The Sky Has Rules

A Story of Dreams, Airplanes, and Learning to Fly

The Flying Explorers Series – Volume 2

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Appendix A — Flight Training Concepts (Book 2)

This story is fiction.
The airplane is not. The aviation terms and training are not.

Everything you saw Tamias learn in this book is based on real aviation training—just scaled down, simplified, and explained in a way a young reader can actually follow.

Book 1 was about a beginning: learning what an airplane is, how flight controls work, and how training really starts.

Book 2 is about something harder.

Book 2 is where Tamias begins learning what flying actually *requires*.

This appendix collects the major flight concepts from Book 2 in one place, so you can review them like a real student pilot.

The Second Term (Why Book 2 Feels Different)

In real flight training, there is a moment where things change.

At first, flying feels like wonder.
Then it becomes work.

That is not a bad thing.

It is the natural progression of training.

Because aviation is not a skill you "pick up."

Aviation is a discipline.

Book 2 is where Tamias begins building that discipline.

The Instructor Difference (Why Corax Matters)

In Book 1, Tamias flies with Esquilo.

Esquilo is an excellent pilot.

He is careful.
He is responsible.
He is kind.

But Esquilo is not a flight instructor.

A flight instructor is a different kind of creature.

A good instructor is not impressed by talent.

A good instructor is impressed by habits.

Captain Corax is the kind of instructor who:

- expects seriousness
- corrects constantly
- does not soften the truth
- and does not let a student "get away with almost"

This is how real flight training works.

In aviation, "almost" is not a safe place to live.

Ground School (The Part of Flying That Happens Before Flying)

Many new readers assume flight training is mostly this:

- get in the airplane
- move the controls
- fly around
- land

That is not how real training works.

Real pilot training has two main parts:

1) Flight Training (in the airplane)

This is where the pilot learns:

- takeoffs and landings
- maneuvers
- stalls
- emergencies
- how the airplane feels

2) Ground School (on the ground)

This is where the pilot learns:

- weather
- navigation
- systems
- regulations
- decision-making

Ground school is not "extra."

It is what makes flight training safe.

Because the sky does not care how excited you are.

The sky only cares if you are prepared.

The Most Important Sentence Corax Teaches

Captain Corax says something in Book 2 that sounds simple, but is one of the deepest truths in aviation:

Flying is mostly decisions.

And decisions require knowledge before emotion.

That means:

You don't decide with:

- fear
- pride
- excitement
- frustration
- or hope

You decide with:

- facts
- training
- weather information
- performance limits
- and procedures

This is what separates a safe pilot from a dangerous one.

"Good Enough" Is a Dangerous Phrase

In normal life, "good enough" can be fine.

In aviation, "good enough" can be dangerous.

Not because pilots must be perfect.

Because "good enough" often means:

"I want this to work."

And aviation is not powered by wanting.

It is powered by reality.

A good pilot learns to ask:

- Is this safe?
- Is this legal?
- Is this smart?
- Is this within my ability right now?
- What is my backup plan?

This is why aviation training includes so much thinking.

The Traffic Pattern (A System for Arriving Safely)

One of the most important skills Tamias develops in Book 2 is flying the pattern.

A traffic pattern is the rectangular path airplanes fly around an airport.

It exists for one reason:

So airplanes can land without crashing into each other.

The pattern is a system.

It is predictable.

And predictability is safety.

A standard pattern has legs:

Upwind

This is the first part after takeoff, climbing straight out.

Crosswind

This is the turn that takes the airplane away from the runway. It is typically done to the left, unless otherwise specified by Air Traffic Control, or local procedure.

Downwind

This is the long leg parallel to the runway, flying in the opposite direction of landing.

Base

This is the turn toward the runway.

Final

This is the straight line to the runway for landing.

The pattern is where pilots learn:

- discipline
- spacing
- altitude control
- and the art of flying precisely without rushing

That is why Corax makes Tamias fly it again and again.

Navigation (Finding Your Way Without Magic)

When Tamias studies navigation, he learns something that surprises many students:

The airplane does not "know" where it is.

The pilot must know.

Navigation is not guessing.

Navigation is a set of skills.

In real training, student pilots learn navigation using several methods:

Pilotage (Looking Outside)

Pilotage means navigating by visual landmarks.

