, and other special guests

Throughout the week, the goal is to fly at least 30 Young Eagles during AirVenture. Additional flights will take place in EAA's powered parachute in the Fun Fly Zone. An expanded Young Eagles presence on the grounds all week will include a pavilion adjacent to the Learn to Fly Center and prop cards available for any airplane at Oshkosh that has been used to fly Young Eagles. Additional activities will be announced as they are confirmed.

After the Young Eagles program's introduction at a Washington, D.C., news conference in May 1992, the first flights took place on July 31, 1992, during that year's EAA Fly-In Convention. The initial flights were piloted by EAA president Tom Poberezny and Young Eagles' first chairman, pilot and Academy Award-winning actor Cliff Robertson. Learn more about the Young Eagles program at https://www.eaa.org/eaa/youth/free-ye-flights.

Textron Aviation Brings New Upgrades to Iconic Piston Product Lineup

Textron Aviation, during Sun 'n Fun, announced a range of enhancements to its top-selling, legendary piston aircraft lineup. From utility to luxury, these upgrades to the Beechcraft Baron, Beechcraft Bonanza and all Cessna piston aircraft will provide operators with more functionality and comfort. Cessna and Beechcraft aircraft are manufactured by Textron Aviation Inc., a Textron Inc. company.

Beechcraft Pistons Introduce Multiple Enhancements

The new production Beechcraft Bonanza G36 will now offer a 155-pound increase to the maximum takeoff weight, giving the aircraft a maximum useful load of 1,213 pounds in its standard configuration with six seats.

In addition to the increased gross weight, new production Bonanzas, along with Beechcraft Baron G58 aircraft, will offer three new interior schemes and a new cockpit layout with a standalone autopilot controller. New Bonanzas and Bonanzas will also include a Garmin GI 275 electronic standby, a carbon monoxide detector integrated in the Garmin avionics system, USB ports at every seat, powered headset plugs in the cockpit, and updated LED exterior lighting for improved visibility. New models of each aircraft are anticipated to be delivering in mid-2022.

Cessna High-Wing Pistons Feature Modernized Cockpit



Cessna High-Wing Pistons. *(Courtesy Textron)*

All new production Cessna high wing piston aircraft will also include a Garmin GI 275 electronic standby. The standby modernizes the cockpit panel by eliminating three analog standby instruments and providing additional flight data. The interior of Cessna high-wing piston aircraft also feature refreshes with the addition of Alcantara inserts in the seats along with a backlit USB A/C port in the cockpit.

"These are upgrades that will truly enhance the flying experience for our customers," said Chris Crow, vice president, Piston Sales. "Customers will experience a noticeable change when they're inside each of these aircraft."

Industry-Leading Lineup on Display at Sun 'n Fun

At the Sun 'n Fun International Fly-

Continued on Page 27

Theater in the Woods Preliminary Schedule Announced

Continued from Page 25

- **Thursday, July 28:** Young Eagles 30th Anniversary/Pilots of Top Gun – Commemorate the largest youth aviation education program ever created, then hear from the people who were the inspiration for the iconic film
- **Friday, July 29:** The Next Bold Step: The Future of Space and Beyond – Representatives from NASA and SpaceX talk about what's next as we explore the solar system
- **Saturday, July 30:** U.S. Air Force 75th anniversary – The legacy and the future of America's aviation branch with top USAF officials present

Additional events and guests will be announced as they are finalized. All evening programs begin at 7 p.m., except on July 27 and 30, which begin at 6:30 p.m. due to the night air shows on those dates. Theater in the Woods programming is presented by M&M'S.

Learn more at EAA website, eaa.org.

Harrison Ford to be Honored as the 43rd Annual Howard Hughes Memorial Award Winner

The Aero Club of Southern California is proud to honor legendary hero, both on and off-screen, Harrison Ford with the prestigious 43rd annual Howard Hughes Memorial Award. Ford will be presented the award during a live ceremony event on Friday, June 10, 2022, in Los Angeles at the California Science Center Samuel Oschin Space Shuttle Endeavour Pavilion.

Best known for his renowned acting career, Harrison Ford is a licensed fixed and rotary-wing aircraft pilot. He began flight training in the 1960s flying in a Piper PA-22 Tri-Pacer, but at $15 an hour, he could not afford to continue the training. In the mid 1990s, he continued lessons when he bought a used Gulfstream II and asked one of his pilots, Terry Bender, to teach him.

Ford shared his love of flying with young people serving as Experimental Aircraft Association Young Eagles program chairman for five years. During this time, he flew more than 280 children in his DHC-2 Beaver.

In 2010, he commanded an Operation Smile medical volunteer and supply airlift for Haiti earthquake victims. Ford is a volunteer search and rescue helicopter pilot in Teton County, Wyoming. He traveled to Washington, D.C. multiple times to advocate for pilots' rights. He serves as an honorary board member of the humanitarian aviation organization, Wings of Hope and as Vice Chair of Conservation International.

"It is an honor to celebrate Harrison Ford, the illustrious actor, pilot, and passionate aviation advocate for his volunteer work with Young Eagles, humanitarian and aircraft rescue efforts," states George Butts, President of Aero Club of Southern California. "The Aero Club's mission is to honor the giants of aviation and aerospace while providing generous scholarships to students pursuing an education in either field. We look forward to bringing industry professionals and the public together to recognize Mr. Ford this June and to celebrate the visibility he brings to the aviation and aerospace industries through his aviation accomplishments and iconic film career."



Harrison Ford will be awarded the Aero Club of Southern California's 43rd annual Howard Hughes Memorial Award on June. 10. (Courtesy Aero Club of Southern California)

The Howard Hughes Memorial Award honors exceptional leaders who advanced the fields of aviation or aerospace technology. Harrison Ford's name will be added to the Howard Hughes Memorial trophy, a beautiful mid-century modern globe and vehicle sculpture, joining 42 aviation and aerospace pioneers.

To purchase tickets and learn more about the 43rd annual Howard Hughes Memorial Award, visit https://www.aeroclubsocal.org/events/.

Piston Product Lineup

Continued from Page 26

in & Aerospace Expo, April 5-10, Textron Aviation displayed a Beechcraft Bonanza G36 and Beechcraft Baron G58, as well as a Cessna Caravan, Cessna Turbo Stationair HD and a Cessna Skylane.

A Lycoming engine for the recently announced Cessna Turbo Skylane was on display next to the aircraft. Visitors were also invited to view a mockup of the new Beechcraft Denali, equipped with McCauley's new composite, 5-blade propeller. McCauley was also showcasing its new 4-blade propeller for the Beechcraft King Air B300 series.

"This (was) an ideal opportunity for us share the significant advancements we are making with our piston products," Crow said. "Each of the aircraft we (had) on display is an example of our continued focus on our customers' needs. Sun 'n Fun is always a great event to interact with passionate aviators, and we're pleased to have so many announcements for our iconic Beechcraft and Cessna brands."



Beechcraft Baron G581. (Courtesy Textron)

For more information, visit www.txtav.com.

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San Diego Air & Space Museum Receives Important Donation from the Family of Captain Emilio Carranza

Carranza was Known as the "Mexican Lindbergh" and is Arguably the Most Significant Aviator in Mexican History

The San Diego Air & Space Museum recently received an important donation of an altimeter from the aircraft flown by Emilio Carranza on his 1928 Goodwill flight from Mexico City to Washington D.C., the Museum announced on April 27.

Known as the "Mexican Lindbergh," Captain Carranza is arguably the most significant Mexican aviator.

Born in Villa Ramos Arizpe, Coahuila, Mexico, on Dec. 9, 1905, Emilio Carranza was the great-nephew of President Venustiano Carranza of Mexico and the nephew of famed Mexican aviator Alberto Salinas Carranza, who had founded the Mexican Air Force School of Aviation. Emilio was commissioned into the Mexican Air Force in January 1926 as a Lieutenant. In 1927, Carranza made the first flight from Mexico City to Juarez, a distance of 1,200 miles. Shortly after this trip, Carranza met Charles Lindbergh in El Paso, Texas and the two became very close friends.



The San Diego Air & Space Museum is excited to receive the donation of an altimeter from the aircraft flown by Emilio Carranza on his 1928 Goodwill flight from Mexico City to Washington D.C. Known as the "Mexican Lindbergh," Captain Carranza is arguably the most significant Mexican aviator. (Courtesy San Diego Air & Space Museum)

In 1928, Carranza flew from San Diego, California to Mexico City, which was the third longest non-stop flight up to that time (the other two were made by Charles Lindbergh). In June 1928, Carranza made a Goodwill flight from Mexico City to Washington D.C. to reciprocate Charles Lindbergh's previous goodwill flight from Washington to Mexico City. Already a national hero in Mexico, upon landing in Washington, Carranza became even more famous, and dined with President Calvin Coolidge. Tragically, on the night of July 12, 1928, Captain Carranza died near Mt. Holly, New Jersey while returning to Mexico, when his aircraft crashed during a severe thunderstorm.

Carranza was given a state funeral in New York, and his body was eventually returned to Mexico, where he is still mourned to this day. The aircraft Captain Carranza was flying on his Goodwill flight was a Ryan Brougham, named the Mexico-Excelsior. It was built in San Diego by the B. F. Mahoney Aircraft Corporation and had many of the same features as the Spirit of St. Louis. Upon crashing in New Jersey, some locals gathered parts from the Mexico-Excelsior to be kept as souvenirs. One of these locals, Stephen Lee, acquired the Excelsior's altimeter, and kept it with him for 67 years, until finally returning it to Emilio Carranza's cousin in 1995. Because the Mexico-Excelsior was built in San Diego, the Carranza family has graciously decided that the San Diego Air & Space Museum would be the ideal home for this very significant artifact.

Additional items included in this donation:

1. Rare copy of the "Revista Aérea" (Aerial Magazine) from 1928, containing 330-pages with the best existing written biography of Emilio Carranza.

2. An original picture of Estela Carranza (sister of Captain Emilio Carranza). An outstanding woman in aviation, Estela followed the steps of her brother and became a pilot with an outstanding career. Moreover, Estela was recruited by the US Intelligence during WWII and kept an eye on suspicious activities in Mexican territory during the conflict.

3. 1908-2008 Centennial Anniversary Stamp of Mexican Aviation.

Captain Angel Aparicio, a family representative, flew from Mexico to California to hand deliver these important artifacts to the Museum on April 12, 2022.

Katrina Pescador, the Museum's Collection Director stated, "As neighboring countries, it is important that we share this important story with our communities…as an act of brotherhood and goodwill between Mexico and the United States."

Special thanks to Luis Gaxiola, from the American Legion Post 11 Mount Holly (New Jersey), who helped coordinate this significant donation between the Carranza Family and the San Diego Air & Space Museum. Post 11 has been honoring Captain Carranza's sacrifice, every year uninterruptedly, since 1928, and they were as well the guardians of this altimeter for some years after it was given back in 1995.



Stephen Lee acquired the Mexico-Excelsior's altimeter, and kept it with him for 67 years, until finally returning it to Emilio Carranza's cousin in 1995. Because the Mexico-Excelsior was built in San Diego, the Carranza family decided that the San Diego Air & Space Museum would be the ideal home for this artifact. (Courtesy San Diego Air & Space Museum)

The link to an online exhibition of the Carranza donation is sandiegoairandspace.org/collection/item/altimeter-from-famous-pilot . The San Diego Air & Space Museum is California's official air and space museum and education center. The Museum is an affiliate of the Smithsonian Institution and was the first aero-themed Museum to be accredited by the American Alliance of Museums. The Museum is also the home of the prestigious International Air & Space Hall of Fame. The Museum is located at 2001 Pan American Plaza, Balboa Park, San Diego, CA 92101. The Museum and gift store are open daily from 10 a.m. to 5 p.m. with admissions until 4:30 p.m. Visit www.sandiegoairandspace.org for more information.

Drone Rescue Systems Joins Auterion Ecosystem To Provide Autonomous Safety Systems For Commercial Drones

Auterion, the company building an open and software-defined future for enterprise drone fleets, on April 25 welcomed Drone Rescue Systems to the growing Auterion ecosystem. Drone Rescue Systems safety solutions combine an autonomous parachute with emergency blackbox and data storage, to provide enterprise drone operators with an added level of safety when operating.

"Drone Rescue System's safety solution gives drone operators peace of mind," says Markus Achtelik, vice president of Engineering at Auterion. "This new partnership streamlines the integration of autonomous parachutes with Auterion powered platforms and provides end users with the highest risk-mitigation in the rare case of a malfunction in the air."

