The Plus One Flyer

Newsletter of Southern California's Premier Flying Club

San Diego County, California

Spring 2018 Edition

33rd Year Serving General Aviation

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Upcoming Events

- April 12, 5:30pm: CFI & Safety Meeting, Courtyard by Marriott, 8651 Spectrum Center Blvd.
- April TBD, 5:30pm: General Membership Meeting, Courtyard by Marriott, 8651 Spectrum Center Blvd.
- May 17, 6:30pm: Board of Directors Meeting, Conference Room, Montgomery FBO.

New Member Briefings

- 1st Tuesday at 6:30pm, Plus One Flyers, 1987 N Marshall Ave, Gillespie Field, El Cajon.
- 1st and 3rd Saturdays at 9:30am, *See Note Below
- 2nd and 4th Saturdays at 9:30am, Plus One Flyers Office, 2186 Palomar Airport Road.

Plus One Hosts AOPA Rusty Pilots Seminar

Plus One Flyers was pleased to host an AOPA Rusty Pilots seminar on 03 March 2018 at the MYF Airport Operations Building. Approximately 30 AOPA members attended an afternoon presentation by Ms. Kay Sundaram, the local AOPA Ambassador. Ms. Sundaram provided the attendees some great refresher information targeted for those pilots who have taken some time off and are getting back into flying. If you are an AOPA member who needs to "shake the rust off" and are interested in attending the next seminar, please go to https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots or contact Ms. Sundaram at Kay.Sundaram@aopa.org.

Sharing the Passion of Aviation with Challenge Air

Rich Pickett CFII, owner Cirrus N412DJ

One of the coolest flying activities we can do as aviators is share the love of aviation with others. Challenge Air (www.challengeair.com), a nonprofit based in Dallas Texas, provides this opportunity for children with special needs. The organization was founded by a former naval aviator after he became a quadriplegic from an aircraft carrier landing accident.

On February 24th at Brown Field, the local Challenge Air sponsored a incredible day of various activities for children centered around flying of course! The event drew over 100 children and 19 aircraft from around the area. Some of the children and their families traveled from the Los Angeles basin, and farther, to participate.

Challenge Air event at Brown Field

Events for the children included face painting, cheerleading by the Torrey Pines High School, a BBQ, an introductory aviation ground school, and of course flying!

Several members of Plus One Flyers supported the event by flying missions. I flew my Cirrus SR22 - N412DJ, Chuck Parme piloted N851DS, Jim Dell flew his Cirrus SR22, to name a few.

Chuck Parme in flight

Jim Dell with his SR22 and passengers

After a quick ground briefing we were assigned a team, mine was Uniform and Harmony, my dispatcher, scheduled the passengers I would fly that day. We would always take a parent along with our co-pilot, who also completed a short ground school before the flight.

Getting ready for our flight over San Diego

Once we loaded our passengers we taxied from the designated Challenge Air ramp area to Runway 26L. Our flight profile was to depart west, fly out to the beach then head east just north of Brown, but outside of the Class Bravo. North of Otay Lakes we would start the usual arrival into Brown. The Brown tower controllers were awesome, and it was fun seeing so many planes offering these kids, and their families, a unique opportunity.

Most of us gave our co-pilots a chance to fly our planes, which was a joy to them, their parents and siblings and the pilots! Some of the children were non-verbal, or with limited verbal skills, which never mattered to me since I could tell they understood my instructions when flying the airplane, or even operating the flaps. My wife and I have been involved in autism research since 1998 and understand how important activities such as

these can be in the lives of these children. As a Flight Instructor for 38 years, it is always a joy to see someone share in our passion. The smiles, and hugs, from our new found co-pilots and families after the flights demonstrated how rewarding these flights were to everyone.

