

Appendix A — Operational Discipline Concepts (Book 7)

This story is fiction.

The procedures are not.

Everything Tamias experiences in this book reflects real-world instrument and operational flying principles—expanded beyond basic training and into professional execution.

Book 1 was about beginning.

Book 2 was about discipline.

Book 3 was about responsibility.

Book 4 was about operation.

Book 5 was about judgment under scrutiny.

Book 6 was about control without sensation.

Book 7 is about something harder:

Operating when others rely on you.

In Book 7, Tamias discovers:

Automation is obedient.

Fuel is finite.

And professionalism begins where instruction ends.

This appendix collects the major operational concepts from Book 7—organized the way working pilots think:

Deliberately.

Numerically.

Without drama.

Automation and Mode Awareness — The Airplane Does What You Command

Modern aircraft often include:

- Flight Management Systems (FMS)
- GPS with WAAS capability
- LNAV (Lateral Navigation)
- VNAV (Vertical Navigation)
- Autopilot with altitude capture
- Coupled approaches

Automation reduces workload.
It does not reduce responsibility.

Autopilot obeys:

- The selected lateral mode
- The selected vertical mode
- The altitude preselect
- The programmed route

Common modes include:

- HDG (Heading)
- NAV (GPS tracking)
- APR (Approach coupling)
- VS (Vertical Speed)
- FLC (Flight Level Change)
- ALT (Altitude hold)
- ALT ARM (Altitude capture armed)

The critical discipline:

Always know what mode is active.
Always know what mode is armed.
Always confirm altitude selection.

Pilots do not get in trouble because automation fails.

They get in trouble because they misunderstand what it is doing.

If the airplane levels at 6,000 instead of 8,000—

It did exactly what it was told.

Altitude Assignments — Assigned Means Assigned

When ATC assigns:

“Climb and maintain eight thousand.”

You must:

- Set the altitude selector
- Verify it visually
- Confirm climb mode
- Cross-check during climb

Altitude deviations are serious because:

- Vertical separation may be only 1,000 feet
- Other aircraft may be above or below
- Controllers are sequencing traffic based on compliance

An altitude bust is not dramatic.

It is procedural.

And it is preventable.

Professional discipline includes:

Set → Verify → Monitor.

Every time.

Long-Range Cargo Operations — Professional Environment

Cargo operations introduce variables beyond training:

- Multiple legs per day
- Fatigue accumulation
- Changing weather systems
- Weight shifts
- Time pressure

Professional pilots must manage:

- Risk exposure over time
- Performance consistency
- Cognitive endurance

Flying well once is training.

Flying well for eight consecutive days is professionalism.

Weight and Balance — Center of Gravity Discipline

Every flight requires:

- Empty weight
- Cargo weight
- Fuel weight
- Occupant weight

You calculate:

- Total weight
- Center of gravity (CG) location
- Whether within envelope

CG affects:

- Stability
- Stall characteristics
- Pitch authority
- Landing performance

Aft CG:

- Reduces stability
- Lowers stall speed
- Increases pitch sensitivity

Forward CG:

- Increases stability
- Raises stall speed
- Requires more control force

Cargo manifests can be wrong.

Pilots verify.

Every time.

Fuel Management — Margin Is Mathematical

Fuel planning includes:

- Trip fuel
- Alternate fuel
- Reserve fuel (typically 45 minutes under IFR)
- Contingency allowance

Holding consumes fuel at lower altitude, often at higher burn rates.

Fuel decisions require:

- Real-time burn calculation
- Time remaining
- Distance to alternate
- Weather trend

When ATC asks:

“Advise fuel state.”

You respond with facts.

Not emotion.

Declaring “minimum fuel” means:

No additional delay can be accepted.

Declaring an emergency means:

Fuel state is critical.

Fuel is time.

Time is safety.

Holding Patterns — Structured Delay Under Pressure

Holding includes:

- Fix
- Inbound course
- Standard turns (usually right)
- Leg length (1 minute below 14,000 ft)

Entry types:

- Direct
- Parallel
- Teardrop

In high-traffic environments, multiple holds may be issued at different fixes.