Drone Rescue Systems safety solu-

Continued on Page 30



Parachute rescue solutions are enabling commercial drones to ensure the highest risk-mitigation while operating in densely populated areas. (Courtesy Auterion)

Flying With Faber

Visiting Old Friends in San Francisco

I'm drawn to San Francisco. Just as some folks are drawn to religious sites, I make annual pilgrimages to the Bay area. I'm sure that spending two years in the city during WWII has everything to do with it. My father, conscripted into the army as a medical officer, was stationed at Letterman General Hospital at San Francisco's Presidio.

We lived in a house on the hills of the Presidio. My memories include gazing down at the San Francisco Bay where I could see the Golden Gate Bridge, the hospital grounds and Crissy Field. Now extinct, Crissy was an airport on the Presidio. For hours, I would watch small military planes, such as L-16s, take off and land from the field. I'm sure this activity implanted a seed that blossomed into my love of flying – a passion that still increases with time.

I remember sitting on the hospital lawn and mingling with soldiers returning from the Pacific – Iwo Jima, Guadalcanal, the Marshall Islands and many more. Some of these guys suffered from missing limbs. Others had injuries and ailments about which they never spoke. Not once did we ever talk about their tours of combat. But all these guys were warm and friendly to this 10-year-old kid.

I recall roaming the streets of San Francisco. Often, I would walk from the Presidio, through the Marina District and all the way to downtown and back. I remember my father and I fishing in the San Francisco Bay. I remember attending Yerba Buena Elementary School. My teacher, Ms. M., was the meanest teacher I've ever had.

I recall the day the war ended in the Pacific. The streets were burgeoning with celebrations. I'm sure many folks from later generations have viewed the black-and-white newspaper photos of people singing, kissing and dancing in the streets. I was a part of this history in live, 3D colors. I hoped for a kiss from a beautiful girl but it never happened.

Finally, we witnessed the birth of the United Nations. Leaders from countries from all over the world gathered at the Fairmont Hotel on Nob Hill. We walked up the hill for a glance at these dignitaries. Soon, we heard that President Harry Truman would arrive. We gathered on the street by the Palace of Fine Arts. Sure, enough, Harry came by in a huge convertible. I'm sure he waved directly at me.

Today, when I mention visits to old friends, I'm referring to my favorite venues, hotels and restaurants. One friend is a mandatory visit to our former home at the Presidio. Others are the streets I roamed as a child. Here are examples of some of my favorite hotels and restaurants.



Stanford Court Hotel.
(Courtesy Stanford Court Hotel)

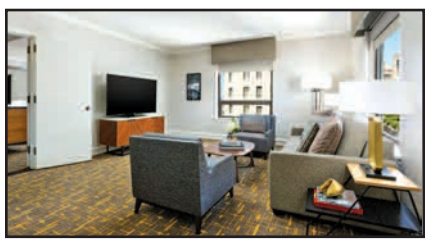
Stanford Court Hotel, 905 California St, San Francisco, CA 94108, 415/989-3500.

My relationship with the Stanford Court Hotel dates back to the 70s when we made frequent visits. During that era, the hotel's Fornou's Ovens Restaurant was the rage. Travelers flocked to the hotel just to dine at Fornou's. It was one of the most popular restaurants for locals as well. The restaurant flourished for 35 years.

Leland Stanford, an industrial railroad tycoon who built the Central Pacific Railroad, has left his name throughout California, including Stanford University. Stanford built a mansion in the 1870s. It was the centerpiece of Nob Hill. The mansion was destroyed in the 1906 earthquake. In 1912, the vacant lot was transformed into the Stanford Court Apartments. Sixty years later, the Stanford Court Hotel was born and today stands majestically on the site.

What I love about the Stanford Court Hotel is that, within its walls, you always feel like you are immersed in the historic ambiance of San Francisco. With so many cookie-cutter hotels that have been built by developers who have no sense of community or history, if someone plopped you blindfolded in many hotels, you would never know what city you were in.

During COVID, the hotel was in hibernation. We were fortunate enough to be among the first guests to celebrate the recent reopening. The excitement begins as you enter the hotel grounds. Restored and relocated to the hotel's arrival porte-cochère entrance is a 3-ton, 10-foot-tall penguin sculpture by Beniamino Bufano, which for 45 years was hidden in the landscape at the corner of Pine and Powell Streets. Commissioned by Stanford in 1878, the series of 24 images shot in rapid succession not only enabled Stanford to win a bet, but also helped lay the groundwork for the motion-picture industry. Mounted on the ceiling of the hotel's bar is a mural from the legendary car chase scene through the streets of San Francisco from the 1968 movie *Bullitt*, starring Steve McQueen. The exhilarating scene, considered one of the best of its kind in movie history, features two heavily modified four-speed Mustangs burning rubber across the city from Fisherman's Wharf to Guadalupe Canyon Parkway.



1-Bedroom Suite.
(Courtesy Stanford Court Hotel)

The new rooms and suites have been curated with modern touches which blend beautifully with the historic ambiance of the hotel.

The Premier View Rooms are what the name suggests. These exterior-facing skyline and bay view rooms are approximately 245-265 square feet with a Queen or King Simmons pillow-top bed, 49-inch HD television with HDMI, USB ports, and a mini-fridge.

The Premier Interior Rooms, overlooking the quiet courtyard, are approximately 270 square feet with two Queen pillow-top beds, 49-inch HD television with HDMI and USB ports, and a mini-fridge.

The Skyline Studios are spacious exterior-facing rooms with inspiring views of the city skyline. Approximately 230-420 square-feet with a King or two double beds, the rooms have 49-inch HD television with HDMI and USB Ports and a mini-fridge.

The Enterprise Suites are approximately 600-670 square-feet with a workspace. Three are one-bedroom suites with a separate living room; two are large one-room suites with a bed and sitting area. Some suites feature views of the San Francisco skyline. Suites include 55-inch HD television with HDMI and USB Ports and a mini-fridge.



Stuart J. Faber and Aunt Bea



Maven Boardroom.
(Courtesy Stanford Court Hotel)

The Stanford Court offers a variety of attractive event venues, including communal workspaces for business dinners and meetings.

Stanford Court is an urban setting distinctly San Francisco, ideal for wedding brunches, rehearsal dinners and all manner of celebration any time of day. Event spaces can accommodate up to 60-70 guests. The seasoned culinary team can create custom menus for any event.



Tadich Grill's Shrimp Louie.
(Courtesy Stuart J. Faber)

Tadich Grill, 240 California St, San Francisco, CA 94111 415/391-1849.

Located in the heart of the financial district, Tadich Grill is the oldest, continuously operating restaurant in San Francisco and reputed to be the third oldest in the country.

In 1849, three immigrants from Croatia, set up a tent on Long Wharf and posted a sign that read Coffee Stand. Long Wharf was a pier that reached half a mile into the Bay where hundreds of

Continued on Page 30

Drone Rescue Systems

Continued from Page 28

tion is lightweight and completely autonomous with no explosive component used to eject the parachute. The relation between take-off-weight and the additional payload caused by the rescue system is unique. The patented mechanism to store and bring out the parachute is electrically triggered and releases within milliseconds.

"We have invested a lot of time and effort to get the best reliability, flexibility and usability with our system," says Andreas Ploier, CEO of Drone Rescue Systems. "The adoption of drones is unstoppable, and we believe that our system is the missing link for various safe commercial drone usage. We are excited to partner with Auterion to make our safety solution easily available to vehicles powered by Auterion."

Drone Rescue Systems GmbH, the winner of the European Satellite Navigation Competition (ESA), is a highly innovative high-tech company that develops safety solutions for safe commercial drone usage.

The main products are autonomous and data storing parachute rescue solutions that are ejected in case of malfunction. Thus a commercially used drone can operate safely.

The company has three main focus points: First, to help to make safe commercial drone flights possible. Second, to help in case of emergency with a Blackbox and data storage solution. And, third, to work together closely with industry companies, insurance companies, drone manufacturers and drone service providers.

The company provides their customers with complete safety solutions by combining the autonomous parachute with a web platform and a mobile application, which is very useful for a commercial usage of drones. Learn more at https://dronerescue.com/ .

Auterion is building one of the world's leading autonomous mobility platform for enterprise and government users to better capture data, carry out high-risk work remotely, and deliver goods with drones. Auterion's open-source-based platform was nominated by the U.S. government as the standard for its future drone program. With 70-plus employees across offices in California, Switzerland, and Germany, Auterion's global customer base includes GE Aviation, Quantum-Systems, Freefly Systems, Avy, Watts Innovations, and the U.S. government. Learn more at https://auterion.com/ .

Flying With Faber

Continued from Page 29

sailing ships were moored. The pier was lined with hastily built shops, saloons, markets, and gambling dens. Coffee Stand served fresh fish grilled over charcoal to the merchants, sailors, and argonauts who frequented the pier.

In 1871, after a long sea voyage, 16-year-old John Tadich arrived in San Francisco from his home in Dalmatia on the Adriatic coast of Croatia. After a few years working in various saloons, he was hired as a bartender at the New World Coffee Saloon. When the saloon moved again to 221 Leidesdorff, John went along, and, in 1887, he bought the establishment.

In 1913 Mr. Tadich hired a countryman, Tom Buich, as a pantryman. Five years later Tadich fired Buich for constantly trying to tell him how to run the establishment. But Tadich was a forgiving man and hired Tom back in 1923 as a waiter. By 1934, Tom and his brothers, Mitch and Louie, were the sole owners.

Redevelopment frequently forced the restaurant to move. In 1967, the restaurant settled in at its present location. The Buich family still owns and operates the restaurant.

Tradition is as much a part of Tadich as is the kitchen. Many employees have worked at Tadich for decades. John "Duke" Dukich worked there as a waiter from 1924 to 1966. John Skorlich started waiting



Filet of Sole from Tadich Grill.
(Courtesy Stuart J. Faber)



Linguine and Clams at Original Joe's.
(Courtesy Stuart J. Faber)

tables in 1939 and kept at it until he retired 27 years later. John Markovich also served for 27 years, 1943 to 1970. Several of today's employees have been part of the Tadich family for more than 20 years.

The sourdough bread is the best in San Francisco. But save room for the entrees. We started off with Coney Island clam chowder. We generally select the same entrees. We ordered filet of sole and crab Louie. Clam chowder is available in red Coney Island style or white Boston style. Other fabulous selections include cioppino, Chilean sea bass, oysters Rockefeller or a New York steak.

Original Joe's, 601 Union St, San Francisco, CA 94133, 415/775-4877.

No trip to San Francisco was complete without a stop at Joe's restaurant. Before the new restaurant was opened on Union Street, for more than half a century Joe's was a Tenderloin landmark. It was primarily an Italian restaurant. However, the steaks and chops were outstanding. My favorite was a huge bowl of oxtail soup.

In 2007, Original Joe's suffered a devastating fire that destroyed the original restaurant and the building that housed it at 144 Taylor Street. Undaunted, children John and Elena Duggan were committed to taking over the family business and restoring the vision of their grandfather, Tony Rodin, in a community that would welcome the rebirth of his dream. It took five long years to find a new location worthy of the old, but now it stands proud in North Beach, serving both residents and visitors in a landmark tradition well earned over eight decades.

Original Joe's is located in the heart of the historic North Beach District, a hangout for natives, tourists and culinary aficionados alike. Overlooking Washington Square Park, the current location encompasses a rich culinary history. The new Joe's is much fancier than old Joe's, but not at the expense of down home service and a warm, comfortable atmosphere.

We launched with a Cesar salad. We also enjoyed Dungeness crab cocktail and jumbo prawn cocktails. Steak lovers should not pass up the 25-ounce bone-in ribeye. Charbroiled salmon and filet of sole piccata are remarkable. Next, we selected the linguini with clams and the spaghetti and meatballs. The meatballs are the most tender I've ever had. Other must-try selections are the pan roasted half chicken and the braised short ribs.

Airport

For years, Metro Oakland International Airport (KOAK) has been my airport of choice. Runway 10R/28L is for general aviation use. I love to fly the ILS to the field. KaiserAir, 800/538-2625 is convenient and friendly.

I still have many old friends to visit. I will return to San Francisco for as long as I can.

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Homebuilder's Workshop By Ed Wischmeyer



When Tower says, "Roger" Instead of "Hold Short"

So here's a real gotcha, could happen to any of us at a towered airport. I happened to see this one happen, as I had just landed and taxied clear of the runway involved.

A student pilot on first solo was ready to take off on Runway 1. Downfield is the crossing runway, 10/28.

Student: Cessna XXX, ready for takeoff.

Tower: Roger.

Student: Cleared for takeoff, Cessna XXX.

Other aircraft: Hey, tower, that Cessna just took off without a clearance!

Lots of contributing factors:

• Student misunderstood what tower meant by "Roger," and more on that below.

• Controller did not catch that the student's readback was incorrect – this is called a "hearback" error.