Awarding certificate to my new co-pilot after our flight

We could have used more planes and pilots, since there was a waitlist for participants to attend the event. It would be great if we had an even larger participation by the Plus One flying community next year. All it requires is a PPL with 500 hours PIC and some paperwork. For those interested, more information is available on the Challenge Air website, or reach out to one of us who has participated.

Achievements!

Congratulations to Adam Brooks for pushing his limits and passing the CFI Initial check ride. Adam decided to make teaching his full time profession and is looking forward to a career with the airlines. Instructor, Shane Terpstra.

Congrats to Eric Cranfield for passing his private pilot with DPE Greg Madariaga on December 27th! Way to go!!! Eric's instructors, Steve Eiler and Riley Silberman, are very proud of his hard work and we know his father, a Southwest captain, is too.

Congratulations to Dolly Doctor who is pictured here after her first solo with instructor Bob Agresto.

Congratulations to Josh Fagan for passing his Commercial Multi-Engine check ride. Instructor, Shane Terpstra.

Congratulations to Caleb Hogg for passing one of the hardest check rides there is, his CFI Initial. The monster seven hour oral was the culmination of nearly a week of non-stop studying, polishing and teaching. His very proud instructor, Shane Terpstra.

Member John Hunter passed his Private Pilot checkride on 1/29/18. Instructor, Larry Heil.

Congratulations to Nykone Rasabout who completed his first solo on January 24. Pictured left are Nykone with Claudette DeCourley. Pictured right are Nykone and instructor Lois Dillman.

On January 21, 2018
Chris Rodas first solo flight.

Instructor: Rich Sattro.

Congratulations to Kate Volkova for completing a trifecta of certificates & ratings. Kate passed her Commercial Multi-Engine checkride, her CFII checkride and her Multi-Engine Instructor checkride. All first time passes, all within a month. Instructor Shane Terpstra

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I'm pleased to report that Howard Whang had his first solo flight on January 27, 2018 in N4922D, with his proud instructor (me) looking on. Instructor, Terry Hodak.

Let's Go Flying!

By John Scott

If you haven't been aware of some of the organized flyouts happening in the club, here's the latest info…

Saturday January 6th was the inaugural flyout to the Borrego Pilot House hosted by the Let's Go Flying Committee. On that day, the normally desolate airport came alive as it was descended upon by 13 airplanes and over 20 people who braved the gorgeous weather and calm winds to gather for a BBQ and good times at the unique house. The Borrego Pilot House is an octagon shaped four-bedroom house directly across the street from the Borrego Springs airport. It is owned by member-instructor Gabriel Wisdom and is offered as a short-term rental throughout the year (for more info go to: http://www.borregopilothouse.com/).

Pilot House Road leading up to the Borrego Pilot House

From the Cub to the Bonanza, and everything in between, they lined up on the ramp one by one in quick succession throughout the morning. Along with the fresh food, music, great stories, and the new friends, everyone was also treated to aerobatics performed in the Great Lakes by club members Pawel Miko and Phil Kendro practicing in the box. By late afternoon most of the planes had departed west, but seven brave souls stayed in the 4 bedroom house and enjoyed some epic games and laughs in the cool desert night by the fire pit. Apparently Manuel Gil can both grill burgers AND play some guitar, who knew? The search for a worthy singer goes on though, apply within. Sunday morning the house was (loudly) cleansed of any and all incriminating evidence and by the afternoon the ramp was once again desolate. However, rest assured that this is a trip that we will definitely do again. Assuming all charges are dropped and we are actually invited back. (I kid… they already dropped the charges).

The February flyout (2/24) saw five planes and ten members go over mountains (or through the Banning Pass) to spend a beautiful day in Palm Springs. The previous day's whipping winds and turbulence died down just for us and were completely calm upon our 10am arrival. A few members had to divert or keep their speed up on approach to the busy International Airport to make

way for commercial jet traffic, as they also try to ensure they don't land on the very enticing taxiway that sits in the middle of the airport's two runways. Insider's Tip: The taxiway is painted very dark and prominent but clearly says TAXI on it. Always land on the one with the numbers, even if someone in your plane suggests otherwise (and they will). Once there, half the group went on an arduous, yet visually rewarding hike while the others checked out the always impressive Air Museum right on the field. In the afternoon we all met up on the strip for an awesome lunch before racing home, literally. Spoiler alert: the 182 won.

