



Into The Sky Monthly Newsletter



"We are what we repeatedly do. Excellence then, is not an act, but a habit."
- Aristotle

Ship Rock , New Mexico

August 2025 Stats

Flights: 9
Miles Flown: 971
Hours Flown: 6.25
Airports Visited: 5

Welcome to the September 2025 edition of the Newsletter!

Congratulations to Paxxxxxxxxxxxxxki@gmail.com who won the Yeti rambler this month. Check your email, let me know which you want and I'll get it shipped out. Also, mxxxxxxxxxw@gmail.com check your email, I'd love to send you a t-shirt.

August was a mixed bag of flights. I went to Catalina twice, once taking my wife and a friend of ours on her first flight to the Airport in the Sky, and once on my own for my first camping trip on the island. I did a little slow flight practice, floating along at 60 mph, and we took advantage of a break in storms to hop over to Brackett for brunch. We capped off the month flying to our place in Pagosa Springs, CO for a little "Mountain Therapy Time."

The 52 Week streak is done! Reels are posted through Week 50 and I'm currently working on getting the last few flights edited and uploaded. Thank you to everyone who followed along. I've been asked what's next, and I don't know. I'm going to keep the weekly flights going as long as something doesn't throw a wrench in the system. I'm currently at 54 Weeks of consecutive flights.

- Week 46 (July 27-August 2) We have owed a friend a flight for awhile and finally worked out schedules. She's been to Catalina, but never by air, so we flew her to the "Airport in the Sky."
- Week 47 (August 3-9) Kathy was having a "Girls Weekend" so I shoehorned my mountain bike and camping gear into the Mooney for an epic camping trip to Catalina. I've wanted to camp there at the airport for a long time and it lived up to my expectations. It's the subject of the featured article this month. Link to the full article [here](#) and on the next page.
- Week 48 (August 10-16) I didn't have anywhere to go, or much time for flying, so why not practice some slow flight? Up above the practice area I pulled power way back, put out the gear and flaps, then pulled more power until I was cruising along at a blistering 59-60 mph with the stall horn chirping on and off.
- Week 49 (August 17-23) Another week without a lot of time for flying. It had been awhile since we went to Brackett so we hopped over there for brunch. There were storms around but we made the flight after cells passed by. Coming back we were on final when the winds shifted enough due to a cell to the east that Tower asked if I wanted to change runways. I did, and we made a rare landing at FUL on runway 6.
- Week 50 (August 24-30) This was the only long flight of the month. We haven't been back to our place in Colorado since our last ski trip in March. We made a fuel stop in Williams, AZ (KCMR) with gusting winds shifting over a range of 70°. We arrived in Pagosa landing in light rain and had a wonderful weekend with deer wandering through our backyard and a bear making an appearance across the street.



Featured Article

One Tent, One Bike, One Plane + Bison: A Weekend on Catalina

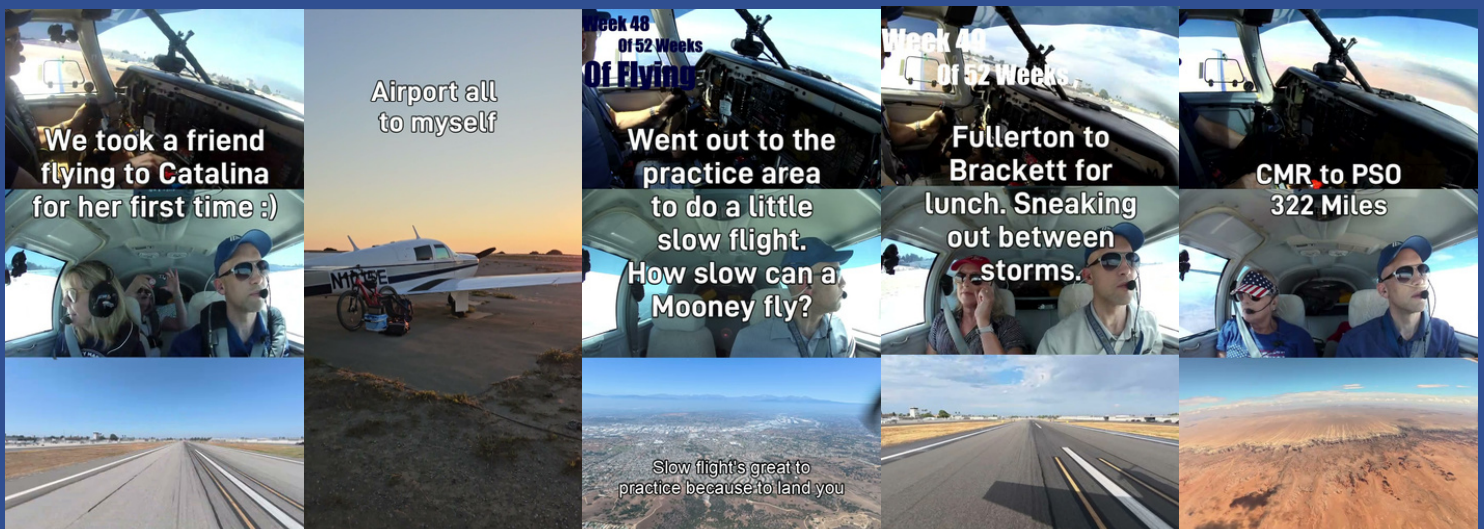
I have wanted to fly in and camp at the Catalina airport for a long time. Just off the taxiway at the west end of the airport is an area where you can tie down your plane and set up a tent. It isn't Oshkosh, but a 20-minute flight will let you escape the crowds of Southern California, and your only company is the stars and the breeze. [Read more...](#)