Professional holding requires:

- Rapid reprogramming
- Accurate briefing
- Wind correction
- Fuel awareness
- Mode verification

Autopilot may fly the geometry perfectly.

The pilot must manage the implications.

Holding is not inconvenience.

It is system flow control.

Standard Instrument Approaches — Execution Without Emotion

Book 7 references several approach types.

ILS (Instrument Landing System)

Provides:

- Lateral guidance (localizer)
- Vertical guidance (glideslope)

Precision approach.

Descent is continuous and stabilized.

LPV (Localizer Performance with Vertical Guidance)

GPS-based precision-like approach.

Requires WAAS.

Provides vertical guidance similar to ILS.

VOR Approach

Non-precision.

Requires:

- Stepdown fixes
- Descent to MDA (Minimum Descent Altitude)
- Level flight until runway environment in sight

Circling Approach

Fly instrument approach to one runway.
Then visually maneuver to land on another.

Requires:

- Visual contact with runway
- Staying within protected circling area
- Obstacle awareness

Circling in gusty wind requires:

- Energy management
- Conservative bank
- Stable final alignment

Missed approach procedure must be briefed before beginning descent.

Always.

Diversion Decision-Making — Weather as a Dynamic Variable

Convective weather:

- Builds vertically
- Moves unpredictably
- Can intensify rapidly

Radar interpretation includes:

- Green (light precipitation)
- Yellow (moderate precipitation)
- Red (heavy precipitation)

Avoidance guidelines typically include:

- 20 miles from severe cells
- No penetration of red returns
- Caution around embedded cells

Diversion requires:

- Fuel reassessment
- Alternate selection
- Immediate FMS modification
- ATC coordination

Professional pilots divert early.

Not late.

Lost Communications — AVEF and MEA

If radios fail under IFR:

Route priority (AVEF):

- Assigned
- Vectored
- Expected
- Filed

Altitude priority (MEA):

- Minimum altitude
- Expected altitude
- Assigned altitude

Proceed to clearance limit.

Descend and approach based on:

- EFC time (Expect Further Clearance)
- Estimated Time of Arrival (if no EFC given)

Lost comms is procedural.

Not improvisational.

Partial Panel — Failure Without Warning

Failures may include:

- Attitude indicator loss
- Heading indicator drift
- Pitot blockage
- Static blockage

Without attitude indicator, you rely on:

- Turn coordinator
- Airspeed
- Altimeter
- VSI
- Power settings

Known pitch + known power = known performance.

Instruments may disagree.

Cross-check reveals truth.

Professional Communication — Calm Under Scrutiny

Professional radio technique:

- Concise
- Accurate
- Calm

You do not:

- Apologize excessively
- Over-explain
- Sound panicked

You state:

Altitude
Fuel state
Intentions

Confidence reassures controllers.

Precision earns trust.

Fatigue and Cognitive Load

Multiple legs increase:

- Decision fatigue
- Mode confusion risk
- Altitude selection error

Professional mitigation includes:

- Standard callouts
- Structured checklists
- Crew cross-monitoring

Three pilots reduce fatigue.

But responsibility never disappears.

Simulator vs. Reality — Practice and Consequence

Home simulators:

- Improve procedural fluency
- Reinforce scan
- Allow repetition

They do not:

- Replicate physical stress
- Replace actual instrument time
- Generate real risk

Simulated chaos teaches recovery.

Real chaos requires judgment.

What Tamias Really Learns in Book 7

Book 7 is not about passing a test.

It is about being trusted.

Tamias learns:

- Automation obeys without mercy
- Altitude discipline prevents embarrassment
- Fuel math prevents crisis
- Holding tests patience
- Weight and balance is not paperwork
- Communication must be calm
- Margin must be preserved

He learns that:

Competence is layered.

Professionalism is cumulative.

Responsibility expands quietly.

He makes one altitude error.

He never makes it again.

He diverts early.

He communicates fuel status correctly.

He flies partial panel without panic.

He becomes someone others rely on.

Book 7 moves him from student to operator.

He no longer flies only to learn.

He flies to contribute.

And that changes everything.

Because at this level—

The airplane does exactly what you tell it.

And so does the system.

The question is no longer:

Can you fly?

