
INFINITE FLIGHT JOURNAL



INFINITE FLIGHT

FOREWORD

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Introduction

Hello all! The editors here at Infinite Flight Journal would like to welcome each and every one of you to the first edition of Infinite Flight Journal, a newsletter directed towards the community of Infinite Flight. With new editions biweekly, this newsletter aims to provide the service of informing, educating, and spreading news regarding Infinite Flight and all things affiliated within to the public. Infinite Flight Journal is not affiliated with Infinite Flight or Flying Development Studio.

The first edition of the newsletter serves as a trial run in order for bearings to be received. Feedback and reception is much appreciated, especially if the community wishes for this newsletter to grow past its current state.

The best of luck to you all, and we hope that you guys enjoy this newsletter!

-Infinite Flight Journal Team

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Twitter: https://twitter.com/journal_if

Facebook page:
<https://www.facebook.com/infiniteflightjournal/?fref=ts>

Team Support

For help and support, email us at
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COMMUNITY NEWS

Infinite Flight's New Update!

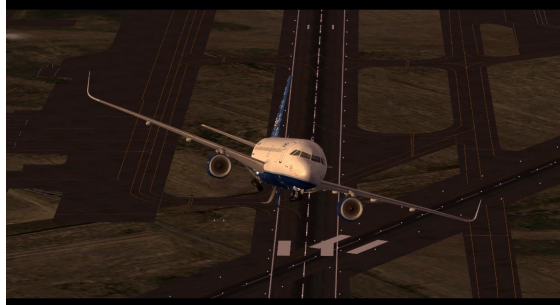
On the day of November 2, 2015, Matthieu Laban and Philippe Rollin of Flying Development Studio released the greatly awaited A320 update, consisting of the A320 itself with 22 liveries to boot! Cabin lights also found their way in the update, as well as several other minor aesthetic features, including rendering. Not only that, but a number of revolutionary overhauls presented itself within the update, of which the full log can be found here: <https://community.infinite-flight.com/t/new-update-coming-real-soon/13636>.

Mass hysteria ensued from the community regarding the update, forcing a number of IFFG administrators to delete update posts from the wall in order to maintain a semblance of peace. Android users still litter the wall with amazing screenshots of what was once an exciting idea for the future, but is now stunning reality.

As iOS users await their proof-read (tested) version from Apple, Android users play around with their new digital toys. Seething desires to fly the A320 and indulge in the new features are on the mind of every iOS user out there, as they wait desperately for what some are calling an "update for the ages."

(Credit to Dmitri Yanov-Yanovsky, Tyler Shelton, Infinite Flight, etc. for the photos provided!)

Stunning Visuals of the A320



ATC CORNER

Tips & Tricks Weekly Edition

- The white line in front of the plane on radar indicates where it will be in 30 seconds. Use that information to the best of your judgement.
- Use the runways you have on hand to make sure you can get everything moving efficiently. Don't tie yourself down. Keep everything flowing smoothly!
- Don't chase the wind if it shifts constantly. It will cause confusion and constant struggles between pilots and ATCs alike in order to keep switching runways to "follow" the wind.
- Try to accept pattern work whenever you can. ATC is a service. Give those pilots what they came for! Exceptions include if the airport is too busy, or you have set up an event to simulate real-life traffic. If you don't know how to handle pattern work, ask for help. Give it your best!
- Coordinate efforts between yourself and who may be tagging with you (approach, ground, etc...). It is important to establish an echelon of communication in which all controllers working at the same airport can be on the same page.

Ranks, Ranks, Ranks!

A new system has worked its way into the advanced controller ranks. In order to mirror positions in real life, the supreme commander of all Air Traffic Controllers, Tyler Shelton, has helped introduce a new ranking system. They follow in order as below:

- ATC Trainee
- ATC Apprentice
- ATC Specialist
- ATC Officer
- ATC Supervisor

Additional Ranks given include:

- ATC Recruiter
- ATC Manager

NOTE: Additional ranks are given selectively by ATC recruiters and/or ATC managers.

Kickstarter Foreword: What to Expect?

By: Tyler Shelton

Air Traffic Control is an ever-changing profession with procedures changing daily, and no two days are alike. Infinite Flight offers top notch controllers on the Advanced Server, adding a new level of realism for pilots. Are you interested in joining the ranks as an Advanced Controller? Let's talk about what to expect when you're testing!