[Click here to follow along with my 52 week flying challenge on my Instagram.](#)

The goal is to fly at least once a week for 52 weeks. Weeks are measured from Sunday to Saturday. I have always tried to fly about once a week, but this is making me look at my calendar a little closer. It has been a lot of fun, and while this newsletter only gets us to Week 50, (spoiler alert) Week 52 has come and gone and the quest is complete! If you don't follow my Instagram yet what are you waiting for?

Check out the flight recaps below. Clicking on a link will take you to the reel and for 90 seconds of your time you get the best parts of the flight.



Kathy's Corner

Flight Controls Free and Clear

When Richard gets to that part of his pre-takeoff checklist, “Flight Controls Free and Clear,” and I move my leg out of the way I often think of the plane that crashed here at KFUL due to a gust lock that had not been removed. The pilot had designed it to hold the elevator up so that he could fit the plane in the hangar past a parked vehicle. When the pilot took off with the elevator locked in the full up position his fate was sealed. I don’t know if he didn’t have that step on his checklist or if he skipped it that fateful evening, but to Richard’s shock and horror he witnessed a fireball at the far end of the runway when the plane crashed.

Aviation checklists seem to become so routine that it’s easy to forget many of them are created from blood and ash.

When I put on the life vest before our flight this morning, I had the same thought as every other time I pick it up, “Am I going to get wet today?” A surreal conversation with death becomes normal and I find comfort in planning for every situation. Yes, we got home safely.

I’ve lost track of the number of accident review videos from FAA findings that we have watched, but I am always amazed that there is more to learn and remember.

Keep your checklists close, and always use them.