The question is:

Can you operate—

Layer by layer—

Without losing margin?

That is the beginning of professionalism.

And it is only the middle of the journey.

You must trust information over sensation.

Appendix B — Glossary

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.

Airman Certificate (Pilot Certificate) — The official document granting legal authority to act as Pilot in Command. It confirms that the holder met required knowledge and skill standards. It does not guarantee experience or wisdom.

Airman Certification Standards (ACS) — The official FAA document defining what a pilot must know and demonstrate to pass a practical test. It combines knowledge, risk management, and flight skill into measurable standards.

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.

Altitude Preselect — An autopilot feature that allows a pilot to dial in a target altitude. The system will climb or descend to that altitude and capture it automatically.

Angle of Attack (AOA) — The angle between the wing and the airflow. If the angle becomes too steep, the wing stalls.

Applicant — The pilot being evaluated during a practical test. During a checkride, the student is referred to as the applicant.

Approved — In aviation, “approved” means allowed by official rules and authorities. It does not mean “someone thinks it’s fine.”

APR Mode (Approach Mode) — An autopilot setting that allows the airplane to capture and track approach guidance such as a localizer or glideslope.

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.

Autopilot — An automated flight control system that moves control surfaces to maintain selected heading, altitude, or navigation paths. It reduces workload but does not remove pilot responsibility.

AVEF — The order of priority for route selection during lost communications: Assigned, Vectored, Expected, Filed.

Avionics — The electronic equipment in an airplane, especially radios, navigation tools, transponders, and flight management systems.

Axis (Axes) — The three invisible lines an airplane rotates around: pitch, roll, and yaw.

Balance (Center of Gravity) — The location inside the airplane where its weight is centered. If

balance is outside limits, the airplane may be unsafe.

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.

BasicMed — An alternative to a traditional FAA medical certificate for certain private pilots. It requires a state-licensed physician exam and periodic training but does not allow commercial privileges.

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.

Briefing — A structured review before a flight or maneuver explaining what will happen and what to do if something goes wrong.

Buffet — A shaking felt as the wing approaches a stall.

Cabin — The inside of the airplane where the pilot and passengers sit.

Ceiling — The height of the lowest cloud layer covering most of the sky.

Center of Gravity (CG) — The exact point where the airplane balances. It must remain within safe limits.

Certificate Action — The formal outcome of a practical test. It may be issuance (pass), discontinuance, or notice of disapproval.

CFI (Certified Flight Instructor) — A pilot trained and certified to teach flying.

CFII (Certified Flight Instructor Instrument) — A pilot trained and certified to teach flying and the requirements for the Instrument Rating.

Checkride (Practical Test) — The final flight evaluation with a Designated Pilot Examiner to determine whether a pilot meets certification standards.

Checklist — A written list of required steps. Checklists exist because memory is unreliable under pressure.

Circuit Breaker — A safety device that stops electrical flow if there is a problem.

Climb — Flying upward to gain altitude.

Cockpit — The front part of the airplane where the pilot controls the aircraft.

Commercial Pilot — A certificate level allowing a pilot to be paid for flying, provided required training and experience standards are met.

Control Surface — A movable part (aileron, elevator, rudder) that changes airflow to control the airplane.

Control Wheel Lock — A device that locks flight controls when parked. It must be removed before flight.

Correct — In aviation, “correct” means the proper, approved method — not “close enough.”

Cowling — The outer covering around the engine.

Crab — Pointing the airplane’s nose into the wind to maintain correct ground track.

Critical Angle of Attack — The angle where the wing stops producing enough lift and stalls.

Cross-Country Flight — A flight from one airport to another. Required in real pilot training.

Crosswind — Wind blowing across the runway.

CTAF (Common Traffic Advisory Frequency) — The radio frequency used at uncontrolled airports for pilot coordination.

Dead Reckoning — Navigation using heading, time, speed, and wind estimates to determine position.

Density Altitude — A value combining altitude, temperature, and pressure. High density altitude reduces performance.

Designated Pilot Examiner (DPE) — An experienced pilot authorized by the FAA to conduct practical tests and issue pilot certificates.

