

Senior Pattern Association's
20TH ANNIVERSARY

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Model Aviation



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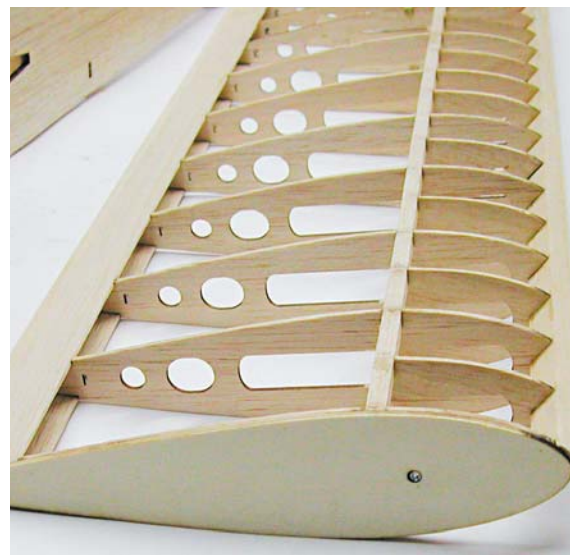
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ON THE COVER: *Model Aviation* takes it next step into the digital era. In addition to the print version, www.ModelAviation.com, and the Archive/Library, you can now access *Model Aviation* with your tablet device through iTunes or Google Play. For more information visit www.ModelAviation.com/digital. Cover illustration by Chris Savage.



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Model Aviation, now only a touch away!

Model Aviation can now be viewed on your tablet device! That's right, you can now download the magazine on your Android tablet or Apple iPad. The Publications staff has worked hard to make this available and the first download is *free* for a limited time.

You'll find your favorite features, reviews, columns, and more. More? The *Model Aviation* app contains bonus videos, interactive features, and slideshows. For example, embedded in the Globe/TEMCO Swift review on your tablet is a build and flight video. It's only a touch away!

Learn more about how to download the app at www.ModelAviation.com/digital. While you're there, read about all of the other exciting things going on, including the up-to-date collection of *Model Aviation* magazine, known as "The Library," going back to 1975.

Let us know what you think!

Wings for Kids Air Show

I want to recognize the annual River City Radio Controllers (RCRC) Wings for Kids Air Show in the Louisville, Kentucky, area. This annual air show—the 14th one was held this year on June 2 and 3—raises funds for the nearby Kosair Children's Hospital. This year, RCRC raised \$23,083 for the hospital.

Tim Evans, co-air boss for the event,

sent me the following letter, thanking me for attending this year's event and sharing more about the club and the wonderful people who help put it together.

"I want to take the opportunity to again thank you for coming to our Wings for Kids Air Show. I know it meant a great deal to the River City Radio Controllers to have someone from the leadership at AMA attend our event. Your attendance helped us understand and believe that the AMA supports model aviation visions beyond competitions.

"Wings for Kids has helped us to build a vibrant Monday night flight training program and reach out to other groups including schools, churches, and Scouting. My hope is that we will be able to continue to grow major corporate relationships with companies outside of the hobby. In the last year we have added Kohl's Department Stores and Best Buy. Both provide volunteers for our event as well as generous donations to the hospital.

"We also need to recognize Futaba for its unwavering commitment to our cause. The Futaba team of pilots continues to show its unselfish care to provide the best in model aviation through flying as well as gifts to the hospital. The pilots this year included

Will Berninger, John Boyko, Mike Barbee, Jerry Smith, and Mark Trent. Jeremy Arvin and Robert Belloumini also helped us this year. We are grateful for their kind participation.

"These men and their families


Pilot cards, similar to baseball cards, were given to youth attending the Wings for Kids Air Show. The kids collected cards and got autographs from their favorite pilots.