If you're interested in finding out more about flyouts and other social events such as this, join our Facebook Group at:
https://www.facebook.com/groups/plusoneflyers/

Or contact John Scott directly at:
johnbeforescott@gmail.com.

Every month we host a Happy Hour at Casa Machado and a flyout to a different area destination. It's a great way to stay active in flying and expand your destinations without breaking the bank.

Previous flyouts have included (and may once again include in the future): Catalina, Santa Monica, Santa Barbara, and Big Bear.

Our planned upcoming flyout events are:
3/24 - Sedona
4/21 - Lake Havasu
5/20 - Redlands (Hangar 24 Airfest)

The ramp at Borrego Springs Airport on 1/6/18, full of club aircraft big and small

Group photo at Borrego Pilot House

View from the top of the hike. The Palm Springs Airport can be seen in the distance.

Lunch gathering at Trio in Palm Springs. Clockwise starting from front left: Eric Mitchell, Christine Franz, Jack Arnold, Jarrod Barker, John Scott, Kristen Luke, Eldad Zeira, Travis Phillips, Manuel Gil, John Joslin.

Unable…

By Tom Dray

Sometimes it seems that a controller's favorite word is "unable." It can be frustrating. But remember that pilots not only *can* use the word, sometimes they are positively *required* use it. There was an event recently in which a Club airplane landed on 28R and was instructed to cross Runway 28L at taxiway M, and the pilot properly acknowledged the instruction. Then the pilot noticed that a Cherokee was occupying taxiway G1 and that if he crossed, he would not be able to get clear of 28L. So he held short of 28L on Mike. Good awareness by the pilot, but one thing was missed – he never told the controller that he was not able to cross.

About a minute and a half later the controller cleared an airplane for takeoff on 28L, not realizing that the airplane on M had not crossed, but still had a clearance to do so. After that airplane had departed and the Cherokee had taxied out of the exit the club pilot advised the controller that he was waiting to cross 28L. The

controller re-cleared him and the crossing was safely accomplished.

FAR 91 makes it clear that the PIC must refuse a clearance that would create a hazard. The club pilot did not take the action that would have created the hazard, but by not advising the controller that they could not do what the controller was expecting, another potentially hazardous situation was created. The club pilot also did the right thing by confirming the clearance to cross the runway when they realized that there had been a communications breakdown. Again, a demonstration of excellent situational awareness.

A grizzled old captain once said to me, "For the sake of both our careers, don't be afraid to ask questions." The same applies to pilots and controllers. This event has been briefed to the staff at MYF. Thanks to the pilot who brought the matter up and to Shane Terpstra for passing it on to me.