• Tower procedures: when a plane calls in ready for takeoff, controllers here sometimes say "hold short," sometimes they say "roger." Book legal but possibly ambiguous.

This event was discussed at a Runway Safety Action Team meeting recently where we found out about the tower procedures and a lot of us were surprised. When the tower says, "hold short," they have to wait for the pilot to acknowledge. When the frequency is busy and they don't have time to wait for a pilot's acknowledgement, they simply say, "Roger."

What does the Pilot/Controller Glossary say? (FAA Order JO 7110.65 on the web): "Roger – I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer." That document is not downloadable, but rather is a number of sections on the web.

Just to make it interesting, sometimes I'll call in "holding short" and tower will tell me to hold short, and that means I have to repeat the hold short instruction.

Lots of contributing factors on this event, and we'll forego discussing "who was at fault." That's not the point.

The good news is that there was no loss of separation, and that everybody is working together to make sure this doesn't happen again.

And quite by accident, at last month's VMC/IMC Club meeting, present were the student pilot, his instructor, the tower controller on duty at the time, and me.

• • • • •

Here's more from that fascinating and outrageously informative RSAT meeting:

• One runway incursion happened when a baggage cart driver fell off the tractor and said tractor took off across the field, and across the runway.

• Here's an appropriate aeronautical linguistic faux pas: An unstable approach was referred to as an "unstoppable" approach.

• Runwaysafetysimulator.com looks like an interesting refresher/introducer to surface operations. I've only skimmed it.

• They also showed a video on wrong surface operations that may have been factually accurate but was condescending and demeaning in its tone.

• At Savannah, Class C airspace, an experienced controller can take as much as 18 months to come up to full proficiency/certification – I don't recall the correct term. Double that for a brand new controller.

• When they cut the grass at the airport, if it's too short, birds will have an easier time looking for snacks. If it's too long, it provides hiding places for coyotes and foxes.

• The airport is sometimes visited by wood storks, an endangered species, as untouchable as a bald eagle. The airport rep said that they can't even say "boo!" to scare them away.

• Pilots are encouraged to file a report if you hit a bird. But, if you hit two birds, then the airport has to have a meeting with lots of feds, which is a royal PITA.

• The Coast Guard is using Foreflight and Stratus for ADS-B in.

• • • • •

Before the meeting started, I was talking to a Civil Air Patrol senior pilot, who told me that these days, 95 percent of search and rescue is done by tracking the pilot's cell phone, not the ELT. But what about FAA rules for cell phones on board airplanes? And don't those apply only to airliners?

Well, turns out that the FCC has a dog in the fight, too. From 47 CFR Part 22 (FYI, FAA regs are 14 CFR. We all have to know 14 CFR Part 61 and Part 91):

§ 22.925 Prohibition on Airborne Operation of Cellular lTelephones

Cellular telephones installed in or carried aboard airplanes, balloons or any other type of aircraft must not be operated while such aircraft are airborne (not touching the ground). When any aircraft leaves the ground, all cellular telephones on board that aircraft must be turned off. The following notice must be posted on or near each cellular telephone installed in any aircraft:

"The use of cellular telephones while this aircraft is airborne is prohibited by FCC rules, and the violation of this rule could result in suspension of service and/or a fine. The use of cellular telephones while this aircraft is on the ground is subject to FAA regulations."

And, of course, there's the 5G debacle where cell phones – not sure if it's the phones, the towers, or both – can interfere with the radio altimeters on jets.

• • • • •

Not counting handhelds and cell phones, my RV-9A has four GPS receivers on a data bus, all WAAS. And there is another GPS receiver that is not directly on the data bus.

1. The IFR navigator is a GPS provider, only, to all consumers. And this is the only unit that can provide IFR navigation data.

2. The PFD (Primary Flight Display) has an internal GPS and an antenna. It can provide GPS data to all consumers and consume data from all GPS providers on the bus.

3. The MFD (Multi Function Display) has an internal GPS and an antenna. It is the same part number as the PFD, and can provide GPS data to all consumers except the ADHRS. (Why?) It, too, can consume data from all GPS providers.

4. ADHRS (Air Data Heading Reference System) is a GPS consumer, using GPS data to stabilize the electronic gyros. It will only accept GPS data from the IFR navigator and the PFD, but not the MFD and not the standby attitude indicator. No idea why. However, in the absence of GPS data, it can stabilize with airspeed and heading data.

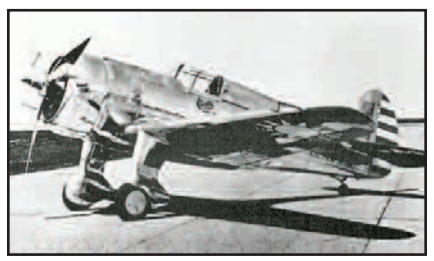
5. Standby attitude display with built-in GPS to stabilize its own gyros. This is a GPS provider to the PFD and MFD, but not the ADHRS. It is not a GPS consumer. However, if the ADHRS is inoperative, this unit can provide ADHRS functionality on the data bus except magnetometer and angle of attack. Magnetometer data will be replaced by ground track, which is what you want, anyway.

6. ADSB-In. This has its own internal GPS, but is not connected to the data bus. It is hard-wired to the PFD and MFD, and also provides data via Bluetooth – which both the PFD and MFD have. I don't know if its GPS data can be put on the bus. At this point, to find out, I'd have to disconnect the antenna from either the PFD or MFD, or maybe put foil beanies over the two antennae.

This is a reasonable description of how the avionics interconnect on my airplane with respect to GPS. What is unreasonable is that I had to figure some of this out by trial and error, as the manuals don't tell you all this. And it's not just my vendor with inadequate documentation, near as I can tell, it's all the vendors. Nor is it because my avionics are in an experimental airplane.

Understanding your avionics should not require a hacker's mentality. It shouldn't be this hard.

• • • • •



A genuine Curtis Hawk 75.
(Courtesy Ed Wischmeyer)

The scaled-down P-36 from scalebirds.com is, to me, a very attractive – single-seater with a Verner radial engine. I'd build mine as a Curtis Hawk 75, the same airframe but with fixed-gear. I'd like to finish my career as one of those who will (land gear up), not as one who has. And I'd paint mine as a 1930s sport plane, with the cool gear fairings shown in the picture.

The prototype is just about ready to fly, needing only a spinner and a canopy latch.

Don't recognize the P-36? With an Allison engine, it was called the P-40.

Team Travis Flies Away to Alpena CRTC for Readiness Exercise



A 60th Aeromedical Evacuation Squadron aircrew and a 60th Medical Group En Route Patient Staging System team from Travis Air Force Base, California, lift a simulated patient into an ambulance at the Alpena Combat Readiness Training Center, Alpena, Mich., April 12, 2022. The Airmen donned their mission-oriented protective postures gear as part of Exercise Roundel Perun 22-01, a fly-away exercise meant to test the 60th Air Mobility Wing's ability to rapidly mobilize and conduct operations at a forward location under hostile conditions. (U.S. Air Force photo by Lan Kim)



Maj. Angel Nwankwo, left, 60th Aeromedical Evacuation Squadron flight nurse, signals the off-load movement of a simulated patient from a C-17 Globemaster III at the Alpena Combat Readiness Training Center, Alpena, Mich., April 12, 2022. A force of more than 380 Airmen from the 60th Air Mobility Wing deployed to Alpena CRTC for Exercise Roundel Perun, a fly-away exercise meant to test the 60th AMW's ability to rapidly mobilize and conduct operations at a forward location under hostile conditions. (U.S. Air Force photo by Lan Kim)

By Lan Kim
60th Air Mobility Wing Public Affairs

Nearly 400 Airmen from the 60th Air Mobility Wing at Travis Air Force Base, California, deployed to the Alpena Combat Readiness Training Center in Alpena, Michigan, from April 9-14, for Exercise Roundel Perun 22-01, a large readiness exercise meant to test the "fly-away" method of employing forces.

"The fly-away exercise is a concept of operations of actually employing every function that our base has – away from home station to operate in a foreign location with all of our equipment, personnel and forces available to execute our global mobility mission," said Lt. Col. Tyler Marcotte, Travis AFB's inspector general and exercise assistant controller.

According to Marcotte, this exercise also marks the first time the 60th AMW has conducted an LRE in more than 10 years.

"We have a lot of new folks doing this for the first time out of Travis," Marcotte said. "It's unique that we have a lot of personnel working with each other that normally wouldn't do so on a normal basis at home station."

More than 20,000 personnel are on Travis AFB, and close to 400 Airmen went to the Alpena CRTC and became a fully operational wing within 24 hours.

"Because it is a smaller element, it takes all hands on deck to really make this successful," he said.

Among the multiple purposes this exercise served, exploring the concept of multi-capable Airmen was an integral part of the exercise's success.

"What that really gets after, in my book, is everyone being willing to step up and do someone else's job," said Col. Ryan Garlow, 60th AMW vice commander, and commander of Viking Air Base, the simulated operating location for the exercise.

Garlow commended Airmen for stepping up and integrating as teammates with each other because of the smaller than regular-sized force to run the mission.

For example, Staff Sgt. Casey Bonillas, 60th Logistics Readiness Squadron ground transportation specialist, was roomed with the non-commissioned officer in charge of fuels operations during the exercise and noticed his roommate coming in late after working 14-15 hour days.

According to Bonillas, he and his counterpart for the exercise, Tech. Sgt. Randy Ahlers, 60th LRS ground transportation specialist, took it upon themselves to help with fuels operations when their shuttle service was underutilized.

"Tech. Sgt. Ahlers and myself were able to help mitigate some of that overtime that they're (fuels operations) working by fueling the trucks up," Bonillas said. "So their driver just has to swap vehicles at the fill station and then bring it back out to the aircraft."

Along with exploring the MCA concept, the wing inspection team used the LRE to evaluate multiple functional areas/sections and their relevant core tasks related to the exercise, as stated by Maj. Chris Cummings, the LRE lead planner and main executioner of Roundel Perun.



Airmen from the 60th Air Mobility Wing, Travis Air Force Base, California, off-load mission-oriented protective postures gear bags and luggage out of a KC-10 Extender at the Alpena Combat Readiness Training Center, Alpena, Mich., April 10, 2022. A force of more than 380 Airmen from the 60th AMW deployed to Alpena CRTC for Exercise Roundel Perun 22-01, a fly-away exercise meant to test the 60th AMW's ability to rapidly mobilize and conduct operations at a forward location under hostile conditions. (U.S. Air Force photo by Lan Kim)

"It's about having a minimum force at a base and being able to shift focus at a moment's notice to stay mobile," Cummings said.

Thus, he said, enabling our forces to stay within the enemy's sphere of recognition or what military strategists like to refer to as the OODA (observe, orient, decide, act) loop.

"Exercises of this scale ensure we fine-tune the techniques, tactics and confidence to ensure we are ready for the next fight," Garlow said. "It was incredible to see all of our teams working together through the challenges we faced this week."

Is "The Pilot Personality" An Oxymoron?

By Bert Botta

I'm sure many of us know some flight attendants who would probably agree that "pilot personality" is an oxymoron!

But all is not lost. In an attempt to show the other side of the coin, the following list of typical pilot traits were compiled from a 2007 ALPA (Airline Pilots Association) study that I shortened up.

These traits might be why we're not often thought of as "social butterflies!" But we do have some redeeming qualities and the good news is we're very good at what we do.

In the 2007 ALPA magazine study, the editors found the traits that many of us have:

"We avoid introspection and have difficulty revealing, expressing, or even recognizing our feelings. When we do experience unwanted feelings, we tend to mask them, sometimes with humor or even anger.

"Being unemotional helps us deal with crises, but can make us insensitive toward the feelings of others.

"Our spouses and children frequently complain that we have difficulty expressing complex human emotions toward them. We're inclined to modify our environment rather than our behavior.

"This emotional 'block' can create difficulty communicating. How many incidents or accidents have occurred due to poor communication? The vast majority of Professional Standards cases are caused by poor communication.



(Courtesy Bert Botta)

"Our tendency toward suspicious/paranoid behavior also affects the way we function in our private lives. We're concrete, practical, linear thinkers rather than abstract, philosophical, or theoretical. We're bimodal: (not bipolar!) on/off, black/white, good/bad, safe/unsafe, regulations/non-regulations."

With these kinds of traits, unfortunately we don't rank high on the Emotional Intelligence (EQ) scale!

But as mentioned above, these traits make us very good at what we do, keeping ourselves and our passengers safe as we transport them to their destinations.

Airline and corporate pilot hiring departments actively look for these personality traits, and more, in the pilots they hire. But these traits are often the same things that make us, to put it mildly, "a little rough around the edges!"

What is Emotional Intelligence or EQ?