Rivers.
Roads.
Towns.
Lakes.
Railroads.
Coastlines.

This is one reason VFR flying is called "visual."

You use your eyes.

Dead Reckoning (Time, Speed, Distance)

Dead reckoning means:

If you know your heading and speed, you can predict where you will be after a certain amount of time.

This is basic math.

But in aviation, basic math becomes survival.

Because the pilot must be able to answer questions like:

- How long until we reach the next landmark?

- How far have we traveled?
- Do we have enough fuel?

Wind Correction (Because Wind Lies)

Wind is invisible.

But wind is not gentle.

Wind pushes the airplane sideways.

If a pilot points the nose exactly toward the destination, the airplane may drift off course.

So pilots learn to "crab" into the wind.

This means:

The airplane's nose points slightly away from the destination, so the airplane's actual path goes where it needs to go.

This is called a wind correction angle.

Tamias learns that aviation is full of this idea:

Sometimes the correct path requires aiming slightly away from your goal.

Heading vs Course (The Difference Matters)

These two words sound similar, but they are not the same.

Heading

Heading is where the airplane's nose is pointing.

Course (or Track)

Course is the actual path the airplane travels over the ground.

In no-wind conditions, heading and course are the same.

But in real life, there is usually wind.

So a pilot must constantly ask:

- Where am I pointed?
- Where am I actually going?

This is one of the reasons aviation requires so much attention.

Special Note from the Author: The modern GPS systems available today make navigation very, very easy when the pilot learns to use them. In fact, there are apps on phones today that are much more accurate and powerful than the large GPS systems mounted in airplanes thirty years ago. But pilots must learn proper, complete navigation skills. Electronics are not always available. But, honestly, they're really nice today. Want to see one? Ask permission (if you're not an adult) to download the Avare app. It's free, and it's awesome.

Weather: The Sky's Personality

Weather is not just background.

Weather is the environment the airplane lives inside.

In Book 2, Tamias learns that a forecast is not a promise.

This is real pilot thinking.

Weather can change.

And when it changes, the pilot must respond correctly.

A student pilot learns to check weather before every flight.

Not casually.

Carefully.

METAR and TAF (The Two Weather Reports Pilots Use Most)

In real aviation, pilots use coded weather reports.

They look confusing at first, but they contain powerful information.

METAR

A METAR is a report of current weather at an airport.

It tells pilots things like:

- wind direction and speed
- visibility
- clouds
- temperature and dew point
- altimeter setting

TAF

A TAF is a forecast.

It predicts what weather will likely be over the next several hours.

A pilot checks both.

Because:

METAR = what is happening now
TAF = what is likely to happen later

And pilots must plan for both.

Clouds and Ceilings (Why VFR Has Limits)

In this series, Tamias flies under VFR.

VFR means:

Visual Flight Rules.

It means the pilot must be able to see outside and avoid clouds.

That means weather matters enormously.

A pilot cannot legally fly VFR if:

- visibility is too low
- clouds are too close

- ceilings are too low

This is why Corax treats weather study as non-negotiable.

Turbulence (When the Sky Stops Being Smooth)

Many new pilots imagine flying feels like gliding through calm air.

Sometimes it does.

But air is not still.

Air is a fluid.

It moves.

When air moves unevenly, it can bump the airplane around.

That is turbulence.

Turbulence is not automatically dangerous.

But it can become dangerous.

And it can frighten new pilots.

A good instructor teaches:

Turbulence is not a personal attack.

It is the sky being the sky.

Aircraft Systems (Why Pilots Study Machines Like Engineers)

In Book 1, Tamias learns the airplane is a system.

In Book 2, he learns that pilots must understand those systems more deeply.

Because a pilot must recognize:

- what is normal
- what is abnormal
- what is dangerous
- and what can wait

A pilot does not need to be a mechanic.

But a pilot must understand the basics of:

The Fuel System

Fuel is not optional.

Aviation fuel planning is strict because running out of fuel is one of the most avoidable emergencies.

The Electrical System

The battery, alternator, and electrical bus power:

- radios
- lights
- avionics
- and many instruments

The Pitot-Static System

This system powers key instruments.

If the pitot tube is blocked, the airspeed indicator can lie.

If the static port is blocked, altitude and vertical speed readings can become unreliable.

This is why Tamias checks these openings so carefully.