Direct-To (GPS) — A function that allows a pilot to navigate directly to a selected waypoint without following the original flight plan sequence.

Discontinuance — A temporary stop to a practical test due to weather, mechanical issues, or other external factors. It is not a failure.

Downwind Leg — The traffic pattern leg flown parallel to the runway in the opposite direction of landing.

Drag — Air resistance that slows the airplane.

Drift — Sideways movement caused by wind pushing the airplane off course.

Elevator — A hinged surface on the horizontal tail controlling pitch.

Emergency — Any situation where safety may be threatened and immediate action is required.

Empennage — The tail assembly of the airplane.

Engine — The machine that provides power and turns the propeller.

Engine Instruments — Gauges showing engine health (oil pressure, RPM, etc.).

Estimated Time En Route (ETE) — Calculated time to reach a destination.

FAA — Federal Aviation Administration, the U.S. aviation regulatory authority.

FAA Approved — Officially accepted under aviation rules.

FAST MOOSE — An acronym used to remember daytime VFR requirements: Fuel gauge, Airspeed indicator, Seat belts, Tachometer, Magnetic compass, Oil pressure gauge, Oil temperature gauge, Strobes (anti-collision lights), ELT.

Final Approach (Final) — The last straight part of the traffic pattern aligned with the runway.

First-Class Medical — The highest level of FAA medical certificate, required for Airline Transport Pilots flying for airlines.

Flap — A hinged surface on the inner trailing edge of the wing used during takeoff and landing.

Flight Controls — Yoke, rudder pedals, trim, and other controls used to fly the airplane.

Flight Director — A display system that provides pitch and roll command bars to guide the pilot or autopilot along a desired flight path.

Flight Instruments — Instruments that show altitude, speed, attitude, and other flight data.

Flight Management System (FMS) — An onboard computer system that manages navigation, route programming, altitude constraints, and performance calculations in modern aircraft.

Flow — A memorized cockpit setup pattern verified by checklist.

Forecast — A prediction of future weather.

Front — A boundary between two air masses that often causes changing weather.

Fuel Burn — The rate at which the engine consumes fuel, usually gallons per hour.

Fuel Reserves — Required extra fuel carried for safety.

Fuselage — The main body of the airplane.

Gauge — An instrument that shows a measurement.

Go-Around — Abandoning a landing attempt and climbing away to try again.

Glideslope — The vertical guidance component of an ILS that provides a stabilized descent path to the runway.

Ground Effect — Reduced drag when flying close to the ground, which can cause floating during landing.

Groundspeed — The airplane's actual speed over the ground.

Heading — The direction the airplane's nose is pointing.

Heading Indicator — An instrument showing heading using a gyro.

Holding Pattern (Hold) — A racetrack-shaped flight path used to delay an aircraft in a structured, predictable manner while awaiting further clearance.

Horizon — The line where sky and ground appear to meet.

IFR (Instrument Flight Rules) — Regulations that allow flight using instruments for navigation and control when outside visual reference is limited or unavailable.

ILS (Instrument Landing System) — A precision instrument approach providing both lateral (localizer) and vertical (glideslope) guidance to align an aircraft with a runway.

Ignition — The system that starts and powers the engine.

Instrument Panel — The area containing flight and engine instruments.

Judgment — Choosing the safe action even when risk feels tempting.

Landing Gear — The wheels supporting the airplane on the ground.

Leans (The Leans) — A common spatial disorientation illusion in which a pilot feels level when actually banked, or feels banked when actually level.

Lift — The force created by the wings that holds the airplane up.

LNAV (Lateral Navigation) — An autopilot or FMS mode that follows the programmed horizontal course in a flight plan.

Load Factor — The force placed on the wings during turns or pull-ups.

Localizer — The lateral guidance component of an ILS that keeps the aircraft aligned with the runway centerline.

Logbook — The official record of flight time and endorsements.

Lost Communications — A situation in which a pilot loses radio contact with ATC and must follow published procedures to continue safely.

Magenta Line — The GPS course line displayed on modern navigation systems representing the programmed route.

Magneto — A device that produces spark for the engine.

Master Switch — The main electrical power switch.

Medical Certificate (FAA Medical) — An official document confirming a pilot meets required health standards to fly.