The term was made popular by



(Courtesy Bert Botta)

Daniel Goleman in his 1996 book of the same name.

He defines Emotional Intelligence as the ability to recognize, understand and manage our own emotions as well as recognize, understand and influence the emotions of others.

In practical terms, this means being aware that emotions can drive our behavior and impact people (positively and

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President Biden Voices Support for Sustainable Aviation Fuel

President Joe Biden, on April 12, reaffirmed the Administration's commitment to Sustainable Aviation Fuel (SAF) and recognized it as a pivotal component in the aviation industry reaching its goal of net zero carbon emissions by 2050. In remarks delivered at a biofuel processing plant in Menlo, Iowa, the President highlighted the extraordinary potential of biofuels like SAF to provide a lower-carbon, domestically produced energy source that will help decarbonize the aviation sector while creating high-paying jobs.

President Biden's announcement builds on the White House's "SAF Grand Challenge" goal of three billion gallons of domestically produced SAF by the year 2030, as well as the Administration's support of a Blenders Tax Credit to incentivize SAF production. The President also praised the extraordinary unity of industry and government stakeholders who have coalesced behind Sustainable Aviation Fuel, noting the partnership between manufacturers, carriers, airports, fuel producers, and government agencies.

"Business aviation has consistently signaled its commitment to achieving net zero emissions. President Biden's remarks validate our efforts and confirm the collective voice of the industry is being heard at the highest levels. SAF is viable, drop-in, and critical to creating an indelible link between aviation and sustainability," stated NATA President and CEO Timothy Obitts.

Gevo, a Colorado-based company with a mission to transform renewable energy and carbon into energy-dense liquid hydrocarbons, also applauds the Administration's actions supporting SAF. ""Gevo believes that SAF and expanding access to biofuel-blended gasoline are essential components of American energy independence," said Dr. Patrick R. Gruber, Chief Executive Officer of Gevo. "Bio-feedstocks that can cut carbon, produce food, create domestic jobs, and ensure farmers are maximizing their incomes. We also know that more than four out of five American support increased renewable fuel production. The Biden Administration is taking a good step forward."

Obitts added, "The National Air Transportation Association thanks the Administration for its dedication and calls on Congress to act swiftly on legislation that creates a dedicated SAF Blenders Tax Credit–the next step in providing much-needed and much-anticipated sustainable fuel to our industry."

Learn more at NATA's website, www.nata.aero. Learn more about Gevo at www.gevo.com.

Is "The Pilot Personality" An Oxymoron?

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negatively). It also implies that we need to learn how to manage those emotions – both our own and others – especially when we are under pressure.

We all know people who are in full control of their emotions. They're calm in a crisis, and they make good decisions, however stressful the situation. I think we would all agree that Captain Sully in The Miracle on The Hudson is someone who fits that description.

Some people can even read the emotions of others. They understand what to say to make people feel better, and they know how to inspire them to take action.

People like this have a high EQ. They have solid relationships, they're personable and they're likely to be resilient in the face of adversity.

This kind of high EQ is something that most of us aren't inherently long on. Given our potential EQ shortcomings, it's important to take this into account before we act.

What's Your Emotional Intelligence Quotient (EQ)?

Is your IQ in the genius category, above 140 but your EQ (Emotional Intelligence Quotient) is below 100 and descending?

Most of us are intelligent, some highly so, with corresponding high IQ's (Intelligence Quotients), or else management wouldn't turn us loose with some very important lives and very expensive equipment.

For example, one of my new-hire pilot buddies at TWA had a photographic memory. He studied very little but maxed the frequent exams that we had in initial B707 systems ground school. I mistakenly thought I could keep up with his extracurricular activities, going out and partying every night, and maintain a similar grade.

It only took me a couple of weeks to figure out, after partying with him and watching my exam scores plummet, there was no way was I going to be able to keep up with him and continue my pilot career.

Regarding the reference to the Professional Standards cases in the ALPA study above that stem from the lack of proper communication, I was the ALPA/TWA Pro Standards Committee Chairman during my time at both TWA and also at NetJets. I've seen my share of pilot personalities acting out, especially during the contentious merger of TWA and Ozark, back in 1986.

The Connection Between Pilot EQ and Good Situational Awareness

Situational awareness is an aviation buzzword that has been around for a long time. Situational awareness is knowing what's going on around us, taking it all in, processing it and coming up with a judgment of whether what we see, feel and experience is good or bad, dangerous or safe, threatening, friendly or not, approachable or should I stay away.

Some pilots are better disposed to good situational awareness than others. Here's an example of a fighter pilot's challenge to use good EQ.

A Fighter Pilot's Challenge in Staying Safe While Using Good Pilot EQ

One of the pilots I met and interviewed at Oshkosh for an article was Dr. John Marselus. John is a graduate of the United States Air Force Academy with more than 3,000 hours in the A-10 Thunderbolt and F-15E Strike Eagle along with commanding at several different levels in the USAF.

In his own words, "One thing I found out was that the way I acted when strapping on $50M worth of a sleek hound of death fighter aircraft and how I relate to others in more normal circumstances had to reckoned with. As a fighter pilot, we're taught to make split second decisions with precision and accuracy since it's really the most disciplined flying in the world.

I discovered that those fast reactions with short concise communications do not work well in meetings or when listening to people. I still catch myself analyzing someone's idea before completely listening to them. Your article on emotional IQ is good and perhaps my example might help others avoid learning the hard way."

The Personal Touch

Here are 10 very simple tips that will help increase your Pilot EQ. I've practiced these for years and have found them helpful. They might help to increase your EQ score and make your life and flying career more enjoyable.

1. "Reach out and touch someone." It's been proven that a simple, often apparently unnoticed touch when you're talking to someone, "bonds" you in some small but important way. Obviously, in today's paranoid culture, be aware when that's appropriate or not.

2. Introduce yourself to others first rather than waiting for them to do so. This also gives you the advantage of getting their first name.

3. Then…remember their name!

4. And use first names. This is an oft overlooked, yet powerful way to convey to another person that you care about them. As you go about your day, observe how few people use first names in conversation. Also notice how those people who do use another's first name seem to get better responses.

5. Compliment others when you recognize a job well done or see someone who goes out of their way to help in a situation.

6. Recognizing and complimenting someone's efforts is a great way to cultivate a "servant's" heart. Look for ways to help others without a reason to do so. It's the old, "Practice random kindness and senseless acts of beauty."

7. Concentrate on asking other people how they're doing. And then… wait for their answer and listen with passion! Too often we're rehearsing our own agenda in our head and could care less about their response. Lowers your EQ drastically!

8. Listen more. It's amazing how great a conversationalist people think you are when you just listen to them.

9. Let go of having to be perfect. That doesn't mean not being accurate. Perfectionism is different than accuracy.

10. Focus on the positive in situations, people and events.

This is obviously not a complete list of EQ qualities. Come up with your own. Sometimes the best way to do this is to examine your own life and the areas where you rank low in EQ and just do the opposite! That would be a good place to start.

Here's an EQ quiz that you can take if you feel your EQ could need a makeover: http://www.ihhp.com/free-eq-quiz.

This test just might help you see if you're good relationship material, if you're going to have a fun, productive, happy flying career, or if you need to upgrade your ranking on the flight attendants' list of favorite pilots!

Bert is a retired TWA & NetJets Captain. He's an Aviation Expert Witness and writes about aviation. He's published in many aviation industry magazines and he's also a mentor/coach for the Next Gen of airline pilots. You can reach him at:bert@bertbotta.com

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SAFE LANDINGS

It has been said that the only voluntary act in aviation is the decision to take-off. Every action after take-off involves the skillful management of risk, the enjoyment of flight and a continuous stream of decisions that result in a safe landing.

In 1974, NASA created the Aviation Safety Reporting System (ASRS) to allow aviation professionals to share experiences in a frank, non-punitive manner. The ASRS structure allows pilots and other aviation professionals to file an anonymous report of an incident, error or occurrence that the contributor feels might be of value to others. These reports are gathered, analyzed and data based by NASA experts and made available to all interested parties as a tool for creating pro-active aviation safety programs. Additionally, NASA distributes an electronic publication, *CALLBACK*, which contains selected, de-identified, reports on a free subscription basis. *In Flight USA* is proud to reprint selected reports, exerted from *CALLBACK*, for our readers to read, study, occasionally laugh at, and always learn from. Visit http://asrs.arc.nasa.gov/ to learn how you can participate in the ASRS program.

Wake Turbulence

Wake turbulence refers chiefly to the two counter-rotating vortices trailing behind aircraft in flight, which are generated when aircraft produce lift. During flight, all aircraft generate wake turbulence, while the strongest vortices are formed when aircraft are heavy, clean, and slow. With consequences ranging from minor to disastrous, an aircraft's wake turbulence may be encountered during any phase of flight.

FAA recently updated wake separation tables to "recategorize the existing fleet of aircraft and modify the associated wake turbulence separation minima." (1.) Nine aircraft wake turbulence categories are now established and derived from wake performance data for each aircraft type rather than legacy weight-based data. Each aircraft type falls into one of the nine categories, and in a flight scenario, leaders and followers are designated by the wake categories of the aircraft involved.

The work is detailed, but pilots may obtain more information from FAA Order JO 7110.126B, Consolidated Wake Turbulence, (1.) the Aeronautical Information Manual (2.) or FAA Order JO 7110.65Z, Air Traffic Control. (3.) NASA ASRS also conducts an ongoing special study on wake turbulence encounters and provides a link to that Database Report Set on its website. (4.)

This month, CALLBACK shares wake turbulence reports that feature aircraft from multiple wake turbulence categories during different phases of flight. Common threats are revealed; others more serious may be envisioned.

Calm and Collected for Takeoff

In calm winds behind a larger aircraft, this CRJ-900 Captain experienced strong wake turbulence. The uncommanded attitude deviation and recovery inputs are compelling.

• *On a calm, clear day taking off behind an A319 with winglets, we were cleared for takeoff just as they rotated. We were fairly heavy with tanker fuel, so we rotated at about the same point down the runway. Between 500 and 800 feet AGL, we began to quickly bank to the right and ended up at approximately 50 degrees of bank. I immediately unloaded the aircraft with nose down force while continuously increasing left aileron. I pushed the thrust levers into Automatic Power Reserve thrust and turned on the continuous ignition…during this maneuver. We recovered about 5 to 8 seconds after initial indications, notified ATC, and continued on without incident. I also checked with our flight attendants to verify that no one was injured.… She said that no one seemed to notice. No aircraft damage was found. [We had] calm air, a heavy aircraft, and close separation.*

Minimum Separation With a Twist

A B737-800 pilot encountered substantial wake turbulence departing LAX while trailing an aircraft of the same weight class and wake category. A throwback solution is suggested.

• *[We were] cleared to take off from LAX on Runway 25R. [The preceding] A321 had not even lifted off. After liftoff, we flew into their wake as we entered the overcast at 700 feet. It rolled us uncontrollably to the right and took full left [aileron] deflection to regain control. It happened again at approximately 1,200 feet. We regained control and continued our climbout.*

Because we are a [Category C weight class] aircraft, [ATC] is allowed to anticipate the preceding aircraft's liftoff and clear us to take off. They are legal because [the A321] was not a Heavy. Additionally, we were doing the ORCKA THREE Departure, and [the A321] was doing the LAXX ONE Departure. Their initial turn over the shoreline was to 221 [degrees] and ours was to 236 [degrees]. Conveniently, we were 15 degrees apart, which also allowed them to clear us to takeoff as the preceding aircraft was lifting off.

Climb, Interrupted

Approaching the top of climb, this B737 Captain experienced wake turbulence resulting in a minor injury. Clues had existed that pointed to the likely wake event.

• *During cruise climb to 38,000 feet and passing 36,000 feet, the flight encountered unexpected wake turbulence.… Climbing at .77 Mach with a pitch attitude of approximately 7 degrees nose up and the autopilot engaged, the aircraft suddenly shuddered and went into a right bank of approximately 25 degrees. I immediately disconnected the autopilot and rolled wings level with a pitch attitude on the horizon. As the aircraft was climbing, we did not lose altitude, but rate of climb was reduced to near zero. The climb was then continued to 38,000 feet. Bank limits were not exceeded and the aircraft was not over stressed. I called the Purser and was informed that everything was fine in the cabin. Subsequently, I learned that a flight attendant in the rear of the cabin had bumped her shin on the service cart during the wake turbulence encounter. She informed me that she thought she was fine and had not been injured… Dispatch was notified via ACARS, and a phone patch was set up with the [Chief Pilot] for the purpose of verbally debriefing the event and a potential crewmember injury. The nearest traffic to our position at the time of the wake encounter was an Airbus A320 approximately 8 miles ahead and 2,000 feet above. The flight continued uneventfully. I continued to monitor the flight attendant's condition throughout the flight and on the return flight.*

Cruising the Wake

This B767-300 Captain tells of severe wake turbulence encountered at altitude while flying at night. The crew had telltale indications and had attempted to acquire an offset clearance prior to the event.