The Engine System

A piston engine is not magic.

It is a machine that:

- burns fuel
- produces power
- turns the propeller

It must be monitored.

This is why pilots watch:

- oil pressure
- oil temperature
- RPM
- and other engine readings

In aviation, pilots do not ignore gauges.

ATC (The Voice of Order in the Sky)

In Book 2, Corax begins introducing Tamias to the idea of air traffic control.

ATC stands for:

Air Traffic Control.

ATC is a system of trained professionals who help keep airplanes safe and organized.

ATC is not "the boss."

ATC is a service.

Controllers provide:

- traffic information
- runway instructions
- separation in controlled airspace
- and help in emergencies

In early training, instructors often delay heavy radio work until the student has enough spare attention.

Because:

Flying the airplane comes first.

Talking comes second.

The Hardest Lesson So Far: Stalls

If Book 1 is the beginning of flight, stalls are the beginning of respect.

Many non-pilots misunderstand what a stall is.

They think a stall means:

The engine stops.

That is not correct.

A stall is not the engine.

A stall is the wing.

A stall happens when the wing stops producing enough lift.

This happens when the angle of attack becomes too high.

The wing is still moving through the air.

But the airflow no longer behaves the way the wing needs.

That is what makes a stall.

The Stall Warning (The Wing Tells You First)

In many training airplanes, there is a stall warning horn.

It sounds when the airplane is close to stalling.

This warning exists because aviation is not supposed to be a surprise.

Training teaches pilots to notice warning signs early.

The goal is not to "be brave."

The goal is to be correct.

Stall Recovery (Why Corax Makes Tamias Do It Again)

Stall recovery is one of the most important skills in early training.

It teaches a pilot:

- what the airplane feels like when it is close to the edge
- what the correct response is
- and how to act without panic

In basic terms, stall recovery requires:

- reduce the angle of attack (lower the nose)
- add power as needed
- level the wings
- return to safe flight

Corax makes Tamias do stalls again and again because:

A pilot cannot freeze during a stall.

A pilot must respond correctly.

This is one of the first places where aviation becomes emotionally difficult.

"Respect Enters the Room"

Tamias does not panic during stall training.

But he does experience something new:

Respect.

This is one of the healthiest emotions a pilot can develop.

Fear can cause:

- rushing
- freezing
- denial
- bad decisions

Respect causes:

- attention
- discipline
- humility
- and preparation

Corax is teaching Tamias something deeper than a maneuver.

He is teaching Tamias what kind of creature a pilot must be.

Why Stalls Are Practiced on Purpose

To a new reader, stall training can feel strange.

Why would anyone practice something scary?

Because stalls happen.

Not as a punishment.

As a possibility.

And pilots train for possibilities.

Stall training teaches pilots:

- not to fear the stall
- but to respect it
- and to recover correctly

That is why Corax treats stall training as a turning point.

What Tamias Really Learns in Book 2

This is the true achievement of Book 2:

Tamias does not "become a pilot."

He becomes something harder.

He becomes a disciplined student pilot.

He learns:

- that flying is decisions
- that decisions require knowledge before emotion
- that weather comes first
- that navigation is a skill, not luck
- that systems matter
- that "good enough" is dangerous
- and that fear can be transformed into respect

That is how real flight training continues.

And that is why Book 2 ends at home.

Not because Tamias is finished.

Because the work is only beginning.

Book 3 will be the next step.

And the next step is the one every student pilot dreams about.

Flying alone.

Be sure to visit tfeseries.com for more information, and for downloads to further enhance aviation learning.

Thanks for reading!

Appendix B — Glossary (Contains all aviation terms in this series)