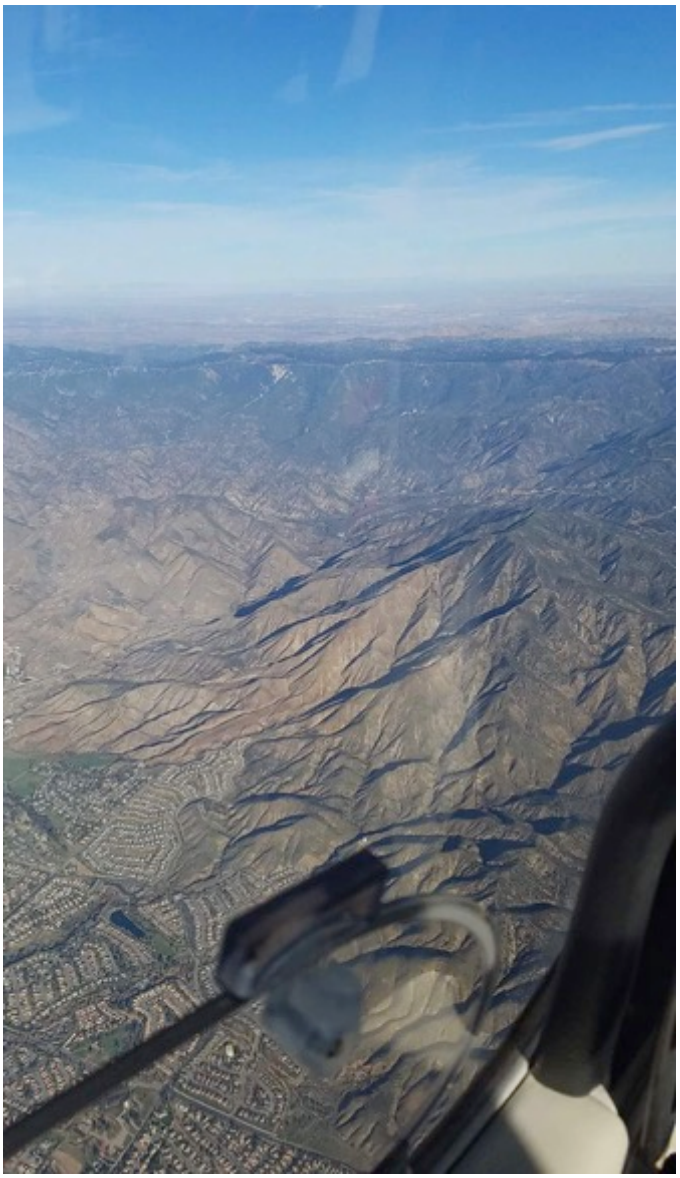
Getting Back in the Air

By Greg Renick

I recently returned to flying after more than a 17 year hiatus. No, I did not just get released from prison. I initially earned my private pilot's license in 2003 at T.F. Green airport in Providence, Rhode Isand. I am active duty in the Navy, so between my operational assignments at-sea, my family, my extreme travel schedule in support of my current duties, and working full time to complete my Bachelor's Degree, the perishable time I had for my flying just escaped me.

After getting a fresh new medical certificate and several weeks of brushing up in the books, I did some ground work (even busted out the old trusty E6B, you remember that relic… right?), basic flight planning, performance characteristics, airspace awareness and familiarity, and then took to the skies in Plus One Flyer's DA-40XL, N465DS (based at Palomar) with my checkout CFI Dave Simpson. I am new to the San Diego area as far as flying experience goes, as all my previous time came from tearing through the skies of Virginia, North Carolina, Rhode Island, New Hampshire, Massachusetts, Connecticut, and New York.

For the first flight we decided to venture up to Santa Barbara Municipal (KSBA) – getting a Bravo clearance through the LAX corridor and opting to take the beautiful coastal route. Flying directly over the top of LAX was a treat, with LOTS of outbound commercial traffic flying safely thousands of feet beneath us as we clipped along at 140 KIAS. We refueled and grabbed a quick lunch at a restaurant real close to the airport (thank you to Atlantic Aviation for the loaner vehicle and friendly service…and the warm chocolate chip cookies), then headed back down towards Ramona to do some basic air work. In many ways, it felt like I never left. Of course, I was rusty ("pitch for airspeed, power for altitude" - heard it so many times working on my private many years ago, and I heard it again a few times during our flights). The many features and nuances of the Garmin G1000 were also a little slow to come back to me, but eventually I felt pretty comfortable – fortunately, I have a lot of hours in G1000 cockpits. The brain cells were there, I just had to locate them. As pilots can appreciate, our skills atrophy if we don't fly often. However, after so many muscle movements over the years in airframes we get to know intrinsically well – flying the plane becomes instinctive again.