• *While outbound from DUDIS at FL350 on airway M771, we made initial contact with Ho Chi Minh [Area Control Center] after several attempts. We began to experience light, but persistent, wake turbulence from another same direction aircraft at FL360. Noting the quartering tailwind, I thought it would be prudent to turn on the continuous ignition. I advised the First Officer of my intent to request a 2-mile offset to the right… This would keep us out of the wake turbulence, which was increasing in intensity by the second. After two failed attempts to get Ho Chi Minh to answer our radio call, the wake turbulence intensified to what I would consider moderate to severe chop. As I was making my third attempt to get a response from Ho Chi Minh, it felt as if the bottom dropped out, and the aircraft dropped 200 feet. The aircraft then violently rolled left between 30 and 45 degrees of bank and began a significant descent (I did not note the sink rate). I noticed that the First Officer promptly disengaged the autopilot and rolled wings level. We arrested the descent at FL342. We started a very slow climb back to FL350 while I again attempted to contact Ho Chi Minh. On this last radio call, I included our current altitude and how we got there (wake turbulence from the aircraft ahead of us), and included our request to offset. Ho Chi Minh finally responded, acknowledged our climb back to FL350, and approved our offset as requested. We reengaged the automation, and the flight continued without incident.*

A Triple Threat Nightmare

This CRJ-900 First Officer battled challenging wake turbulence and its consequences in trail of a much larger aircraft during the descent, approach, and landing phases of the flight. Fortunately, no injuries or damage occurred.

• *As we descended through 11,000 feet…slowing to 240 knots,… the aircraft unexpectedly rolled 30 degrees right with moderate turbulence. I immediately disengaged the autopilot to right the air-*

Continued on Page 38

Historic Homebuilt Aircraft Anniversaries Part of EAA AirVenture Oshkosh 2022 Activities

A number of iconic homebuilt aircraft designs will be celebrating notable anniversaries this year at EAA AirVenture Oshkosh, which annually brings together the world's largest gathering of amateur-built aircraft. The 69th edition of EAA's fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.



Anniversary aircraft will be celebrate at AirVenture between July 25-31, including Fly Baby's 60th anniversary.
(Courtesy EAA AirVenture)

"Many of our members build their own airplanes from kits or sets of plans and each year, more than 1,000 of these amateur-built aircraft are among the 10,000-plus aircraft that arrive here for

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Safe Landings

Continued from Page 37

craft. The Captain immediately reported the wake turbulence to Fort Worth Approach, requesting a 2-mile offset to the left, which was upwind of the wake. ATC gave us an immediate vector to 165 degrees and descended us to 6,000 feet. When the aircraft was stable, the autopilot was reengaged. ATC indicated we were following a B787. The Captain called the flight attendants to check on the crew and passengers; all were fine. ATC vectored us to the ILS RWY 17C approach course right behind the same B787 that caused us the problem earlier. We were aware of the situation and commenced the approach.

All went well until we started to get light turbulence near the PENNY checkpoint. I remained high on the glideslope, but at a half dot high and going higher, the Captain requested that I descend, not to exceed 1,500 FPM. All checklists were complied with. [We were] handed off to Tower and cleared to land. I complied and clicked off the autopilot to hand-fly the approach as the runway was in sight and I was visual. Crossing the final approach fix at Jiffy and stable by 1,000 feet above field elevation, the turbulence started up again, and a noticeable downdraft occurred, whereby the aircraft was momentarily at 1,000 FPM as I added power. The Captain called one dot low at 750 feet. It happened fast. No windshear caution or alert [occurred].

I was quick to get back on glideslope but left the power in, so immediately [we got] a bit high on the approach by 1 dot. As I brought the thrust levers to flight idle at 150 feet, the Captain called the go-around. ATC was immediately notified of the missed approach, and all checklists and callouts were complied with… ATC vectored us for the ILS RWY 17L approach, and…a successful…landing was made.

ATC should be cognizant of the wind direction when wind parallels the arrival corridor. Wake turbulence remains along the course lines of arrival and lingers longer than when winds are perpendicular to the arrival course lines. I recommend a larger spacing between heavy aircraft and medium aircraft categories.

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Flying Taxi Cabs in the Near Future? UIUC Researchers Say, 'Heads Up, Everybody'

Fans of the 1997 film "The Fifth Element" were undoubtedly drawn to the gravity-defying cars filling the screen, especially the Bruce Willis character's air taxi.

Thanks to a $6 million NASA grant, University of Illinois Urbana-Champaign (UIUC) professor Naira Hovakimyan leads the way toward making these flying cabs a reality. And passengers won't even need a driver.

As part of NASA's University Leadership Initiative (ULI), Hovakimyan's project has established the Center for Autonomous Vehicles in Air Transportation Engineering (AVIATE) in the Department of Mechanical Science and Engineering (MechSE) at UIUC. It is one of just four ULI's awarded in 2022.

Hovakimyan, also serving as the new center's director, said, "The primary goal for air taxis is, once the infrastructure is there and the vehicles are there to operate, you should be able to live in Urbana-Champaign in your affordable house, work in Ohio, and have your dinner in Chicago."

This technology is advancing rapidly and may be able to side-step – or rise above – many of the challenges faced by self-driving cars.

"Ideally, you can take off from your backyard because it's a vertical takeoff and landing vehicle," Hovakimyan said. "In Chicago, where there are no backyards downtown, you would land on the top of skyscrapers."

"It can come sooner than a self-driving car on the road. On the road, you have pedestrians, other vehicles, and much more unpredictability."

For years, Hovakimyan's L1 adaptive flight control system has provided maneuverability and safety in airplanes, vastly outperforming human pilots in challenging conditions. This technology is key to making small autonomous aircraft a trustworthy mode of transportation.

"This ULI envisions building on Naira Hovakimyan's flight-proven L1 adaptive control technology by adding learning and stochastic control enabled components developed through her collaboration with Evangelos Theodorou of Georgia Tech," said Irene Gregory, the NASA Technical Monitor of the ULI. "The vision is to mature this technology for rapidly emerging urban air vehicles, and safe increasingly autonomous flight, by enabling real-time V&V through collaborations with Sayan Mitra of UIUC and Chuchu Fan of MIT."

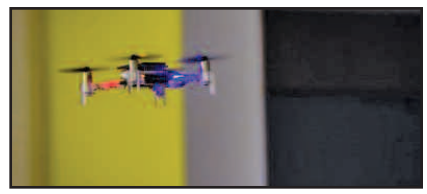
In addition to UIUC, MIT and Georgia Tech, the team members include North Carolina A&T and the University of Nevada at Reno. Lockheed Martin and Sierra Nevada Corporation are also involved on the corporate side. The impressive advisory board includes Boeing, Google Wing and Kitty Hawk.

"By incorporating the safety of the Simplex architecture of Lui Sha (UIUC) and enabling robust perception with Bo Li 's (UIUC) help, the technology will be ready for autonomous flight testing by Petros Voulgaris and Christos Papachristos at UNR using FAA-approved flight test site of the State of Nevada," Gregory said. "The fault detection and reliability analysis will be ensured by Melkior Ornik of UIUC and Ali Karimoddini and Ioannis Raptis of NCAT, a minority-serving institution, thus expanding NASA's outreach to broader communities.

"Vasu Salapaka (UIUC) will lead the efforts for integration into the national airspace. The collaborations with Lockheed Martin and Sierra Nevada Corporation will ensure technology transition efforts, as evidenced by current Lockheed Martin's attempt to flight test the L1 adaptive controller on their systems. Ultimately, the team envisions growing these efforts to establish a university center of autonomy for urban air vehicles."

The ULI initiative gives the academic community an opportunity to support NASA's aeronautical research goals and provides students with valuable experience in solving real-world technical challenges.

Another key ULI goal is for students to gain experience in multidisciplinary teams from other universities and industries, including underrepresented student populations or those who have not applied their skills to aviation problems.



The flying arena at the Coordinated Science Laboratory (CSL) Intelligent Robotics Laboratory (IRL), which comprises a 26-foot by 30-foot space, is dedicated to flying and ground robots testing. (Courtesy AVIATE)

During the summer of 2022, all four ULI teams will have the opportunity to brief congressional staff on their research topics, approach, expectations and progress.

Flying cars have long captured the imagination of Earth-bound humans, from observing birds with envy millennia ago to more modern times watching "The Jetsons" on television or "Blade Runner" on the big screen.

AVIATE researchers may make these notions a reality sooner than expected, resulting in many practical benefits and more mind-blowing aspects.

"It makes the world smaller if you can move faster. That is the whole idea," Hovakimyan said.

Historic Homebuilt Aircraft Anniversaries

Continued from Page 38

AirVenture," said Charlie Becker, EAA's homebuilt community manager. "In 2022, several popular designs are celebrating their anniversaries, and we invite all owners of those aircraft to come to Oshkosh to help commemorate the occasion."

Anniversary aircraft owners are encouraged to pre-register so they can receive updates on special events, parking, and other activities connected to their airplane type. Among the aircraft designs reaching important anniversaries in 2022 are:

• Dyke Delta 60th anniversary – One of the most unusual homebuilt aircraft designs, featuring the rare delta wing

• Fly Baby 60th anniversary – An ultra-economical, single-seat design with a goal of flying for fun

• Acro Sport 50th anniversary – A fully aerobatic biplane designed by EAA founder Paul Poberezny

• KR-1 50th anniversary – A single-seat design that often serves as an airframe for auto-conversion engines

• VariViggen 50th anniversary – One of Burt Rutan's first homebuilt designs that is still a unique profile at any airport

• Van's RV 50th anniversary – The world's most popular aircraft kit, with more than 11,000 completed

Pre-registration is available online at eaa.org. Anniversary aircraft will be featured throughout the week July 25-31, at Oshkosh in flying demonstrations, forums, displays, and other events.



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Supernal and Urban-Air Port Debut World's First Functional Advanced Air Mobility Vertiport

Coventry, U.K., Activation Showcases New Multi-Modal Infrastructure for eVTOLs and Future Passenger Journeys

Supernal and Urban-Air Port on April 25 announced the debut of Air-One – Urban-Air Port's proprietary deployable operations hub for manned and unmanned vehicles – marking the first functional multi-modal infrastructure hub equipped to handle future electric air travel. The vertiport is open for public visitation in Coventry, U.K., and will be redeployed in additional cities worldwide later this year to continue highlighting future Advanced Air Mobility (AAM) passenger journeys and operations first-hand.

"The Air-One activation is an important step for the Advanced Air Mobility industry and demonstrates how eVTOLs can easily integrate with existing transportation networks to address local needs," said Mike Whitaker, chief commercial officer, Supernal. "The reality is no single mode of transportation – current or future – can solve cities' traffic and congestion challenges. Supernal is working with partners like Urban-Air Port to design infrastructure that brings multiple modes of transportation together under one 'roof' and enable AAM to reach its full potential."

The 17,000 square-foot radial Air-One was erected in 11 weeks and is divided into fully outfitted "zones," including a passenger lounge, café, retail pop-up, cargo logistics hub, electric and hydrogen air vehicle hangar, security screening, command and control center. The zones are anchored by a patented 56-foot circular final approach and takeoff (FATO) platform that raises 19 feet in the sky – using a compact, state-of-the-art, synchronized link-lift system – to enable future electric air vehicle takeoffs and landings.

The activation also features Supernal's initial concept eVTOL vehicle, S-A1, on display in the vehicle hangar, live drone demonstrations from the FATO and several new electric vehicles connected to EV chargers on the vertiport's exterior, which are powered by off-grid hydrogen fuel cells. Located .2 miles from main Coventry rail and bus stations, the activation demonstrates how the compact, prefabricated Air-One can enable seamless multi-modal travel, including AAM.



The exterior of Air-One – Urban-Air Port's proprietary deployable operations hub for manned and unmanned vehicles. (Courtesy Supernal)



The passenger lounge at Air-One — Urban-Air Port's proprietary deployable operations hub. (Courtesy Supernal)

Co-creating the AAM Ecosystem

The debut of Air-One is a result of Supernal's partnership with Urban-Air Port, which began in 2020. The companies are working together to support future AAM operations related to building infrastructure networks, designing physical prototypes and shaping operational procedures.