ADM (Aeronautical Decision Making) — A structured way pilots learn to make safe choices. ADM means using facts, training, and judgment instead of emotion or wishful thinking.
Aileron — A hinged control surface on the outer part of each wing. Ailerons move in opposite directions to roll the airplane left or right.
Airworthiness Certificate — An official document that proves an aircraft is legally allowed to fly. It must be carried in the airplane.
AIRMET — A weather advisory for pilots about conditions that may be dangerous, such as turbulence, icing, or low visibility.
Altimeter — An instrument that shows how high the airplane is above sea level, based on air pressure.
Alternate (Airport) — A backup airport a pilot plans to use if the original destination becomes unsafe or unavailable.
Angle of Attack (AOA) — The angle between the wing and the airflow. If the angle becomes too steep, the wing stalls.
Approved — In aviation, "approved" means allowed by the official rules and authorities. It does not mean "someone thinks it's fine."
ATC (Air Traffic Control) — The system of controllers and procedures that helps airplanes stay organized and separated, especially near busy airports.
Attitude — The airplane's position compared to the horizon (nose up, nose down, wings level, banked, etc.).
Attitude Indicator — An instrument that shows the airplane's attitude using a small artificial horizon.
Avionics — The electronic equipment in an airplane, especially radios, navigation tools, and transponders.
Axis (Axes) — The three invisible lines an airplane rotates around: pitch, roll, and yaw.

Baggage Compartment — A storage space in the airplane, usually behind the seats.
Base Leg — The part of the traffic pattern flown perpendicular to the runway, just before turning onto final.
Beacon — A flashing red light on the airplane used to warn others that the engine is starting or running.
Brake(s) — Controls that stop the airplane while on the ground. Airplanes use brakes mainly during taxi and after landing.
Briefing — A structured review before a flight (or before a maneuver) where the pilot explains what will happen, what to watch for, and what to do if something goes wrong.
Buffet — A shaking or vibration felt in the airplane as the wing approaches a stall. It is one of the wing's warning signs.

Cabin — The inside of the airplane where the pilot and passengers sit.
Ceiling — The height of the lowest cloud layer that covers most of the sky. A low ceiling can prevent VFR flight.
CFI (Certified Flight Instructor) — A pilot who is trained and certified to teach flying.

Checklist — A written list of steps pilots follow to make sure important actions are not forgotten. Checklists exist because human memory is not reliable under pressure.
Circuit Breaker — A safety device that stops electricity from flowing if there is a problem, to prevent damage or fire. Many airplanes have small push-button circuit breakers.
Climb — Flying upward to gain altitude.
Cockpit — The front part of the airplane where the pilot sits and controls the aircraft.
Control Surface — A moving part of the airplane (like an aileron, elevator, or rudder) that changes airflow to control the aircraft.
Control Wheel Lock — A device that locks the yoke in place when the airplane is parked, so the controls don't move in wind. It must be removed before flight.
Correct — In aviation, "correct" means the proper, approved way—not "close enough."
Cowling — The outer cover around the engine.
Critical Angle of Attack — The specific angle of attack where the wing stops producing enough lift and stalls.
Crosswind — Wind blowing across the runway rather than straight down it. Crosswinds make takeoff and landing harder.

Density Altitude — A number that combines altitude, temperature, and air pressure. High density altitude makes the airplane perform worse, as if it were flying higher than it really is.
Downwind Leg — The part of the traffic pattern flown parallel to the runway, in the opposite direction of landing.
Drag — Air resistance that slows the airplane down.

Elevator — A hinged control surface on the horizontal tail. It controls pitch (nose up or nose down).
Emergency — In aviation, an emergency is any situation where safety may be threatened and the pilot must act immediately. Emergencies are handled using training and checklists.
Empennage — A formal aviation word for the tail assembly of an airplane (including the horizontal and vertical stabilizers and their control surfaces).
Engine — The machine that provides power for the airplane. In many Cessnas, it turns the propeller.
Engine Instruments — Gauges that show engine health, such as oil pressure, oil temperature, RPM, and fuel flow.

FAA — Federal Aviation Administration. A U.S. government organization that makes and enforces rules for aviation.
FAA Approved — A phrase meaning something meets FAA requirements. It does not mean "recommended." It means officially accepted under aviation rules.
Final Approach (Final) — The last straight part of the traffic pattern, lined up with the runway before landing.
Finals Week — The last week of a school term, when exams and major projects are due.
Flap — A hinged surface on the inner trailing edge of the wing. Flaps change the wing shape to help with takeoff and landing at slower speeds, but they also add drag.
Flight Controls — The parts a pilot uses to control the airplane: yoke, rudder pedals, and sometimes other levers or trim controls.

Flight Instruments — The gauges on the panel that help a pilot understand what the airplane is doing.
Flow (Procedure Flow) — A memorized pattern of checking or setting items in the cockpit, often used before verifying with a checklist.
Forecast — A prediction of future weather. In aviation, forecasts are useful but never guaranteed.
Front — A boundary between two different air masses. Fronts often bring changing winds, clouds, and storms.
Fuselage — The main body of the airplane.