Heading in towards Big Bear. *Don't worry,* Dave had the controls. Photo credit, Greg Renick.

For my second flight, we chose to fly through the into Big Bear (L35) and then over to Catalina Island (KAVX). The scenery flying into Big Bear was captivating, and I see now why it is such a popular quick getaway in our aviation community. I had to really focus on the task of going through the peaks, directly over Big Bear Lake,

and setting myself for a pattern entry to land on runway 26 – and not turn into sky tourist, drooling on myself and admiring the mountains, water, and traces of snow still clearly visible at that elevation. We spent a lot of time leaning the engine en route and trying to achieve peak EGT, and I made mental notes about the differences in landing at an airport at 6752 MSL. We shut down the engine and stepped out for a brief walkabout, and you feel the difference in pressure altitude in your lungs. Big Bear is definitely a spot I will be visiting again. However, I saw no bears - big or small. Kind of a let down. Just kidding.

We did a quick pre-flight and fired up the DA-40XL to head over to Catalina Island. We went by San Bernardino International (KSBD), Riverside Municipal (KRAL), and ultimately, VFR flight following service with SOCAL took us over the top of busy John Wayne Orange County (KSNA). After requesting a little additional altitude (single-engine common sense -- always factor in your glide radius if something goes wrong!) as we ventured out over the unusually smooth Pacific waters, we terminated radar service and set up for an approach directly towards and on top of the Santa Catalina VOR (SXC) on the hill in the center of the heart of the main part of the island. Taking Dave's advice, marking on top of the VOR and turning towards the north, we were able to get to pattern altitude and enter the right 45 for a landing on runway 22. After a little sloppy control of altitude on base and final (perhaps a little distracted by the scenic vista?), I ended up forward slipping to bleed some altitude and made a nice (enough) soft touchdown on the mark. Dave had forewarned me about the condition of the runways at Catalina, and he wasn't kidding – they are terrible. Be extremely vigilant and careful if you haven't been out there; there are divots, loose pavement fragments, pot holes, chunks of old runway, you name it. It made for a pretty interesting back taxi and trek to the ramp.

My grin of delight after landing at Catalina. Photo credit, Dave Simpson.

We shutdown and went in to pay the $25 landing fee in the tower. Dave queried the attendant about the runways and potential repair, and he said, "yeah, we need about ***$4 million dollars***." So, any of you out there that can repair runways, there is a golden employment opportunity for you. All in all, Catalina was also a beautiful excursion and I was able to see the harbor town as we tracked back home towards Palomar. A perfect weekend getaway location.

It was time to call it a day, so we buckled in, fired up, and headed back to Palomar. I can tell you, as I write this, that it is so nice to be back in the air! I will spend my next batch of flights getting my chops back, but I am looking forward to exploring some great day trip opportunities in Southern California, so if anyone has great recommendations feel free to email me at seahawkgreg70@yahoo.com. **FLY SAFE**!!

Triggers

By Tim Evart

During the 1890s, Russian physiologist, Ivan Pavlov was looking at salivation in dogs in response to being fed when he noticed that his dogs would begin to salivate whenever he entered the room, even when he was not bringing them food. This led to experiments to see how a "conditioned response" could be trained into the dog's salivation from the sound of a bell. A ringing bell thus "triggered" the dog's salivating the same way food naturally did.

Most routine flying involves a series of piloting tasks to taxi, takeoff, climb, cruise, descend, land, and taxi, that require repetitive procedures. I like to remember these procedures. Being human does not help. I also prefer to accomplish them before I read about what I forgot from the written checklist. To help me out, I've trained myself to respond to external stimuli, not unlike Pavlov's dog. I wish it were foolproof, but it definitely helps.