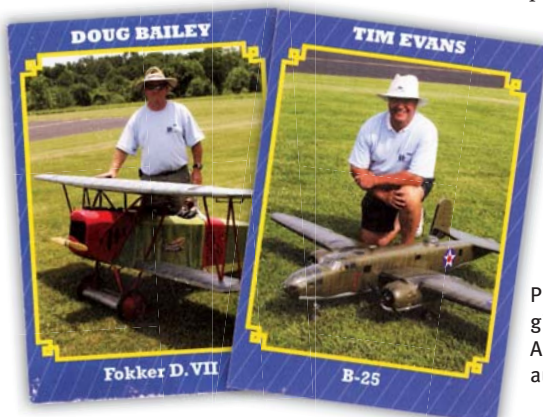


give up one long weekend a year to help raise money and hope for families they will never know. An anonymous author once wrote that 'a man never stands as tall as when he kneels to help a child.' The Futaba pilots have never wavered in their support of our dream and vision, and we would have no show without them.

"Heading the Futaba effort for Wings for Kids is Greg Poppel. Greg has captured our vision and is one of the great promoters and supporters of our event. Greg has supported Wings for Kids as master of ceremonies for many years. His service, however, goes well beyond his gifted knowledge and wit. RCRC is grateful for much more than a show announcer.

"RCRC is a club with a vision and mission to serve our community. Our hope is that the AMA will make this a more important part of its mission and vision and bring it to the same level of stature as competition.

"I have served as a flight judge for the US Scale Nationals and the Scale Masters and enjoyed serving in competition in our hobby. I have always enjoyed the hobby more when participating in Wings for Kids!" 





Model Aviation Tablet App

www.ModelAviation.com/digital

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Find more features related to this issue, including polls, downloadable PDFs, "Product Spotlight," Bob Brown's "President's Perspective," Jay Smith's "Inside Loop," and more at ModelAviation.com. You can comment on articles, view past issues, write a letter to the editor,

and manage your subscriptions.

Share Your Kitbash Project

www.ModelAviation.com/kitbash

Upload photos and describe some of your own modified or custom builds.

Order Plans for the Hobo

www.ModelAviation.com/hobo

Order plans for this out-of-the-box sport airplane.

How to Install Retractable Landing Gear


www.ModelAviation.com/howtolandinggear


Share your comments and tips on installing retractable landing gear.

Join the conversation on Facebook, Twitter, and at www.ModelAviation.com. Here are a few recent comments:

Scratch-Built Tool Kit


www.ModelAviation.com/scratchtool


 "SetAbove: "These types of videos are very helpful and encouraging to modelers of all skill levels. Keep them coming. Thank you, Greg [Hahn]!"

 James Fisher: "I think a good band saw or scroll saw is essential. Plus you need a table saw and miter saw. It helps you do the initial shaping for your project."

The Beginner's Guide to Free Flight

www.ModelAviation.com/beginnerff

 Mark Freeland: "The joy that you see on children's faces when you give them the experience of their first flying model is truly amazing."

 Brenner N. Donohue: "Small gliders given to children (girls and boys) at events here in Austin, Texas, [at the] A.R.C.A field often generates as much excitement as the events."

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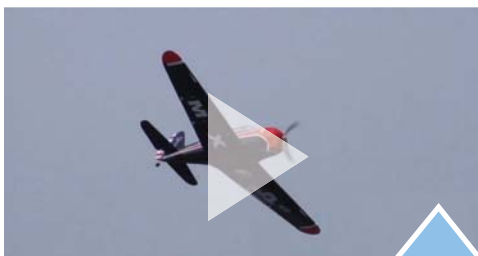
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Visit www.desertaircraft.com for complete information



Videos of the Globe/TEMCO Swift

www.ModelAviation.com/globeswift

Watch an overview of the build and a flight video of the Swift.

Find us on:



The digital age!

In the past year we have added much additional content online at www.ModelAviation.com. This allows us to expand on articles and event coverage beyond what can be printed in the magazine.

Although it's obvious that a large number of readers appreciate the digital content, we are taking it a step further and are bringing you a version of the magazine for Android tablets and the Apple iPad.

Our cover this month indicates how excited we are to offer you a tablet version of the magazine! Wherever you take your tablet, *Model Aviation* will be with you!