Gauge — An instrument that shows a measurement, such as fuel level or oil pressure.
Go-Around — A decision to stop a landing attempt and climb away to try again. Go-arounds are normal and safe, not failures.
Ground School — The part of flight training done on the ground. Ground school teaches weather, navigation, systems, regulations, and decision-making.

Heading — The direction the airplane's nose is pointing, usually measured in degrees.
Heading Indicator — An instrument that shows the airplane's heading using a gyro.
Horizon — The line where the ground and sky appear to meet.

Ignition — The system that starts and keeps the engine running, including the key or switch that activates it.
Ignition Switch — The key or switch used to start the engine.
Instrument Panel — The section in front of the pilot containing flight and engine instruments.

Judgment — In aviation, judgment means choosing the safe action even when a risky action feels tempting.

Landing Gear — The wheels (or skis/floats) that support the airplane on the ground.
Lift — The aerodynamic force created by the wings that holds the airplane up.
Lights (As Required) — A checklist phrase meaning certain lights should be used depending on conditions and rules.
Load Factor — A measurement of how much force is being placed on the wings, especially in turns or pull-ups. Higher load factor can lead to an accelerated stall.

Magneto — A device that helps create spark for the engine. Many piston airplanes have two magnetos for redundancy. During runup, pilots check each magneto separately.
Main Landing Gear — The two main wheels under the airplane that support most of the weight.
Master Switch — The main electrical power switch for the airplane.
METAR — A coded weather report that describes current conditions at an airport.
Mixture — A control that adjusts the ratio of fuel to air going into the engine.
Mixture — Rich — A checklist setting meaning the mixture is set to provide plenty of fuel for engine operation, often used for start and takeoff at low altitude.

Nose Gear — The wheel under the front of the airplane.

Oil — A fluid used to lubricate the engine and prevent damage from friction and heat.
Oil Pressure — A measurement showing whether oil is circulating properly through the engine.
Oil Quantity — The amount of oil in the engine. Pilots check this before flight.

Parking Brake — A brake setting that holds the airplane still during runup.
Pattern (Traffic Pattern) — The rectangular flight path used for takeoff and landing at an airport, including upwind, crosswind, downwind, base, and final.
Personal Minimums — A pilot's personal safety limits, such as minimum visibility, maximum wind, or maximum crosswind. Personal minimums are often stricter than the legal rules.
PIREP — A pilot report describing actual weather conditions encountered in flight, such as turbulence or cloud tops.
Pitch — The airplane's nose moving up or down.
Pilot — The person controlling the airplane.
Pilot's Operating Handbook (POH) — The official manual for a specific airplane model. It includes limitations, procedures, and performance information.
Pitot Tube — A small tube on the airplane that measures air pressure to help determine airspeed. It must be clear and unobstructed.
Pressure (Atmospheric Pressure) — The force of the air pushing downward. Changes in pressure affect weather and flight instruments.
Preflight — The inspection of the airplane before flight.
Propeller — The spinning blades at the front of many airplanes. A propeller produces thrust by pushing air backward.
Push/Pull — How the yoke is moved forward and backward to control pitch.

Radio — A communication device used by pilots to talk to air traffic control or other aircraft.
Radios — Set — A checklist item meaning radios are tuned and ready.
Registration — An official document proving the aircraft is registered legally. It must be carried in the airplane.
Right-of-Way — Rules that decide which aircraft has priority in the air, similar to rules of the road.
Roll — The airplane's wings tilting left or right.
Rotation — The moment during takeoff when the pilot raises the nose and the airplane lifts off.
RPM — Revolutions per minute. A measurement of how fast the engine (and propeller) is turning.
Rudder — A hinged control surface on the vertical tail that controls yaw.
Rudder Pedals — Foot pedals in the cockpit used to control the rudder and yaw.
Runup — A procedure performed before takeoff where the engine is tested at higher power while the airplane is held still.
Runway — A long, flat strip of ground used for takeoff and landing.