"The opening of Air-One is a momentous occasion – the starting gun for a new age of transport, an age of zero-emission, low-congestion travel between and within cities that will make people healthier, happier and more connected than ever before," said Ricky Sandhu, founder and executive chairman, Urban-Air Port. "The Coventry demonstration – delivered in partnership with Supernal – will showcase the future of how people will travel, seamlessly integrating with other modes of transport to create a greener, more connected future. I am extremely proud to have like-minded, industry leaders like Supernal as partners on our journey to building this industry from the ground up – paving the way for us all."

Urban-Air Port is among the diverse stakeholders Supernal is working with – across public and private entities, other modes of mobility, academia and startups – to responsibly co-create the AAM ecosystem. In addition to the Air-One activation, Supernal recently signed a partnership with the City of Miami, Fla., to help city leaders explore whether AAM can enhance existing transit options and determine if new policies are necessary to enable the industry. Supernal also supported the launch of a first-of-its-kind public-private partnership with the City of Los Angeles and Urban Movement Labs to advance L.A.'s Urban Air Mobility (UAM) planning, including the development and implementation of a comprehensive public engagement and empowerment strategy, and the pending distribution of an UAM integration manual addressing the policy and regulatory responsibilities of multiple city departments.

In addition to co-creating the AAM ecosystem, Supernal is developing a family of electric air vehicles and plans to launch commercial service with its first eVTOL in 2028. As part of Hyundai Motor Group, Supernal plans to leverage the Group's manufacturing expertise to scale electric air vehicle production and ensure AAM reaches the right price point and is accessible to the masses in the coming decades.

Learn more about the Air-One activation at https://www.urbanairport.com/aironeevent.

Supernal (Su·per·nal) is a U.S.-based mobility service provider on a mission to redefine how people move, connect, and live. They are developing an Advanced Air Mobility eVTOL vehicle and working to responsibly co-create the supporting ecosystem and integrate it into existing transit options. As part of Hyundai Motor Group, they are both a new business and an established company, with plans to harness our automotive manufacturing heritage to make Advanced Air Mobility accessible to the masses. Visit www.supernal.aero for more information.

Urban-Air Port Limited designs, develops, manufactures, sells and operates ground, air and digital infrastructure for new forms of sustainable urban air transport such as air taxis and autonomous delivery drones. Its mission is to remove the largest single constraint to sustainable air mobility – ground infrastructure – to create a zero-emission-mobility ecosystem that will significantly cut congestion and air pollution from passenger and cargo transport. Visit www.urbanairport.com for more information.

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Air Force Tests Oxygen System For T-7 Red Hawk



The Air Force Life Cycle Management Center's Mobility and Training Aircraft Directorate is currently testing the On-Board Oxygen Generation System (OBOGS) that will go on the T-7 Red Hawk trainer. The system is critical for fighter and trainer aircraft designed to produce an unlimited supply of oxygen for pilots. (U.S. Air Force graphic)

By Brian Brackens
Air Force Life Cycle Management Center Public Affairs

The Air Force Life Cycle Management Center's Mobility and Training Aircraft Directorate is currently testing the On-Board Oxygen Generation System (OBOGS) that will go on the T-7 Red Hawk trainer.

"We're testing a brand new configuration of OBOGS," said Jessica Allen, T-7A Crew Systems lead with the directorate. "The configuration we're going to be using on the T-7 has not been used on any other platform. It's going to consist of our primary breathing gas system and our auxiliary backup oxygen system."

Designed to produce an unlimited supply of oxygen for pilots, OBOGS are a critical system for fighter and trainer aircraft. Working closely with the Air Force Research Laboratory's 711th Human Performance Wing and AFLCMC's Life Support Systems Scientific Test Analysis and Qualification (LSSSTAQ) lab, the directorate is working to gather important data and ensure the system will properly operate and supply the pilots with oxygen.

The tests have been divided into three phases. The first phase was conducted at the LSSSTAQ lab and consisted of unmanned altitude chamber testing. The Scientific Test and Analysis Techniques Center of Excellence used design of experiments to assist in dynamic changing of parameters during testing runs. This allowed for 40 times more information to be collected on the T-7 OBOGS system compared to other platforms.

In phase two, the team collaborated with the 711th HPW, using their human-rated centrifuge and the newly man-rated Research Altitude Chambers to conduct manned and unmanned acceleration testing and manned altitude chamber testing. For this phase, volunteer Air Force pilots and volunteer human subject panel members were used.

"The LSSSTAQ lab did an extensive job testing and challenging the system during the first phase, which gave us a high level of confidence moving forward into the manned testing phase," said Maj. Daniel Catrambone, Research Physiology Operations lead at the 711th HPW.

Acceleration testing was performed in the centrifuge in gradual and rapid onset rates up to 8.5Gs.

"With that [manned altitude testing] we did everything from BOS duration testing to breathing impedance testing, where we had subjects peddling on bicycles to simulate workload in the aircraft, to rapid decompression testing that covered the gamut of the operational envelope for the T-7," Allen said. "We had 18 different human subject panel members and 10 fighter pilot volunteers."

The third phase of testing is scheduled to begin soon in the LSSSTAQ lab and will be comprised of environmental testing.

Upon completion of phase three, the OBOGS system will be installed onto five T-7 aircraft for flight testing later this year.

"Our No. 1 priority is to make sure that T-7 pilots are able to fly, land and carry out their training mission successfully," said Shanika Sims, Air Vehicle Branch chief for the directorate's T-7 Red Hawk Division. "Therefore, it is important that we ensure that the OBOGS work as intended."

Bombardier Begins New Era in Wichita

Bombardier announced on April 19 that its Wichita facility is designated as its new U.S. Headquarters, underscoring the site's growth and multi-disciplinary expertise. The company said the decision to locate its U.S. Headquarters in Wichita was a logical choice given the site's deep-rooted history in aviation, the tremendous opportunities for growth in the maintenance, repair and overhaul (MRO) and defense sectors, and its strong and talented workforce. The new U.S. Headquarters is a key pillar in Bombardier's long-term strategy for its presence and growth in the U.S.

Bombardier's footprint in Wichita includes an expanding service center that supports Bombardier's entire family of Learjet, Challenger and Global business jets. The site also continues to operate one of the world's leading flight test centers that performs testing and certification of aircraft upgrades on all new Bombardier aircraft programs, including the ongoing certification campaign for the Challenger 3500 jet.

Wichita is also home to the newly renamed Bombardier Defense, reflecting the company's strategic expansion of its existing Specialized Aircraft division. The expanding defense market is a key area of growth for the company. With the reinvented Bombardier Defense, led by Steve Patrick – Vice President Bombardier Defense, the company will leverage Original Equipment Manufacturer (OEM) design, manufacturing and certification expertise to provide agile, innovative solutions hosted on Bombardier's class leading aircraft platforms. This centre of excellence for defense applications, technology and innovation fully leverages the Wichita workforce and local industry.

Bombardier Defense also confirmed on April 19, additional firm orders for modified versions of its Global 6000 aircraft, as part of a potential $465 million USD order from the United States Air Force (USAF) in support of the Battlefield Airborne Communications Node (BACN) program. Last year, Bombardier was awarded the sole-source engineering and modification Indefinite Delivery Indefinite Quantity (ID/IQ) contract from the USAF to modify up to six Global 6000 business jets to become E11-A BACN platforms. Bombardier Defense will continue to leverage Wichita's highly reputed expertise to provide in-service support and upgrades to the USAF's expanding BACN fleet, underscoring Bombardier's status as a key U.S. aerospace employer.

"Wichita was the obvious choice as the home of Bombardier's new U.S. Headquarters and Bombardier Defense," said



Bombardier's footprint in Wichita includes an expanding service center that supports the company's entire family of Learjet, Challenger and Global business jets, including the ongoing certification campaign for the Challenger 3500 jet.

(Courtesy Bombardier)

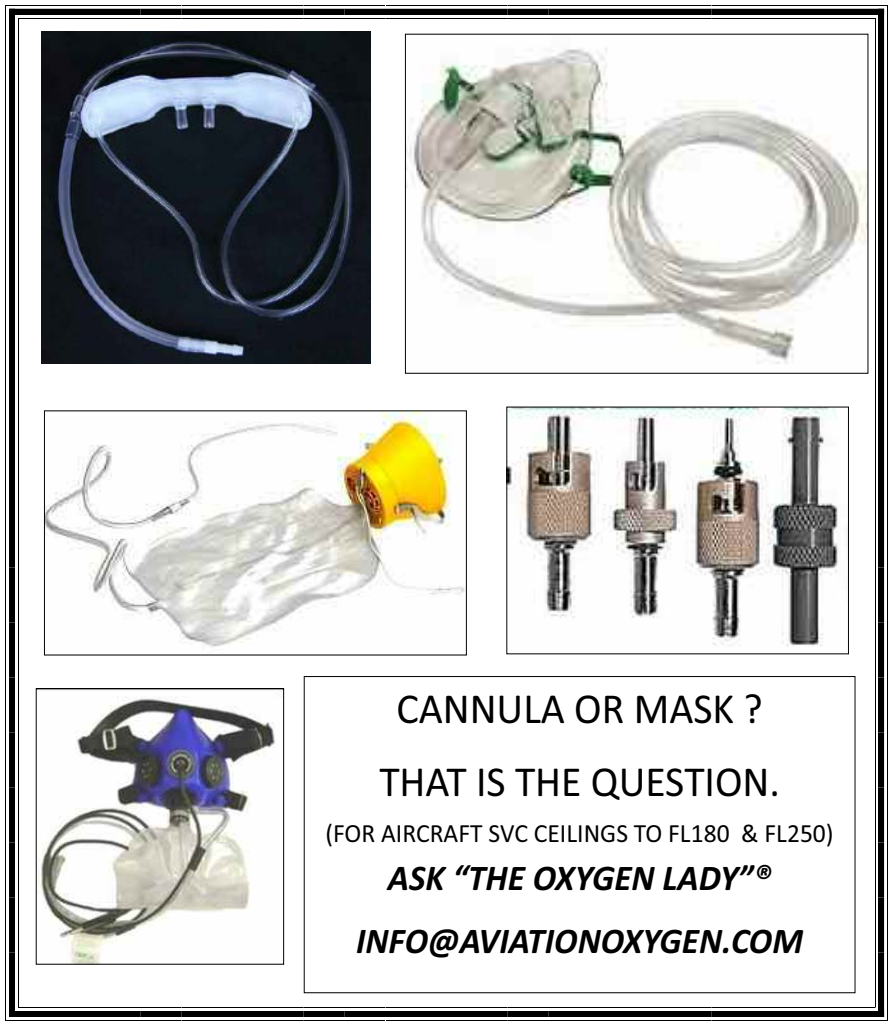
Éric Martel, President and CEO, Bombardier. "For more than 60 years, the established skills and expertise from the Air Capital of the World is second to none, and this latest confirmation from the United States Air Force is a testament to the confidence they have in our aircraft and importantly, in the strength of our people in Wichita."

With the announcement of Wichita as the company's U.S. Headquarters, Bombardier also announced that Tonya Sudduth, former Vice President of Operations, Wichita site, has accepted the newly created role of Head of U.S. Strategy. Based in Wichita, Sudduth will lead Bombardier's U.S. strategy, leveraging her extensive knowledge and rich aerospace experience to build strong relationships with key stakeholders in the community, government and industry to further strengthen and grow Bombardier's presence across all its sites in the U.S.

Bombardier continues to grow its footprint in the U.S. and in Wichita. The company has harnessed the high-level know-how of the teams in Wichita and doubled the size of its service center workforce to meet existing and anticipated demand. From three hangars just four years ago, Bombardier's Wichita service centre has expanded to include seven hangars today, offering Learjet, Challenger and Global aircraft operators exceptional original equipment manufacturer (OEM) value and customer experience. Bombardier Defense also benefits from dedicated hangars to meet growing demand.

Between Bombardier's service centre, flight test center and Bombardier Defense, the company is actively recruiting to immediately fill more than 180 jobs in Wichita and close to 500 jobs across the U.S. For corporate news and information, including Bombardier's Environmental, Social and Governance report, as well as job opportunities, visit bombardier.com.







Audio Produced by Pilots, for Pilots: Check Out AOPA's Podcast Lineup

By Ian J. Twombly
AOPA



AOPA delivers aviation audio entertainment on every popular platform, making our homegrown podcasts Hangar Talk, There I Was…, Ask the A&Ps *and many others available for listening on whatever device you like.*
(Chris Rose/Courtesy AOPA)

With hosting deals in the millions, nearly half of Americans tuning in, and a virtually unlimited number of options, podcasts are clearly having a moment. And that goes for aviation podcasts too.

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You can listen through the AOPA website, the AOPA App, on Apple Podcasts, Google Podcasts, Spotify, or any other independent podcast app on your phone or website on your computer. If you follow or subscribe, the latest show will automatically download into the application you choose, making it quick and easy to hear new episodes. Check out AOPA's current lineup.