MEA (Minimum Enroute Altitude) — The lowest published altitude that guarantees obstacle clearance and adequate navigation signal reception along an airway.

METAR — A coded weather report describing current conditions.

Mixture — A control adjusting the fuel-to-air ratio in the engine.

Mode Awareness — The discipline of knowing which autopilot or flight guidance mode is active and what the airplane will do next.

Moment — A number calculated by multiplying weight by distance from a reference point, used to determine CG.

Navigation Log (Nav Log) — A written planning sheet calculating headings, time, and fuel.

Notice of Disapproval ("Pink Slip") — The document issued when an applicant does not meet required standards on a practical test. Retraining and retesting are required.

Oral Exam (Oral Portion) — The ground-based portion of a practical test where the examiner evaluates knowledge, judgment, and risk management before flight.

Partial Panel — Flying using limited instruments after a primary instrument failure.

Personal Minimums — A pilot's personal safety limits stricter than legal minimums.

Pilot — The person controlling the airplane.

Pilot's Operating Handbook (POH) — The official manual containing limitations and procedures.

Pitot Tube — A tube measuring air pressure to determine airspeed.

Preflight — Inspection of the airplane before flight.

Propeller — The spinning blades that create thrust.

Practical Test Standards (PTS) — The former FAA evaluation system used before the ACS.

Radar Contact — An ATC phrase meaning the aircraft has been identified and is being tracked on radar.

Rotation — The moment the pilot lifts the nose during takeoff.

RPM — Revolutions per minute; engine speed measurement.

Runup — Engine test performed before takeoff.

Runway — The strip used for takeoff and landing.

Second-Class Medical — A medical certificate required for pilots exercising commercial privileges.

SIGMET — A severe weather advisory for dangerous conditions.

Simulator (Aviation Training Device) — A ground-based training system used to practice procedures, scan discipline, and emergencies. Only FAA-approved devices may count toward required flight time.

Solo Endorsement — Written instructor authorization allowing solo flight.

Somatogravic Illusion — A false sensation of pitch change caused by acceleration, which can make a pilot believe the aircraft is climbing or descending incorrectly.

Spatial Disorientation — A condition in which a pilot's sensory system provides misleading information about attitude, altitude, or motion.

Stall — Loss of lift caused by excessive angle of attack.

Stall Recovery — Steps used to return to normal flight after a stall.

Standard Rate Turn — A turn at three degrees per second, resulting in a 360-degree turn in two minutes.

TAF — A coded airport weather forecast.

Tactical Pause — A moment to stop rushing and think clearly.

Third-Class Medical — A medical certificate required for private pilots and student pilots who are not flying for compensation.

Throttle — The control adjusting engine power.

Trim — A control that reduces the need for constant pressure on the yoke.

True Course — Intended direction of flight measured on a chart.

Turbulence — Rough, uneven air.

VNAV (Vertical Navigation) — An autopilot or FMS mode that manages climbs and descents based on programmed altitude constraints.

VOR (VHF Omnidirectional Range) — A ground-based radio navigation aid that provides radial direction information to aircraft.

VSI (Vertical Speed Indicator) — Instrument showing rate of climb or descent.

VFR (Visual Flight Rules) — Flying by visual reference in clear weather.

WAAS (Wide Area Augmentation System) — A satellite-based enhancement that improves GPS accuracy and enables precision-like approaches such as LPV.

Weight — The total load carried by the airplane.

Weight & Balance — The calculation of total weight and its distribution. The airplane must be below maximum weight and within CG limits to fly safely.

White One — Informal pilot slang meaning a clean practical test pass with no unsatisfactory areas and no retest required.

Wind Correction Angle — Adjustment to heading to compensate for wind drift.

Wing — The structure producing lift.

Yaw — The nose moving left or right.

Yoke — The primary control used to manage pitch and roll.

Cessna 172R Gauge Cluster

Primary instruments:



Airspeed indicator



Attitude Indicator



Altimeter



Turn Coordinator

Heading Indicator

Vertical Speed Indicator

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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.

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 *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, 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 on Long Island, New York, where he is constantly surrounded by stories waiting to be told.

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Keep your head up!