The tablet version is viewable horizontally and vertically and offers functional links to websites and email addresses. As in the magazine, the font is sized to be easily readable and the tablet version will feature some full-page graphics.

The Publications team has been working hard to bring you a quality product you'll be sure to enjoy on your tablet with plenty of interactive features, not simply a magazine you flip through in a digital format.

After you've had a chance to experience an issue in this format, please don't hesitate to provide me with your feedback.

The Library (Formerly Known as "the Archives")

Have you ever wanted every issue of *Model Aviation*, from 1975 to the

present, at your fingertips? Better yet, what if it was searchable so you didn't have to flip through a stack to find that one article that eludes you?

The Library, an AMA Members Only



Our cover this month indicates how excited we are to offer you a tablet version of the magazine! Wherever you take your tablet, Model Aviation will be with you!

benefit, will provide you with all of that and more. Completely searchable, it will be updated as soon as each issue of *MA* is released. This is the place to read articles or entire issues, new or old, online. A link to the Library is on www.ModelAviation.com.

The Library is currently in Beta release as we continue to fine-tune 37 years' worth of data. Please provide us your feedback so we can make it even better and easier to use.

Columnists

I want to take a moment to thank

all of our columnists. Without their expertise, knowledge, and support, my job as Editor-in-Chief would be much more difficult. One of the best things about *Model Aviation* is our ability to provide coverage for all disciplines of modeling. Providing such a broad scope of knowledge would be impossible without their contributions.

We have added Scott Stoops to pen our new "Flight Training" column and Gordon Buckland will be replacing Lee Estingoy as our "RC Soaring" columnist. Ted Kraver will replace Bill Boss, the "CL Scale" author, who is featured in this month's "I Am the AMA."

That's all for this month. I hope you have a great summer filled with flying! 🛩️

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in the Air

Membership news and updates
from AMA Headquarters

AMA Thanks Its Lifetime Supporters!

The Academy recently welcomed Life Members Eric Taylor, Victorville CA; Richard Huber, Jersey City NJ; and Christopher Shaker, Bend OR.

For information about becoming a Life Member, contact AMA Headquarters at (800) 435-9262. ✈️

—AMA Membership Department

Education Committee Holds YouTube Contest

As we develop the AMA Flight School website, the conversation at our last Education Committee meeting centered on the idea that content is everything. One of the best types of content we can have is video, so we're holding a video contest of material generated by the best in model aviation: our members!

Here's how it works:

Categories:

- Best Youth member 3-D extreme
- Best beginners' how-to videos for RC, park flyers, CL, helicopters, and FF
- Best Indoor RC video
- Best Indoor FF video
- Best club promotional video
- Best AMA recruiting video—club or individual
- Best aeromodeling safety video

The deadline is September 30, 2012. Each category winner will receive a "beginner" radio system and be recognized in *Model Aviation*. Judging will be done online by the Education Committee. Dave Gee, MA safety columnist and member of the Education Committee, will offer a demo video for you to refer to. Search for "StukaDave" on YouTube.

Send an email to billp@modelaircraft.org, with "video contest" in the subject and the YouTube link in the email body. Everyone loves a good contest. Get started!

—AMA Education Committee

Sonoran Desert Flyers' Buy, Build, and Fly Event

An Arizona club has found a way to introduce new model aircraft owners to the world of aeromodeling and the

AMA, while raising money for charity.

The concept of the Buy, Build, and Fly event is the brainchild of the Sonoran Desert Flyers club of Oro Valley, Arizona. After holding two successful events, the club created a guide to encourage and help other clubs do the same.



The inaugural Buy, Build, and Fly event was held January 15 and 16, 2011. The event was designed to help those who received model aircraft as Christmas presents assemble, trim, and fly them.

There were 10 participants and 40 spectators at the first event. The second year it was held, the number of participants and spectators more than doubled and they collected 230 pounds of food and \$73.20 in cash for the Interfaith Community Services food bank.