Hangar Talk

The top five headlines analyzed by hosts Ian Twombly and David Tulis, followed by a conversation with general aviation's most interesting personalities, *Hangar Talk* is a great way to stay up to date and informed about what's new in aviation. New episodes launch every other Monday.

Ask the A&Ps

Hosted by maintenance experts Mike Busch, Paul New, and Colleen Sterling, this call-in show answers all your toughest questions. From flying lean of peak and oversquare to engine overhauls and oil leaks, the hosts have seen it all. New episodes come out the first day of every month. Submit your questions to podcasts@aopa.org

FlyBy

If aviation is life, but maybe so is pizza, *FlyBy* is for you. Hosted by a rotating group of AOPA staff pilots, *FlyBy* is a conversation about everything from the latest crazy STOL video to who has the best food in town. New episodes launch weekly in podcast form, and on YouTube.

Flying Clubs Radio

One of AOPA's topic-specific shows, *Flying Clubs Radio* is for anyone currently in a flying club or interested in learning more. Each episode, hosts Steve Bateman and Drew Meyers talk about an aspect of flying club operation or formation they've encountered while helping hundreds of clubs around the country.

Never Again

If you love the "*Never Again*" column in *AOPA Pilot*, you have to check out this podcast. These quick episodes are stories from pilots who have put themselves in unfortunate positions and come back to tell the world about it. New episodes come monthly.

Pilot Briefing

Need your aviation news fix, and need it quick? *Pilot Briefing* gives you all the aviation news, announcements, updates, and events happening each week in aviation. It's a quick shot of all you need to know for the week in five minutes or less.

There I Was…

Hosted by AOPA Air Safety Institute Senior Vice President Richard McSpadden, *There I Was...* is an intimate, unsparing conversation that gets to the heart of how we make mistakes as pilots. Each show examines what the pilot did wrong, and what we can learn from his or her mistakes. New episodes launch monthly.

Find all of these podcasts on AOPA's website, www.aopa.org.



Tecnam Shapes the Future of IFR Aviation Training with the P-Mentor

Tecnam announced on April 13, the introduction of a new, revolutionary aircraft into the General Aviation arena – a model named P-Mentor. With the Type Certificate issued on April 7, 2022, the P-Mentor sees its official birth date. The aircraft was showcased for a worldwide premiere at AERO Friedrichshafen late last month.

"Mentor: an experienced and trusted person you rely on to give you advice and guidance, especially in your career." With these words in mind Tecnam started the P-Mentor program: a simple and sustainable solution to guide student pilots from their first flight up to Instrument Rating, all in one two-seater single piston aircraft: IFR; PBN, RNAV; Variable Pitch, Autopilot, Simulated Retractable Gear Control; BRS.

The P-Mentor is the ultimate synthesis of Tecnam's leadership, knowledge and experience in solutions for Flight Training Organizations and private customers.

The P-Mentor allows complete PPL, IR and UPRT training, with approved PBN/RNAV as well as AFCS: the entire training syllabus with unprecedented fuel consumption and emissions, further enhancing the renowned profitability of Tecnam-made fleet.

For the first time ever, the extremely fuel-efficient and low-emissions Rotax 912iSc becomes the hearth of a full IFR-approved aircraft, coupled with an MT constant speed propeller.

The all-new wing specially designed for the P-Mentor features a tapered planform with laminar flow airfoil and mixed structure; light alloy for spars and wing box, CFRP for the one-piece leading edge. Its design allowed the P-Mentor to pass the latest CS-23 Amendment requirements for low speed and stall characteristics without the ballistic recovery system being an essential part of the aircraft configuration. BRS is approved and available as an option for customers who require additional safety add-ons. Integral fuel tank is located behind the main spar and it offers a remarkable 130lt volume and more than nine hours endurance.

Flight and Training experience offers the state-of-art Garmin G3X glass cockpit, with Garmin GI275 as back-up instrument and multiple configurations to allow PBN/RNAV as well as GFCTM 500 autopilot training. Simulated retractable gear control for enhanced students' proficiency since their first flight is available as an option.

Besides its revolutionary avionics, the P-Mentor sports Tecnam's signature Italian style with the clean and sleek lines, interiors shaped around a large cabin, modern seats and superior visibility.

Tecnam's commitment towards sustainable aviation is a reality today: flight training choosing Tecnam as their single and twin-engine aircraft fleet supplier can save up to 10 tons of CO2 for every graduated Commercial Pilot. The less-emission training fleet currently available is Made-In-Tecnam.

P-Mentor is the IFR approved aircraft with the lowest fuel consumption



The P-Mentor 3W (Courtesy Tecnam)



The P-Mentor full-IFR cockpit. (Courtesy Tecnam)

and CO2 emissions, with up to 60 percent of emissions reduction when com-

Continued on Page 47



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One of the truly great things about being an aviation buff is the number of "Goodies and Gadgets" available to play with. Here* In Flight USA *has collected a few new ones worthy of your consideration.

Aircraft Spruce & Specialty Co. has been the supplier that aircraft builders, owners, pilots, and aviation businesses have depended on since 1965. They carry a wide selection of aircraft parts, building materials, avionics, and pilot supplies, all of which are offered on their website (www.aircraftspruce.com) and in the famous Aircraft Spruce catalog, now over 1,000-pages available for download or for free in print. You can depend on Aircraft Spruce for prompt shipping and competitive pricing on all orders.

Spring Cleaning with Aircraft Spruce

Spring cleaning is in full swing and Aircraft Spruce is ready to help you get the job done. They are currently featuring Celeste Aviation Cleaning Solutions. Celeste Industries Corporation is a specialty chemical company providing safe and sustainable cleaning, maintenance and odor control solutions to aircraft manufacturers and operations around the world.

Celeste HiFo-Clean Carpet Cleaner

This one gallon jug of HiFo-Clean is an easy to use foaming carpet cleaner that cleans and lifts dirt, food and drink particles, and other soils commonly found in carpets. After application, it will dry rapidly and can be vacuumed within 30-45 minutes. HiFo-Clean can be used with a motorized brush or hand brush, making it ideal for use in hard to reach areas. This flexibility makes it ideal for use during both deep cleaning and spot cleaning. The gallon jug sells for $24.60 each.



Celeste Flight Deck Wipes



These wipes are designed specifically for use on glass and clear plastic surfaces, as well as video screens. They are a low-odor, non-streaking formulation that dries quickly, leaving the surface clean and clear. A box of 1,200 packets sells for $373 each.

Whelen Parmetheus G3 Par 46 Landing Light – FAA-PMA



Keeping the tradition of industry leading performance and value, the new Par 46 G3 Series is 2.5 times brighter than the Parmetheus Plus all while maintaining the same form, fit and functionality of a drop-in LED replacement for legacy landing lights. Variable voltage 14-28 VDC. The unit sells for $399 each.

Turtle Beach VelocityOne Flight Simulator Universal Control Yoke And Throttle System



Developed by world-class aeronautical engineers and pilots, the Turtle Beach VelocityOne Flight Universal Control System offers the most immersive, authentic flying experience on the market. A true-to-life 180-degree yoke handle with built-in rudder controls provide precise, long-lasting control of any aircraft. The modular throttle quadrant with integrated trim wheel and included swappable throttle tops offers at-home aviators enhanced customization for both light and heavy aircrafts. The Flight Management Display and an authentic status indicator panel offers real-time alerts and critical flight details. Setup is easy with a simple USB connection for Xbox Series X|S & Xbox One or Windows PCs. This item qualifies for free ground shipping via UPS (Lower 48 USA Only - Additional Items May Void Promotion). The unit sells for $349.95 (on sale now from $379.95).

Aircraft Climate Impact – Portable Aircraft Air Conditioner



Aircraft Climate Impact is a next-generation portable aircraft air conditioner designed by pilots for pilots. It packs a serious punch of cooling in a compact package.

This portable aircraft air conditioner works by circulating ice water through a high-efficiency heat exchanger, and is enclosed in a vacuum-sealed YETI cooler.

Air is drawn over the heat exchanger, cooled, and expelled via a 5-inch Italian-made fan used by CAT and other industrial companies for intense air conditioning performance.

The vacuum-sealed YETI cooler ensures Aircraft Climate Impact operates at high thermal efficiency (maximizing cooling endurance) while also enabling pilots to leave ice in the unit for 24-plus hours when not in use.

Aircraft Climate Impact is proudly in service by both Boeing and the USAF.

The unit comes in white or charcoal and sells for $1,195 each.

White Finishing Pad



This superfine pad is used in final buffing, after polishing with other pads.

- Extreme Shine
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- Wax Application
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Each pad sells for $4.60.

Headquartered in Corona, Calif., Aircraft Spruce has six additional locations throughout the U.S. and one in Brantford, Ontario, Canada. Find Aircraft Spruce online at www.aircraftspruce.com or by calling toll free 877/477-7823 or their customer service line at 800/861-3192. Ask for their free 1,000-plus page catalog shipped free to U.S. customers.

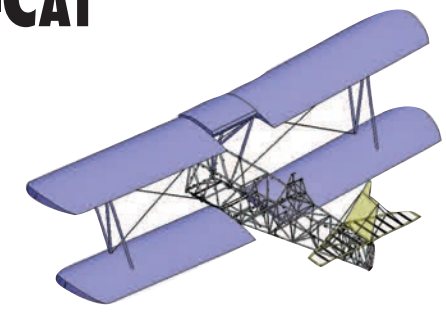
Aeronautix is Re-engineering the Ag-Cat

Aeronautix has been contracted by Storm Aeronautics of David City, Nebraska, to collaboratively develop a prototype and pursue FAA STC Certification for an extensively modified Grumman Ag-Cat (G-164A and B models). The major upgrades will include: a gross weight increase to 10,000 pounds; a new PT6-140AG engine with almost 900 horsepower; increased fuel capacity and range; an increased hopper size for at least 500 gallons; larger cockpit for improved ergonomics; and many other operational and safety-oriented features.

Safety considerations are vital for agriculture aircraft and the Ag-Cat has an impressive record in that regard. By upgrading a proven Grumman design, Aeronautix will be able to build from a solid, FAA Certified engineering foundation. Full scale instrumented structural testing of the wings, fuselage, engine mount, and tail section have already been completed at the Storm Aeronautics facility and have shown measurable new capabilities of the Ag-Cat design. The G-164 wings have been loaded with 200 percent of their original limit load, 16,165 pounds to be exact. Extensive 3D CAD modeling of the entire aircraft has begun, with finite element models being used to validate design improvements.

Following validation of CAD/FEM models, the changes will be evaluated using computer simulations. A prototype aircraft will then be constructed, and the FAA STC certification testing will begin. Aeronautix will post regular project updates on LinkedIn.

The modified Ag-Cat, known as the "Storm Cat", will be a true 500-gallon biplane and will be produced and sold by Storm Aeronautics to compete with the agricultural monoplanes seen today.



A model design of the "Storm Cat."
(Courtesy Aeronautix)

For more information visit Aeronautix.com or call 316-500-6070.

Sensenich Propeller: New!
Now Type Certified: Carbon Fiber, Ground-Adjustable Propellers

Available for a Wide Range of Classic Single-Engine Airplanes

Sensenich Propeller has announced Part 35 Type Certification for their G-Series ground-adjustable carbon fiber propellers.

This advancement represents the culmination of 90 years of continual development in American propeller design, testing, and manufacturing. This has allowed Sensenich to deliver the latest aerodynamic and material improvements previously available only in more complex and costly propellers to the common aviator.

Propeller options under this T.C. range from 72 to 82 inches in diameter to allow for installations on existing aircraft models from 125 to 180 horsepower. Current STCs utilizing the 82-inch diameter allow for installation on PA-18-150 models with O-360 engines. Sensenich is excited to pursue additional installation approvals for Piper, Cessna, American Champion, Cub Crafters, Grumman, and more.

Sensenich's lightweight composite blades incorporate a swept scimitar profile and the latest proprietary airfoil technology to maximize performance while reducing acoustic signature. Advanced carbon fiber monocoque construction results in weight reduction of 15 to 20 pounds compared to fixed-pitch aluminum and 30 to more than 50 pounds compared to constant-speed propeller installations. Beyond the potential useful load advantages, this lower rotating mass allows faster throttle and control response, increasing maneuvering precision in short fields, inclement weather, and other dynamic situations.



Carbon Fiber Ground-Adjustable props for 125-180hp models from Piper, Cessna, Champion, CubCrafters, Grumman: less weight, more thrust, less noise. (Courtesy Sensenich)

The innovative ground-adjustable hub system permits easy, precise, and fast pitch optimization for maximum performance under a variety of operating demands and atmospheric conditions. Stainless steel erosion shields provide durable FOD and erosion protection for a long, reliable service life. Simple installation and operation deliver meaningful and economical improvements without the negative installation cost, service interval, and operating changes associated with constant-speed propeller conversions.