For example, I set the ATIS frequency and volume so I hear it as soon as possible. At first the reception will be poor. As soon as it comes on, I'll push in the squelch to hear it better. In good weather I'm listening for the altimeter setting, winds and runway in use. In bad weather I'm listening for those and the approaches in use, the visibility and the ceiling. My "conditioned response" is to setup the approach I prefer, rain or shine, and always that critical altimeter setting. Setting up for an instrument approach is per my company's Part 135 Ops Specs, but it's good practice for any experienced pilot, especially those with or working toward an instrument rating.

Our Ops Specs require us to both takeoff and land with our landing lights on. We have a left and a right, controlled by two separate switches. Thus, if tower instructs me I'm cleared for takeoff, those two switches come on. Similarly, if I'm told to line up and wait on the runway, I do that and put my fingers on the left side switch. As soon as I hear I'm cleared for takeoff, those switches come on, not before.

I mix it up a little differently on approaches. We have a PT-6 engine in our Caravans. The annunciator panel in front of the pilot's eyes has a bright green "Ignition On"

light that illuminates when you throw the switch for the igniters. I turn it on when I hear I am cleared to land. Green means go. I've already put the landing lights on back when I was cleared for the approach, visual or instrument, to indicate that I've received that clearance and to increase my visibility to other aircraft during descent. This accomplishes two of the three required pre-landing checklist items, the "fuel selectors both on" being number three. I do the same thing with the landing lights approaching an un-controlled airport, only I turn them on as soon as I start a descent from cruise. In that case, it's my action that causes a reaction.

We taxi with the taxi lights on day and night, so the taxi clearance prompts that response.

Think about ways in which you can be like Pavlov's dog in your flying. I'd focus on what I consider the most important of all the checklists, the descent checklist. You can forget a number of things on other checklists and be fine, but the descent checklist has some crucial, potentially deadly items on it, altimeter setting, cough, cough... Couple triggers with flow patterns and mnemonics, followed up with the written checklist to git 'er done.

Thanks,
Tim Evart

Should your plane have been listed here? Write up a short description, attach some photos, and send an email to secretary@plusoneflyers.org.

Do you have an announcement? Have you or one your students reached an aviation milestone? Write a short message, attach a photo, and send an email.

Do you have an article you'd like to contribute for the next newsletter? Email it, because I'd love to read it.

NEW CLUB AIRCRAFT & AIRCRAFT NEWS

News from MYF

4389X – PA28R-200: I want to proudly say N4389X has its interior redone to genuine leather, it's avionics equipment has also been upgraded. Besides the GTX345 transponder, it now has 2 Garmin G5s eliminating completely the regular and standby vacuum pump. As the exterior goes, I have replaced wing tips, stabilizers tips, LED landing lights, LED Strobes, LED nav lights. Owner is Roland Giron.

N4389X

N4389X

N4389X

N4389X

N4389X

N845JR – SR22: Now online at MYF

N845JR

New at SEE

33142 – PA28R-200: Owner is Roland Giron.

N33142

N33142

N33142

3604X – Great Lakes: Leave the fancy avionics on the ground, stop following magenta lines, and fly like your great grandfather flew: in an open-cockpit biplane.

3604X is the second Great Lakes in the Plus One fleet. With two planes to schedule and a growing club-within-a-club of pilots flying way more than little hamburger runs, now is the perfect time to join us!

History In Flight

A classic biplane is perfect for attracting 85-year-old pilots out of an FBO for photos and questions. Although this airplane was built in 1977 and completely restored in 2011, her design goes back to the 1920's—almost as old as aviation itself.

Aerobatics

The Great Lakes was born for aerobatics! It has inverted fuel and oil systems and a G-limit of +5.4/-4.0. It'll do far more than most pilots can stand, but unlike other platforms, it won't actively try to kill you in the process. The Lakes is forgiving and graceful; a perfect introduction to parts of the flight envelope you've never seen. The first time you come down the backside of a loop and watch Earth descend into view like an IMAX movie, boring holes through the sky in an aluminum can just won't be enough anymore.

Where Is It?