The event is designed to assist potential pilots in making the right purchases in terms of appropriate trainer aircraft and radio systems; to assist in the assembly, setup, and trim of the aircraft;

and for qualified flight instructors to teach the pilots how to fly.

"It's a simple idea, but really, it's a brilliant idea," said Lawrence Tougas, District X vice president. "It's [a] smart way to expose more people to model aviation." Lawrence added that he

believes an event, such as the one created by the Sonoran Desert Flyers, could also be held for potential CL or FF modelers.

Robert "Bob" Schumann, vice president of the Sonoran Desert Flyers, explained how the concept of the AMA-sponsored event was formed:

"I had seen a few folks come to our field with Christmas presents of radio control model aircraft and they and their parents/grandparents were stumped by the project after they opened the box.

For those interested in offering a complimentary three-month trial membership at your event, contact Shawn Grubbs at shawng@modelaircraft.org or (800) 435-9262, ext. 290. To learn more about how to put on a Buy, Build, and Fly event, visit www.ModelAviation.com.

in the Air

"Folks in our hobby love to show off and let other people know how much they know. In this case, it's a wonderful habit and it helps a lot of newcomers learn about our great hobby.

"In tossing the idea around, we found we had a lot of builders who could help put planes together and trim them, and a group of flight instructors who could help get them through the learn-to-fly process. In doing this, we could both help our club grow, and add new members to the AMA, and have some fun to boot! Win, win, win!"

Bob said the club's first Buy, Build, and Fly event required temporary site improvements, and coordinating with its landlord and the city's parks department.

"I would be remiss in not mentioning the acceptance of this idea by our club. We are what I call a 'hard scrabble' club with no field improvements other than

a safety fence. This is a function of our arrangement with our town. All our stuff is temporary. To field an event

was a 'growing together' operation. It brought members who just wanted to fly into a more involved position, and it worked out that they had a lot of fun doing it."

After realizing how successful the inaugural event was, club members created a guide so other groups could hold similar events. Spearheaded by club secretary Phil June, the guide includes information about the event's mission, its concept, background information, how to market and advertise it, how to get sponsors and supporters, how to assign duties and find volunteers, and suggestions for concessions at the flying site.

For the inaugural event, members of the Sonoran Desert Flyers met with the editor of the local newspaper and were interviewed for an article about the event and the club. This helped generate community interest in the event.

A sample of a press release is included

in the guide, for those unfamiliar with seeking media coverage for an event. A guide for writing press releases also is available at www.modelaircraft.org.

The club promoted the event in a local newspaper and distributed fliers at hobby shops. Sample ads are included in the guide, which can be downloaded at www.sonorandesertflyers.us.

Bob contacted the AMA Marketing Department about the program to discuss ways to better promote the event this year. Seeing an opportunity to introduce AMA to first-time model fliers, AMA offered a free three-month trial membership (usually costing \$19.95). Thirty trial memberships were given away and 14 became full members.

Bob suggested that clubs located in colder climates promote the event shortly after Christmas, but actually hold it when temperatures begin to rise.

"Possibly an indoor venue for the airplane 'put together' session and some indoor electric model flying would be an ice breaker to whet their appetites to continue the process later in more temperate weather outdoors," he added.

—Rachelle Haughn
MA staff

Richard L. Smith: 1924-2012

"Overall, it has been a wonderful life being an addict for aviation," wrote Richard Smith, in his 2003 autobiography.

Richard "Spider" Smith was born in Rochester, New York, on June 3, 1924. Throughout his aviation career, he achieved many accomplishments including the development of flying sites, forming clubs, and even initiating contests.

Richard's first model was a Spirit of St. Louis, carved by his father in the 1930s. In approximately 1938, his parents bought him a Junior Brown engine and his godfather gave him a kit for a Megow's Commander. He attended his first contest in 1939 at the Bell Aircraft Field in Buffalo, New York, where he became an AMA member.