As a controller candidate, you will open tower and ground at an airfield determined by your recruiter, where you will be tested by four to five members of the controller testing team. Using a multi-runway airport, the team will test your ability to sequence aircraft properly, and issue clearances correctly and in a timely manner, while maintaining the proper level of control over your airspace, using both runways.

Testers will begin at the ramp where they create situations, testing your ability to resolve conflicts. Will you allow another aircraft to pushback with another aircraft passing behind? Will you issue a give way call when necessary? The next phase tests your ability to depart aircraft expeditiously. Using line up and wait, and minimal time between departures, the team is airborne within minutes. Next, you will set the order in the pattern by sequencing. Without sequencing, you will be unable to pass. Sequencing places the responsibility to separate on the pilot by telling them who to follow and what number they are to the runway, eliminating the need for "I'll call your base", "Extend Downwind", or unnecessary speed commands. Lastly, you will be graded on your ability to issue a proper clearance in a timely manner. Pass or fail items include sequencing, clearances, and conflict resolution.

Don't wait to start practicing! Visit community.infinite-flight.com to ask questions and read great tutorials done by controllers. Work hard, ask questions, and I will look forward to welcoming you to the team!

Tyler Shelton
ATC Community Manager

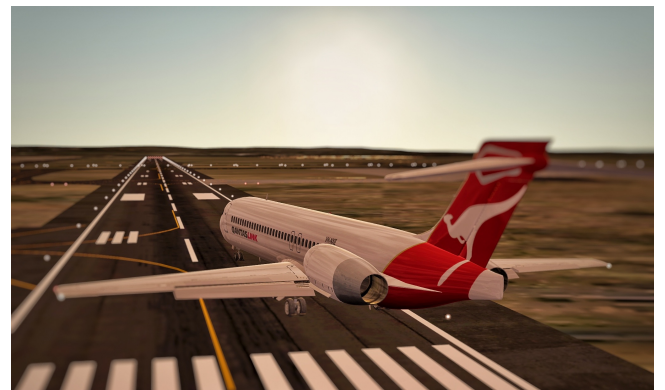
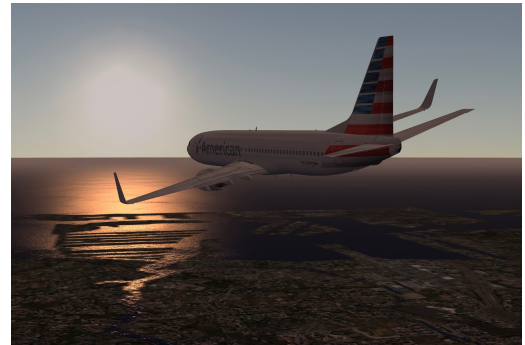
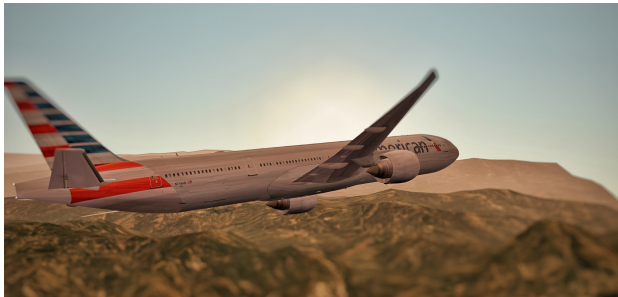
Adventurous Spirit

Want to take a test to become an advanced controller? Contact the following recruiters:

- A. Tyler Shelton....."the cool one"
- B. Mark Denton....."the awesome one"
- C. Joe Reilly....."the interesting one"
- D. Tom Grollman....."the chill one"
- E. John Preston....."the patient one"
- F. Zach Hazen....."the 2.0 one"
- G. Justin DeBord....."the mysterious one"
- H. Tristan Hensley....."the dubious one" 5

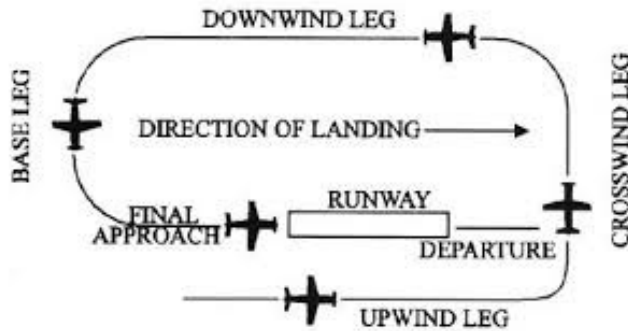
PHOTO GALLERIA

The following photos are the featured photos. Every edition will have a new set of five photos and screenshots of Infinite Flight aircraft, each edition. (Edition 1 has only photos from the editors and Infinite Flight. Future editions will include fan photos only.) If you're interested in having your photo featured, send your photos to journals.featured@gmail.com!