PRE-FLIGHT			START - RUNUP			TAKEOFF AND CRUISE			DESCENT AND LANDING									
CABIN		LEFT WING		BEFORE ENGINE START		FLOODED ENGINE		BEFORE TAKEOFF		CLIMB		DESCENT		GO AROUND				
Parking Brake	RELEASED	Fuel Sump	DRAIN	Pre-Flight	COMPLETE	Fuel Pump	OFF	Pre-Takeoff Briefing:	Speed For Desired Climb:	Altimeter	UPDATE	Throttle	FULL OPEN					
Req Docs	AVAILABLE	Fuel Tank	CHK QTY	Pass. Briefing	COMPLETE	Throttle	FULL OPEN	Speedy/Distances/Altitudes	Vx	78 MPH	Carb Heat	AS REQ'D	Landing Gear	UP				
Switches	OFF	Fuel Cap	SECURED	Seat Belts	SECURED	Mixture	IDLE CUTOFF	Engine Failure Procedures	Vy	100 MPH	Manifold Pressure	KEEP 15-20"	Flaps	400' AGL				
Magnetos	OFF	Stall Switch	CHECK	Parking Brake	SET	Magnetos	START	Flight Controls	FREE/CLEAR	En-Route	115-120 MPH	Propeller	2400 RPM	AFTER LANDING				
Gear Handle	LOCKED	Pitot Tube	CHECK	Flaps	UP	Mixture	ADVANCE	Flaps	15" (2 PUMPS)	Mixture	ADI AS REQ'D	Mixture	ENRICH	Carb Heat	OFF			
Breakers	CHECK IN	Tie Down	REMOVED	Fuel Caps	On	TAXI		Elevator Trim	SET TO T/O	CHT	MAX 450°	Cowl Flaps	CLOSED	Flaps	UP			
Flaps	DOWN	Tire	30 psi	ENGINE START -- COLD		Radios	SET	Engine Gauges	CHECK	LEVEL OFF & CRUISE		Landing Light	AS REQ'D	Cowl Flaps	OPEN			
Fuel Sump		Brakes	CHK	Mixture	FULL RICH	ATIS		Seat Belts	SECURED	Engine Gauges: CHK		APRCH AND LANDING		Mixture	LEAN			
Drain	5 SEC	Nav Light	CHK	Fuel Selector	SET FULLST	Altimeter/DG	SET	Door/Window	SECURED	Trim	AS NEEDED	Floor	CLEAR	ENGINE SHUTDOWN				
Fuel Selector	SWITCH	Aileron	CHK	Carburetor Heat	OFF	Parking Brake	OFF	Gear Handle	CLEAR	Cowl Flaps	CLOSE	Seat Belts	FASTENED	All Lights	OFF			
Drain	5 SEC	Flaps	CHK	Cowl Flaps	OPEN	Taxi Clearance	IF REQ'D	Gear Light	GREEN	Power	REFER TO POH	Fuel Selector	FULLEST TANK	Radio Master	OFF			
RIGHT WING			EMPENNAGE			Toe Brakes	CHECK	Transponder	ALT	Mixture	ADI AS REQ'D	Mixture	FULL RICH	Propeller	FULL FWD			
Flaps	CHK	Antennas	CHECK	Propeller	FULL FWD	ENGINE RUN-UP		Landing Lights	AS REQ'D	CHT	BEST MAX 380°	Carb Heat	AS REQ'D	Throttle	1100 RPM			
Aileron	CHK	Tail Cone	FREE PLAY	Radio Master	OFF	Parking Brake	SET	Mixture	ADI FOR DA	EGT	1350-1400° F	Landing Gear	<120 MPH	Mixture	CUTOFF			
Nav Lights	CHK	Elevator	CHECK	Master Switch	ON	Fuel Selector	SET	Fuel Pump	ON	(AVOID OPERATIONS AT 2150 2300 RPM)		Gear Light	CHK GREEN!!	Throttle	CLOSED			
Tire	30 psi	Rudder	CHECK	Fuel Qty - EDM	ON	Mixture	FULL RICH	Flight Plan	OPEN	NORMAL TAKEOFF		Propeller	FULL FORWARD	Magnetos	OFF			
Brakes	CHK	Nav Light	CHK	Fuel Pressure	CHECK	Propeller	FULL FWD	Flaps	15" (2 PUMPS)	Throttle	FULL OPEN	On Final	80 MPH	Master Switch	OFF			
Tie Down	REMOVED	Tie Down	REMOVED	Fuel Pump	OFF	Cowl Flaps	OPEN	Throttle	FULL OPEN	Power	2700 RPM	Landing Gear	CHK DOWN	Keys	OUT			
Fuel Tank	CHK QTY			Throttle	2x - OPEN 1/4"	Throttle	1700 RPM	Rotate	70 MPH	Brakes	TAP	Over Numbers	70-75 MPH	Flight Plan	CLOSED			
Fuel Cap	SECURED			Propeller Area	CLEAR!!!	Mag Check	EGT RISE	Flaps	90-100 MPH	Gear	UP	3" Glide Slope Descent Rate - Divide Groundspeed by 2 and add a "0"						
Fuel Sump	DRAIN			Magnetos	START	Carb Heat	CHK RISE	Flaps	90-100 MPH	Flaps	90-100 MPH							
NOSE SECTION				Throttle	600-1000	Eng. Instruments	CHECK	Fuel Pump	OFF	Fuel Pump	OFF							
Windshield	CLEAN			Oil Pressure	CHECK	Prop Cycle	FULL OUT/IN	Climb Speed	100-120 MPH									
Oil Quantity	MIN 6 QTS			Mixture	LEAN	Beacon/Strobes	ON											
Prop/Spinner	CHECK																	