In February 1944 Richard went overseas as a B-17 pilot. He completed 35 missions in the B-17 with the 303rd Bomb Group, 8th Army Air Force. He



Richard with his MEC Wind model. Source: AMA History Program.



volunteered for a second tour piloting P-51s as a combat scout, completing 25 missions before he was forced to bail out when his P-51 engine caught fire over Belgium in 1945. His pilot experience earned him the Distinguished Flying Cross, seven air medals, and the Purple Heart.

In 1952 Richard left the Air Force to raise his six sons and returned to work at Eastman Kodak as a toolmaker. He also worked at Fender and Northrop as a manufacturing engineer. In his work career, Richard had nine patents at Kodak, two at Fender, and two at Northrop. He finally had enough of the workload, and retired in 1988.

In 1954, Richard approached Kodak personnel about forming an RC model club. The company agreed and offered the club a flying field that was also open to non-Kodak employees. The site was aptly named Kodak Field.

Richard was involved in many facets of model aviation. He flew FF, CL, gliders, and RC—participating in many Pylon events. His club, the Radio Control Club of Rochester, held the inaugural New York State Radio Control Championships in 1960, flying Aerobatics and Pylon. Along with his club, Richard bought 200 Delta Darts and started a program with the city playgrounds department, teaching kids to build and fly.

Richard was a major force in starting five flying sites and also helped form the United Pylon Racing Circuit in 1968, consisting of members from Canada and upstate New York.

After a move to California, Richard sparked an interest in Giant Scale. He cofounded the Century Flyers and flew with the Southern California Airplane Model Pilots' Society. Richard built a Giant Scale Zero, which he flew with the Southern California Show Team.

Richard was a CD, the president of several clubs, a newsletter editor for 43 years, and served as District II contest coordinator for eight years.

Read more about Richard's life and accomplishments from his point of view in his autobiography available

Using his experience as a manufacturing engineer, Richard built his own vacuum-formed plastic sheet system that he demonstrated at club meetings. He also built one of the first hot wire foam-cutting systems and demonstrated it at the Buffalo Symposium in 1964.

through the AMA History Program at www.modelaircraft.org/museum/whatsere/history.aspx.

—Ashley Rauwen, *Communications Specialist*

An Evening with a Legend

Elizabeth McConkie is the precocious 11-year-old daughter of Skymaster member Fred McConkie. Elizabeth saw the movie *Red Tails*, about the Tuskegee Airmen, and had many questions about the experiences of African Americans during World War II. She wondered how she could get the answers.

The Detroit area is blessed with having a Tuskegee Airman nearby. Ninety-one-year-old Lt. Col. Alexander Jefferson (Ret.) was a P-51 pilot. He was shot down and became a German POW.

He authored the captivating book *Red Tail Captured, Red Tail Free* about his experiences. Jefferson was featured in the *Model Aviation* article "A Tuskegee Airman Flies Again" in the April 2007 issue.



Elizabeth and Lt. Col. Alexander Jefferson.



(L-R) Skymaster Fred McConkie, Katie McConkie, Elizabeth McConkie, and Lt. Col. Alexander Jefferson.

By special arrangements, Elizabeth and her family had a private dinner with Jefferson on Tuesday, March 20, 2012. Elizabeth heard firsthand about Jefferson's experiences. Jefferson presented her with an autographed copy of his book and autographed the picture Elizabeth had created.

Elizabeth used the evening's information to complete a class project. The memories will last a lifetime.

—Joe Hass, *Skymasters*
joe_hass@gmail.com

History Preserved: Magazines and the Library

The museum's Lee Renaud Memorial Library is filled with a vast collection of books, magazines, and newsletters devoted to modeling and full-scale aviation. As of June 1, 2012, we have 486 magazine titles.

Sometimes our magazine count can be tricky because magazines occasionally change titles, some more frequently than others.

Air Trails had at least 13 variations and changes of its title before it finally became *American Modeler*.

Even *Model Aviation* has changed. It was first printed as a news bulletin under the same title, starting in June 1936 when AMA came into existence, and ending in June 1966. In July 1966, AMA transferred to just a section called "AMA News," published in *American Modeler*, which changed its name to *American Aircraft Modeler* in January 1968. March 1975 was the last issue of that magazine, and so AMA began producing *Model Aviation* again, this time in the magazine format much as it is today.