PILOT'S HANDBOOK

Standard Traffic Pattern



Crusin' Banks



-Credit to Frank von Boxel

Pilot: Quote of the Week

- "No"

By: Mark Denton

Pilot Tips: Weekly Edition

- Listen to ATC! We are here to keep you safe and ensure that traffic flows smoothly!
- As PIC, you are in charge of your plane. If you feel that ATC is giving you orders that poses danger or risk to your plane, take charge and make an action of correction!
- Observe and be flexible. When you're inbound to an airport, keep an eye on operations as soon as that frequency is available.
- Get an idea for the flow of traffic, pattern direction, weather, controller style, etc.
- Once again, be flexible. What you have in mind when you're inbound is not always operationally practical. Be ready for a different runway, diversion due to traffic, denied pattern work, etc.

A Pilot's Dream

By: Brandon Sandstrom

Training to become a pilot. I have recently decided to start chasing my life long dream of becoming a pilot. I couldn't have asked for a better outcome to the opportunity at hand. Everyone thinks becoming a pilot requires a ton of money, and your right in most cases it does flying is not cheap. I have a mechanical background which is very fortunate for me. I am not rich by any means I struggle each month just to pay the bills like most do today. So when I decided to do this I had to be creative in my thinking of how to obtain such aspirations. I was able to get with a local A&P at my local airport and start working as an apprentice under him. It was a big leap of faith for him since he didn't know me or my background. He started me out with a 3 month trial period with no benefit to me, but I was grateful for the opportunity so I took it.

After 2 weeks of proving myself he relinquished the trial period and I was able to start training for my PPL. I also found there are unlimited resources for training material. If you go to www.faa.gov they have a list of training material for new pilots that you can obtain. I have done this instead of paying for ground schooling keeping more of my costs down. All I pay out of pocket for is fuel in the aircraft.

Once I took that first introductory flight I was hooked I knew that is where I was meant to be. I thought about writing this article solely on the training process that I've gone through so far, but I feel that this information is a lot more valuable for people aspiring to become pilots but aren't sure how. There are ways of doing things without breaking the bank it does require more work but it pays off in the long run. I hope to have my PPL done by the middle of 2016.

Happy landings
Brandon Sandstrom

Pilot Highlights

The JetBlue Crew

Hailing from a young band of JetBlue enthusiasts, the JetBlue crew aims to blast throughout the skies in... you guessed it, JetBlue aircraft!

After a brief discussion with Mason Hardage, a member of the JetBlue crew, he has been kind enough to provide the editors of Infinite Flight Journal with an in-depth look within the mindset of the JetBlue Crew:

The JetBlue Crew can be described as a group of fellow pilots who love to fly JetBlue aircraft hanging out together. To get into the crew we each have to be good at flying the E-190 and pass a test on how well we can land it. We get together from time to time to hold events and to fly together. Sometimes the events are public and sometimes they are not. Each one of us is assigned a callsign to use for such events and/or just flying around.

In the events we fly in formation from one airport to another in order to have time to get pictures of all the members at once. Basically, the crew is just a way for fellow JetBlue lovers to get together and have fun. We can all communicate together and hang out together thanks to a Slack chat for our group.

-Mason Hardage

INFINITE FLIGHT: COLLABORATIONS & FAN WORK

Search and Rescue (SAR)

iCoffeeCat of the Infinite Flight Community Forums has initiated the SAR (Search and Rescue) initiative, attracting a number of pilots across the community to partake in this endeavor. Starting as a mere concept, the SAR program is rapidly expanding beyond its original roots.

SAR strives to find downed pilots stranded across various regions, rescuing them from their perilous plight(s). Ranging from empty tanks to malfunctioning instruments, SAR is dedicating itself to finding pilots experiencing those issues and/or malfunctions, and ferrying them to safety.

The SAR collaboration is rapidly gaining steam, with several missions already popping up here and there in order to encourage teamwork and sharpened skills. The future is bright for this concept.