Seatbelt — A safety strap used to hold the pilot and passengers in place.
Secure — In aviation, "secure" means properly fastened, locked, or confirmed—not just "probably okay."
SIGMET — A weather advisory for severe conditions that can be dangerous to all aircraft, such as severe turbulence, severe icing, or thunderstorms.
Spinner — The rounded cone at the center of the propeller that improves airflow and covers hardware.

Stall — A condition where the wing stops producing enough lift because the angle of attack is too high. A stall is not the engine stopping.
Stall Recovery — The correct steps used to return the wing to normal flight after a stall. This usually includes lowering the nose to reduce angle of attack and adding power as needed.
Stall Warning Horn — A warning sound in many airplanes that activates when the wing is close to stalling.
Static Port — A small opening on the airplane that measures outside air pressure for instruments like the altimeter.
Steer — To control direction while on the ground, usually with rudder pedals and nose wheel steering.
Strut — A support beam. On many Cessnas, wing struts help hold the wings up.
Suction — A system (often vacuum-based) used to power certain gyroscopic instruments in some airplanes.
System — A group of parts working together. Aviation is built around systems.

TAF — A coded forecast that predicts future weather at an airport.
Takeoff — The process of accelerating down the runway until the airplane lifts into the air.
Taxi — Moving the airplane on the ground under its own power.
Tactical Pause — A moment where a pilot stops rushing, breathes, and makes a decision calmly. Aviation is full of moments where the correct move is to slow down mentally.
Throttle — A control that adjusts engine power.
Throttle — Idle — The lowest power setting.
Throttle — 1000 RPM — A common low power setting after start.
Throttle — 1700 RPM — A common runup power setting in many Cessna checklists.
Thrust — The force that moves the airplane forward.
Tire — The rubber wheel covering. Pilots inspect tires before flight.
Trim — A control that helps the airplane hold a desired attitude without constant pressure on the yoke.
Trim — Set for Takeoff — A checklist item meaning trim is set to the correct position for a safe takeoff.
Trim Tab — A small movable surface on the elevator that helps with trim.
Turbulence — Rough, uneven air that can cause the airplane to bump or shake.
Turn Coordinator — An instrument that shows rate of turn and coordination.

VFR (Visual Flight Rules) — Flying by looking outside and maintaining visual references, usually in clear weather.
VFR Minimums — The legal minimum visibility and cloud clearance needed to fly under VFR.
Vertical Stabilizer — The upright fin on the tail. It helps keep the airplane stable in yaw.
Vertical Speed Indicator (VSI) — An instrument that shows how fast the airplane is climbing or descending.

Weather Advisory — An official warning about dangerous weather conditions that pilots should consider before flying.
Weight & Balance — Information showing how heavy the airplane is and how the weight is distributed. Too much weight or wrong balance can make flying unsafe.

Wind Correction Angle — The small adjustment a pilot makes to heading so the airplane stays on course despite wind pushing it sideways.
Wing — The part of the airplane that produces lift.
Wing Strut — A support beam connecting the wing to the fuselage on many Cessna models.
Wing Tip — The outermost end of the wing.

Yaw — The nose turning left or right.
Yoke — The main control used by the pilot to control pitch and roll.

About the Author

David I. Schoen, known to generations of students as Professor Dave, has spent decades helping learners of all ages discover clarity, confidence, and even a little joy in the worlds of language, math, and learning. A veteran educator, tutor, and writer—and an unapologetic lover of books—he specializes in turning complicated ideas into simple, friendly explanations that actually stick.

Professor Dave has guided thousands of students through English, math, writing, grammar, and test preparation, as well as the always-adventurous process of becoming a stronger thinker. His teaching blends humor, precision, and storytelling—a combination that has helped learners from elementary school through adulthood feel empowered instead of intimidated.

He is also an active private pilot, and has been flying for over three decades—an experience that has shaped the realism, detail, and sense of wonder behind *Tamias Learns to Fly* and *The Flying Explorers Series*. Before becoming an author and educator, he worked as an Air Traffic Controller at JFK International Airport, one of the world's busiest airports, for almost two decades. Aviation is in his blood, just as it is slowly coming to be in Tamias'.

When he isn't teaching or writing, Professor Dave can usually be found creating new educational books, experimenting in the kitchen, playing the piano, or working on inventive projects that combine family, learning, and fun. He lives in Kings Park, New York, where he is constantly surrounded by stories waiting to be told.

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