Although we have many full runs of magazines, we still have spaces to fill. There are even a few missing issues of *MA*. AMA Headquarters moved a number of times and editions were lost. There was even a story run in a

1950s *MA* about needing misplaced copies—and they're still missing. Following is a list of *MA* issues we need. Please contact the museum if you have any to donate:

- Volume 1, Numbers 4, 6, 10, 12, 13, 14, 15, 16, 17, and 18
- Volume 7, Number 10
- Volume 10, Numbers 1 and 2
- Volume XI, Numbers 5 and 9
- Volume XII, Number 1/2
- Volume XIV, Number 7/8
- Volume XVII, Numbers 1, 2, 3, 4 and 10
- Volume XVIII, Numbers 1, 4, and 8
- 1954: March (our issue is missing pages)

For any magazines you may want to donate, please contact Jackie Shalberg (jackies@modelaircraft.org) with a list of titles, including month and date, and she will let you know if we need them for our collection.

Please do not send magazines without checking. We have a number of duplicate issues, and despite the rumors, we do not currently sell excess issues. *MA* back issues are available for purchase through the Membership Department and the museum offers a few duplicates from the library for free. Many years ago a large sale of duplicate magazines, donated specifically for that purpose, was held, but we don't have sufficient staff or storage room available to do that again.

We appreciate your help making our collection as complete as possible. Stop in during our normal business hours and see for yourself how many magazines we have for your research needs.

—National Model Aviation Museum Staff

Model Aviation: June 1936, November 15, 1947, November 1953, October 1958, and February 1986. Courtesy Lee Renaud Memorial Library, National Model Aviation Museum.



Temporary flight restrictions are on the rise

You have probably noticed that the number and frequency of Temporary Flight Restrictions (TFRs) affecting model aircraft have increased in the past several weeks. This is not surprising and unfortunately, the occurrence of TFRs is likely to increase as we get into the heart of the 2012 presidential campaign.

Following Mitt Romney's apparent clinching of the Republican nomination, Barak Obama's campaign has shifted into high gear and VIP TFRs are increasing as he travels across the country.

Since January 2009, restrictions on model aircraft operations have been included as part of the security measures imposed whenever the president travels within the US.

They also come into play during high-profile events such as the recent 25th

NATO Summit held in Chicago, the G-8 Summit Meeting at Camp David in Maryland, and Super Bowl XLVI held in Indianapolis.

We will also see similar TFRs for the Republican National Convention in Tampa, Florida, in August and the Democratic National Convention in Charlotte, North Carolina, in September.

Many have asked why radio-controlled model aircraft operations are included in the

restrictions and prohibited while a VIP TFR is in effect. Is it because model airplanes are viewed as posing a threat to our national security and the welfare of our heads of state?

Certainly AMA doesn't believe this, and I don't believe the FAA or the Secret Service believes this, nor do any of the many other federal, state, and local agencies involved in developing and implementing these security measures. However, the recent advancements in unmanned aircraft technology and the advent of unmanned aircraft systems (UAS) operations have significantly clouded the issue.

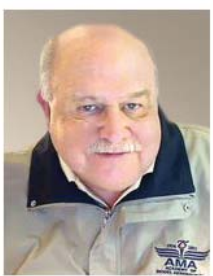
Many UAS platforms appear similar to what we otherwise think of as model aircraft and, without going into a lot of detail, it's easy to imagine an unmanned aircraft designed to be harmful, disruptive, or even lethal.

In a security zone, those monitoring the airspace must be able to tell friend from foe. In the case of manned aircraft, those allowed to fly within the TFR must be on a flight plan, must communicate with air traffic control, and must "squawk" an assigned transponder code. Everything else must remain on the ground or outside of the TFR.

In the case of unmanned aircraft, there currently is no definitive way to tell friend from foe, so the existing procedure is to ground all unmanned aircraft within the TFR, including model aircraft. Anything else appearing in the airspace is viewed as suspect.