For a map of where it is go to www.plusoneflyers.org, the "Fleet" tab, KSEE, then the page for N3604X. Parking is a 20-second walk from the hangar and everything you need is inside. You do not need to go to the Plus One office beforehand.

Solo Checkouts

Solo is a possibility for proficient aviators. To get started, contact Bryan at 704-578-7665.

(There are a few important differences between N3604X and N60GL, so if you're already approved to solo 60GL, please call me before you solo 04X. You need the hangar code, anyway!)

N3604X

N3604X

News from RNM

N117RC – C172RG: This plane is back at RNM! 117RC has just completed an engine overhaul. This cutlass is a meticulously maintained IFR/VFR aircraft. It is equipped with a a Garmin 530/WAAS and ADS-B. This C-172RG is an ideal plane for Instrument, Commercial and CFI Training. Come to Ramona and fly this wonderful aircraft! Owner is Julie Keane.

N117RC

N117RC

Redbird Full Motion Simulator – AATD

By Denny Breslin

Did you know that there is has a **Redbird Full Motion simulator (FMX)** online at Gillespie Field? We have had the FMX online for about a year now and it has been an overwhelming success. The Advanced Aviation Training Device (AATD) is available to any Plus One member after receiving a checkout from the owner. CFI's who have been checked out may use it to teach their students. You can use the simulator for initial rating and recurrent training, most of a flight review or IPC (some exceptions apply for landings and circling approaches), and for just keeping VFR or IFR current. Instrument students and instructors will appreciate the ability to fly the "published missed approach" in its entirely – without ATC interference! Approaches done in the FMX with a CFI count towards the currency requirement. A new FAA regulation awaiting signature will eliminate the need for a CFI for those approaches.

The simulator features an enclosed cockpit for the Cessna 172 and can be configured with either a 6-pack instrument panel, or a G-1000 panel. The 6-pack panel has the Garmin 530 and 430 (WAAS). The G-1000 panel can be easily switched and both feature an autopilot and flight director. Each "switch panel" is contained on a thick acrylic panel that has the knobs and buttons to control the software-generated screens behind the panel. All that is needed to change between them is to unscrew four knobs, remove the panel, replace it with the other panel, and replace the knobs on the posts that hold the 15-pound panel in place. The simulator automatically configures the cockpit for the new panel. The FMX supports motion in pitch, roll and yaw.

When I retired from American Airlines as a B-777 captain in 2008, I was hired to direct the aviation degree program at San Diego Christian College. SDCC did not have a simulator, so I purchased the Redbird that offered new technology for a fraction of the cost of current college-level sims.

The Redbird "FMX" – which stands for "Full Motion Simulator" – sold for about $75,000. The modules for each aircraft are $5000, and can be changed in a few minutes. It has 135 degree wrap-around visual screens and the ability to vary the weather from CAVU to zero-zero. You can program turbulence, cross-winds, precipitation, or if you prefer, day or night. You can practice system failures, including engine failures, mag, vacuum, alternator, pitot-static and electrical system failures.

Redbird's new "**GIFT**" program [**Guided Independent Flight Training]** module offers a revolutionary "highway-in-the-sky" approach to teaching the 33 private pilot maneuvers. CFI's can assign students to practice maneuvers in the Redbird at less than half the cost of renting an airplane, and creates a grade sheet for the maneuvers based on ACS standards. **GIFT** provides guidance for initial training and flight reviews etc., for a one-time, lifetime subscription of $250. Redbird says they will have an instrument module ready for display at the EAA Convention in Oshkosh this summer, providing training guidance *for instrument maneuvers*.

The simulator is controlled by the NAVIGATOR App or program, from an iPad on the closed-loop internet. Your iPad can also be used as an EFB – Electronic Flight Bag, such as Foreflight or Garmin Pilot with geo-referencing.