To find out more about this cost-effective way to liven your aircraft's performance, handling, and ramp appeal, visit www.sensenich.com, or contact by email: propsales@sensenich.com.

The P-Mentor

Continued from Page 45

pared with IFR competitors.

A number of selected training organizations already pre-ordered the P-Mentor, confirming the great benefits of this new design.

For more info on the P-Mentor visit the company website at www.tecnam .com/ aircraft/pmentor

"We are delighted to present the P-Mentor today. I am sure this new design will revitalize the Trainer market, helping many flight schools to remain competitive and profitable and making new student pilots happier and more proficient. Real sustainability, fuel economy and profitability start here," said Tecnam's Managing Director, Giovanni Pascale.



The P-Mentor 2W (Courtesy Tecnam)

"When I see a new Type Certificate with this model's name, I think of my father and my uncle, Prof. Luigi Pascale – the men who started this adventure. It also reminds me of all our collaborators and customers that brought us here today – our mentors," summed Tecnam's CEO, Paolo Pascale.

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1180 TTSN, Garmin G1000 NXI, GFC 700 A/P, like new!



2004 Cessna Skylane T182T

2534 TTSN, Garmin G1000, KAP 140 A/P.



1980 Cessna 182Q Skylane

One owner since new, 3500 TTSN, 1275 SFRMAN not in annual and in storage since 2006.....**$129,950**



1955 Beechcraft T-34B Mentor

60 HRS Since Restoration.....**$295,000**



1998 Cessna Skylane 182S

Garmin 750 GPS, Aspen PFD 1000, 4153 TTSN, 2700 SMOH!.....**$275,000**



2005 Cessna T182T Skylane

Only 878 hrs since new and 550 hrs SMOH. Garmin G-1000, looks like new!.....**MAKE OFFER**



2014 Flight Design CTLSi

Only 330 hours since new. Always hangar kept and looks like new.....**$125,000**



1978 Cessna 172N Skyhawk

3958 TTSN, 2060 SFRMAN, Digital IFR. Original paint and interior. Annual inspection expired.....**$84,950**



1979 Cessna 182Q

Only 1500 TTSN, 700 SMOH, Hangar kept with perfect original paint/interior. Like New!...**$179,950**



1969 Beechcraft 36

Garmin 530W GPS, S-TEC 60 A/P, 46 STOH, 1912 SMOH.....**MAKE OFFER**



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Pilot Luke Aikins Successfully Achieves Plane Swap

Luke Aikins and Andy Farrington Attempted to Become the First Pilots to Swap Planes The Aspirational Feat was Partially Accomplished

Editor's Note: *This story comes from Red Bull and was performed by trained professionals, both in piloting and skydiving. Our research indicates the FAA had not approved this attempt and they are now investigating.*

Pilots and cousins Luke Aikins, 48, and Andy Farrington, 39, attempted to become the first pilots in the world to take off in one aircraft and land in another. The goal of swapping planes mid-air for the first time was partially accomplished.

The preparation for their latest project had been a year in the making, but a lifetime of experience led Aikins and Farrington to their attempt to swap planes, unassisted. Both began skydiving in their teenage years and have jumped more than 5,000 times together. Individually their experience speaks volumes. Aikins entered the event with 21,000 jumps and 8,750 commercial flying hours, and Farrington had 27,000 jumps and 6,000 commercial flying hours to his name.

Plane Swap was Aikins' brainchild and was inspired by a photo in an aviation publication in the 1990s. He put his name against some of the most successful aviation feats in the years that followed. He served as a consultant on the Red Bull Stratos mission, performed a historic first-ever skydive without a parachute on live TV (2016) and developed Red Bull Aces, the first-ever wingsuit slalom competition (2014).

In the 12 months leading to their attempt to swap planes, Aikins and Farrington worked on a pair of experimental Cessna 182s and enlisted the help of Lead Aeronautical Engineer Paulo Iscold. Relying on thousands of hours of skydiving, piloting and engineering experience respectively, the goal was to prove the act of a pilot swapping planes was possible.



Luke Aikens preparing to skydive from his plane to Andy Farrington's plane mid-air. (Predrag Vuckovic/Courtesy Red Bull Content Pool)

"I mean, we proved that it was possible," said Aikins. "We're pushing boundaries out here and what's great is I jumped from one (plane), I got in the other one, we landed, I landed safely. Andy landed safely under a parachute. The plane landed under a parachute. All of our safety protocols worked.

"That's why we're here where we are and everybody's safe. The parachute system works just like it was supposed to. There's no way to test it until you do it."

Drawing on all his aviation experience, Farrington decided to abort his attempt to enter the plane he was approaching, instead deploying his parachute. The aircraft's safety mechanisms were also activated, but the aircraft was damaged. However, the most important outcome had been achieved – neither he, Aikins or anybody else was injured.

"Yeah. I mean, we were there, all the numbers matched up and everything like that," said Farrington. "Everything should have been good to go. For some reason, it wasn't that way.

"At the end of the day, we're both here. We're both good to go. Everybody's safe and sound and I guess that's the important part."



Andy Farrington preparing for take-off. (Predrag Vuckovic/Courtesy Red Bull Content Pool)



The blue and silver planes taking to the sky. (Michael Clark/Courtesy Red Bull Content Pool)



Cousins reunite on the ground after Plane Swap. (Chris Tedesco/Courtesy Red Bull Content Pool)

FAA Youth Task Force Announces New Members

The Youth Access to American Jobs in Aviation Task Force (YIATF) welcomed two new members at its second public meeting of the year on March 31, 2022.

Reflecting the commitment to fostering an environment for creative solutions to inspire diversity in the next generation of the aviation workforce, the YIATF recruited aviation and education experts Jewel Fletcher and Andrew Ross support that mission.

Ms. Fletcher is pursuing her bachelor's degree in Aircraft Operations at Vaughn College in New York and serves as the Chair of the Student Government Association's Academic Affairs Committee. She has also been an advocate to double Pell grants for in-need students and served as guest facilitator with the Women in Aviation International 2021 Girls in Aviation Day.

"I hope to bring awareness to youth about the aviation industry and increase their access to aviation careers," said Ms. Fletcher.

Mr. Ross is a pilot with United Airlines and a core member of the Air Line Pilots Association's (ALPA) International National Education Committee. In 2015, he founded the ALPA Aviation Collegiate Education (ACE) Club at Lewis University, which provides industry mentorship and leadership opportunities to aspiring aviators. He currently serves as the committee's liaison to Southern Illinois University-Carbondale. In addition, Mr. Ross led the effort to establish an educational scholarship program for ALPA ACE Club students.

"My goals for working with the Task Force are to bring youth into aviation at an early age and to help remove as many barriers for them as possible," said Mr. Ross.

The Task Force, comprised of aviation leaders from industry and academia, is charged with providing independent recommendations and strategies to the Federal Aviation Administration (FAA) to educate youth on career opportunities in aviation. In addition, the Task Force will identify and recommend opportunities for apprenticeships, workforce-development programs and careers in the aviation for students.

The FAA will use recommendations to encourage U.S. high school students to enroll in aviation career and technical education courses. These include aviation manufacturing and maintenance and science, technology, engineering, and mathematics (STEM).

The Task Force will submit a report of its recommendations and strategies to the FAA Administrator and the appropriate Congressional committees.

To learn more about the Task Force, comment or get answers to your questions, please contact (email) S602YouthTaskForce@faa.gov or visit the Task Force website at faa.gov or directly at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/797.

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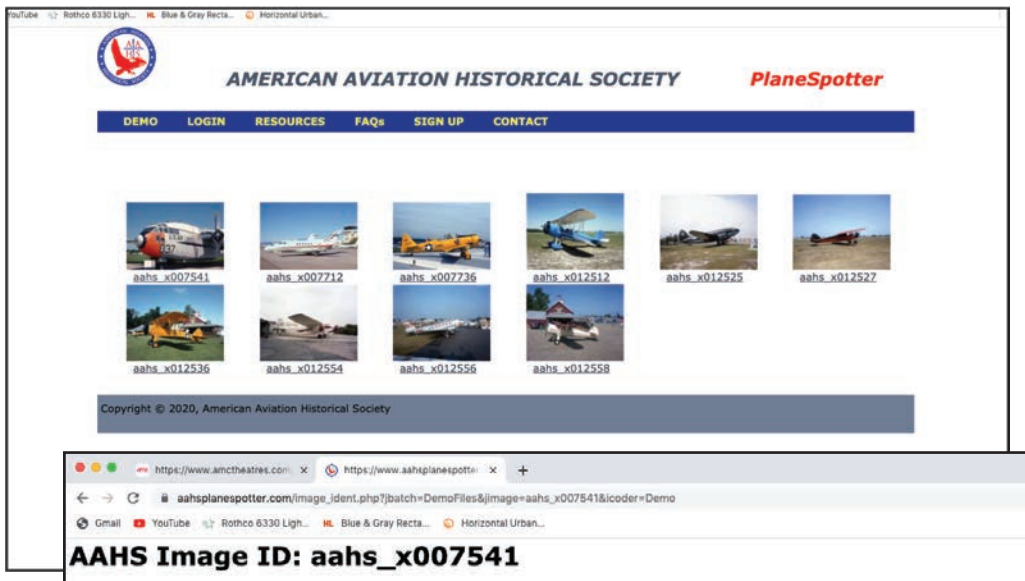
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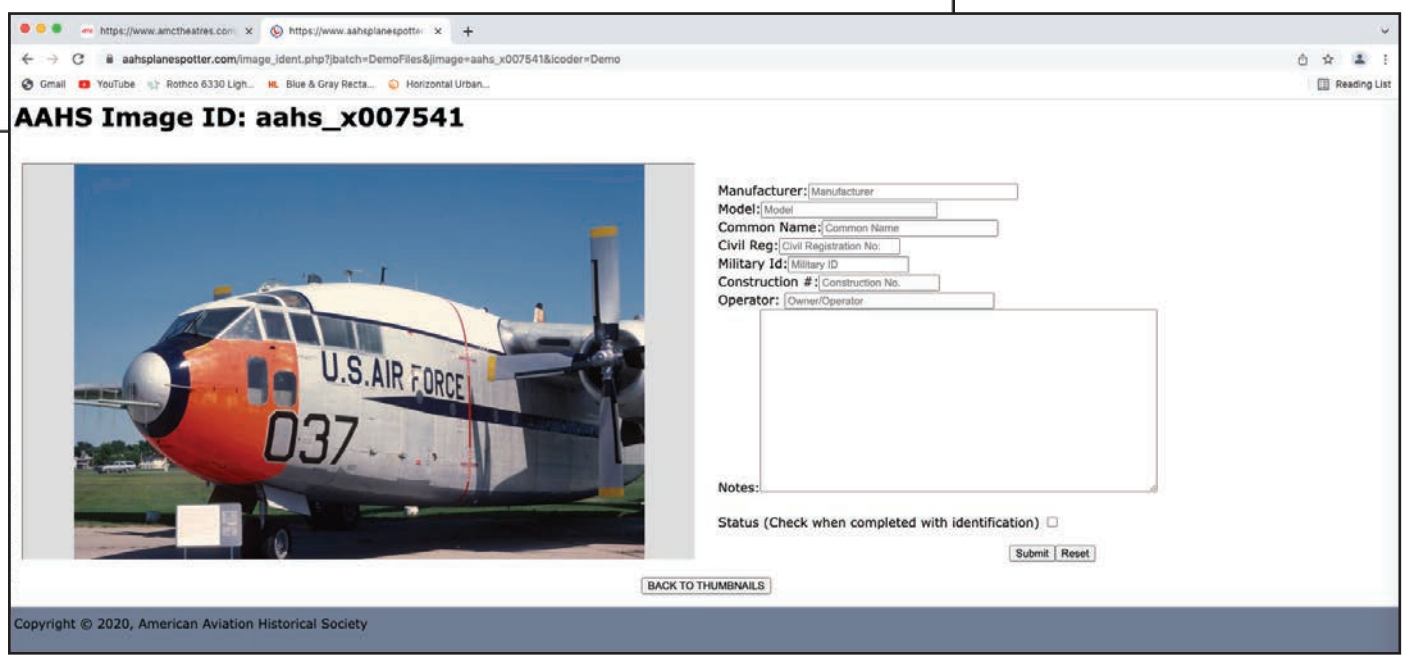
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Have questions? Contact the AAHS Planespotter Administrator, Steve Riter, at: ivolunteer@aahsplanespotter.com, or call the AAHS office at 714-549-4818.





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