AMA believes there are alternative means available for reaching the desired level of security without restricting model aircraft operations.

Advocating on your behalf



Rich Hanson, a longtime modeler, former Vietnam helicopter pilot, and retired airline employee leads a strong government advocacy team. He's also a former AMA Executive Council member.

Rich provides answers to your questions on the government-relations section of our website: www.modelaircraft.org/gov. Visit this regularly for updates.

Rich's blog contains frequent updates on timely topics and news items. Check out the AMA government relations blog at <http://amablog.modelaircraft.org/amagov>. This is a complex issue that affects the entire aeromodeling community. 🚁



Why such a large area? Current TFRs typically go out 30 nautical miles (34.5 statute miles) and encompass an area of more than 3,700 square miles. In some instances, TFR distances have been extended as far as 40 nautical miles.

I don't know how 30 nautical miles was determined to be the appropriate distance, and this is something AMA will continue to question; however, the size of the TFR area is relative to the reaction time/distance deemed necessary to detect and intercept an intruder. The intent is to intercept and neutralize an intruder as far away from the center as possible.

Aviation safety is also a consideration in developing these security measures, but not necessarily in the traditional sense. If and when an intruder aircraft is detected within the protected airspace, airborne assets are deployed. These intercepting aircraft employ aggressive tactical operations to counter the threat, and the airspace must be as clear as possible to allow them to operate safely. That is why, in addition to unmanned aircraft, other nonessential aeronautical operations are also curtailed. As such, the following paragraph appears in the Notice to Airmen (NOTAM) for these TFRs:

The following operations are not authorized within this TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, seaplane operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, sightseeing operations, maintenance test flights, radio controlled model aircraft operations, model rocketry, unmanned aircraft systems (UAS), and utility and pipeline survey operations.

AMA believes there are alternative means available for reaching the desired level of security without restricting model aircraft operations. We are working with FAA's Special Operations Security division, along with the National Aeronautic Association and the other sport aviation groups, in an effort to obtain relief for our members and the aero sport community in general.

AMA's approach is to first gain protection for our high-profile sanctioned events. If we are successful, we then want to address waivers or exceptions for established (AMA) flying sites, and ultimately to exempt model aviation from the TFRs.

We were recently successful in clarifying the intent and scope of the restrictions as they pertain to model aircraft. Previously, the NOTAMs spoke to prohibiting "model aircraft" operations within the TFR. It was unclear whether this included Control Line and Free Flight activities.

It certainly seemed unlikely that CL and FF would present the same concerns as RC models, so AMA sought clarification from the Special Operations Security Center.

Ultimately we were able to get this issue resolved and the language in the NOTAMs changed. The language in recent TFRs refers to "radio controlled model aircraft." It's a small concession, but certainly a step in the right direction.

When it comes to the federal government, and especially national security, the wheels turn slowly and this is proving to be a long, painstaking process. I expect it will be some time before we see any significant relief, and we may not see any real change until there is a change for the better in the global political environment. 🛩️



Flying site assistance: Information, case studies & more

Clubs are fortunate to have a resource in Tony Stillman, AMA's national flying site assistance coordinator. Helping 2,394 clubs with one of their most critical issues—getting and keeping a flying site—is a big task, and one that requires sizeable resources.

One of the biggest assets in Tony's and your club's "toolkit" is the AMA's website and its repository of how-tos and success stories, some of which entail working with local municipal authorities.

Check out www.modelaircraft.org/membership/clubs/fsap.aspx and you'll find a treasure trove of ideas and problem-solving suggestions.

Tony is available with answers to nearly all of your questions. Contact Tony at (912) 242-2407 or email him at fsac@modelaircraft.org.

The Woodland/Davis Aeromodelers club has a flying site success story that was recorded at AirVenture last year. The video can be found at www.modelaircraft.org/membership/site-story46.aspx.

Do you want to share a case study to help your fellow pilots across the country? Send Tony your stories. Consider compiling your story by problem, actions, and results. Learn from your peers and help your peers. It's the best way to fly. 🛩️