FAA regulations for logging flight time in an AATD allow PPL candidates to log up to three hours towards their private rating. Currently instrument students may log ten hours towards instrument rating. A change in the rule to increase it to 20 hours is awaiting final approval by the FAA.

It is said that the cockpit makes for a terrible classroom. With conditions that can be too hot, too cold, too noisy, or too something… it is often better to teach cockpit procedures and maneuvers in a controlled environment where you can "pause" the simulator to debrief, repeat maneuvers, and correct mistakes instantly. Once the maneuver is perfected in a simulator, you can demonstrate it in an airplane faster and with greater precision, saving money!

Six-pack instrument panel

Learning how to use the Garmin 530, Garmin 430 and/or the G-1000 cockpit configuration in the Redbird will save time, money and frustration over learning avionics in an airplane at twice the hourly rate. Instrument students will appreciate the ability to instantly reposition the simulator to re-fly an approach. There are no ATC vectoring or delays to increase unproductive air time.

G-1000 panel configuration

Simulating an engine failure in an airplane is hardly ideal, and can sometimes lead to actual emergencies. Flying an engine failure in a simulator allows a student to fly all the way to the ground for realism. By debriefing failures and re-flying the emergency, confidence is restored and good habits formed. The parallels to airline-type training are obvious.

The Redbird FMX provides exceptional training at a very low cost. Students can save a lot of time, money and effort by perfecting ACS maneuvers in a simulator before demonstrating them in the plane.

Pairing your iPad with the Bad-Elf GPS allows geo-referenced positioning so regardless whether you are in San Diego or Seattle, pressing "ownship" on your Foreflight EFB shows your position on the chart or approach plate for situational awareness. Instructions to pair your Bluetooth device are in the Start-Up guide online at the Plus One Flyers website: http://www.plusoneflyers.org/fleet/simulators/item/767-redbird-fmx

I sometimes hear "*the simulator is too sensitive*," or "*it's not like a real plane."* Both are true – but the same can be said about all simulators, from the $500 desktop to the $35 million dollar CAE B-777 sims at American Airlines. Simulation helps accelerate your scan and makes for a better pilot in an actual aircraft, even if it is not the same model. If the plane doesn't "feel" right, does it fly right? Instrument students with weak scan techniques can improve, making them better instrument pilots in any aircraft.

HOW DO I GET CHECKED OUT IN THE REDBIRD FMX?

You will need a checkout and authorization from me personally. It takes about two hours. The FMX is a complex machine and it must be operated correctly. There are rules and procedures we need in place to protect the integrity of the expensive machine. Check out the Plus One Flyers webpages. Click on **SIMULATORS** under the **FLEET** heading and click on picture of the FMX on the top left of the page. There are links to the START UP & SHUTDOWN guide, and to the NAVIGATOR training manual. Instructions how to find the sim at Gillespie Field, at 1825 North Marshall Ave (next to El Cajon Aircraft Supply) are contained in the Start-Up guide.

Schedule the FMX just like a regular airplane on Schedule-master. The cost is $60/hour – less than half the price of renting a plane. If your CFI is authorized already, you don't need a checkout. But if you just want to stay current, or work on maneuvers on your own, I am pleased to give you a checkout. I charge $60/hour for my CFII time. When you are finished, do your post-flight procedures with ending Hobbs time and charges for the simulator go to your account just like renting a plane.

What if it breaks or something doesn't work? The Redbird is on a maintenance contract and there is a tech-support number in the cockpit. Redbird will work with you over the phone to fix whatever issue you have. The FMX is generally trouble-free, but every now and then, just like a regular computer, it needs a little help! I encourage all users to notify me immediately with any maintenance issues.

Check out the Redbird FMX – I think you will enjoy the experience and it will make you a better pilot!

Captain Denny Breslin – Former US Navy pilot and retired American Airlines captain. Former Director of Aviation for San Diego Christian College. Has over 21,000 flying hours and is an ATP-rated CFI/II.