Notable members in SAR include:

- Mad Max (MaxMustang)
- Rotate
- iCoffeeCat
- IceBlue
- Brandon Sandstrom
- Aernout

FlightCast

Next Thursday, Jason Rosewell of FlightCast will be releasing an interview with the legendary developers of Infinite Flight itself- Matthieu Laban and Phillipe Rollin of Flying Development Studio. You can expect jokes, witty banter, and complicated explanations about coding from the guys who made Infinite Flight possible, so stay tuned!



LiveFlight App

Hailing from Cameron Carmichael Alonso's brain, the LiveFlight app resembles something akin to a flight tracker for Infinite Flight. Whether it be pilot stats, the kind of aircraft being flown, or entire routes, LiveFlight serves to provide members of the Infinite Flight community with something useful in their endeavors.



SOARING N' FUN

Quote of the Week

I... AM... YOUR... FATHER... 's brother's nephew's cousin's former roommate! - Dark Helmet

Who Am I?

- I am currently in charge of a specific group within Infinite Flight.
- I am currently training for my private pilot license.
- I am currently in the military.
- I will be attending EAA AirVenture at Oshkosh next summer.
- I know absolutely nothing about coding.

Who am I? Post your responses on Twitter with the hashtag #whoami or in the description for this copy of Infinite Flight Newsletter! The answer will be released in the second edition of the newsletter.

Word Search

Find the words associated with airport operations! Whether it be forwards, backwards, vertically, diagonally, and so forth, those words are hiding in plain sight! It's up to you to navigate the scrambled puzzle of flustered letters and discover the gems hidden within...

M I G S O M N L S F G R P E Y
 V A I R C R A F T I Z B A T S
 Z N A I N N P Q V Y C E R A G
 G W X X I C T E H O L D K G V
 C A R M X N W R A D U K I Z N
 T L R Z S A S O O M O C N E P
 B E O B Y Y U T K H H A G Z W
 T O R A G N A H M H S B J N F
 B L A P E S F M I D O H R E R
 C U A R C A M Q Z H F S B B E
 N Q D W D C J A M W L U U G L
 F J A R C I H X P A P P D Q X
 F N V P N Q N P X X U Q X Z Q
 Y M U S J I H G T D T C H U G
 P V F A E V I R R I I L D N W

Flyin' Blues



AIRCRAFT
 BOARDING
 GATE
 GIVEWAY
 HANGAR
 HOLD
 PARKING
 PUSHBACK
 SHORT
 TAXI
 TERMINAL

THE COMMUNITY- HIGHLIGHTS

Community Interviews- Session One

In this specific session of one of many interviews with various members of the community, I had the opportunity to sit down and have a brief chat with Tom Hitchings, an advanced controller for Infinite Flight, as well as being the leader of the JetBlue Crew. Tom had a few things to say during the session, of which I hope you all will enjoy!

Q: How long have you been involved with Infinite Flight?

A: Quite a while. I can't give you an exact date, but it was well before there was multiplayer or taxi lines at airports!

Q: What would you consider your greatest passion within the Infinite Flight community?

A: To learn about aviation, and to have fun whilst doing it

Q: Do you have any goals to reach in either the long or short term?

A: A short term goal of mine is to learn how to fly the A320. A long term goal would be to rank higher within IFATC.

Q: What is it that you like so much about Infinite Flight?

A: The community aspect is a strong point for me. Being able to discuss, ask questions and have a bit of banter too.

Q: Who do you look up to most within the community?

A: Matteo Serra is awesome. He controlled with me a lot, when I first started out. He didn't mind that it was a Class Charlie airport, and he didn't mind that there was little to no traffic - but he was still there to help me out and teach me about controlling.

THE COMMUNITY-EVENTS

Dashin' in Denver: Friday Night Flight

Flying Development Studio's weekly Friday Night Flight was held in the Denver region last Friday, of which general aviation aircraft were to participate. No procedures were in place for the event, relying on the amicability and compliancy of pilots to get along with controllers.

This Friday Night Flight had a number of mixed results. Although the official NOTAM called for prop aircraft, two out of every three aircraft that showed up were jets. Not only that, but advanced air traffic controllers reported issues with pilots unwilling to follow their directions, causing several instances of chaos at several airports within the region. Eagle County Regional, an airport roughly twenty miles to the north of Aspen Pitkin, suffered backlogs of up to twenty aircraft lined up for takeoff at one point.

A day for general aviation did not go as anticipated- jets took the center stage. This recentmost Friday Night Flight seems to allude that a large number of the community are fond of jets. However, a proponent number of general aviation enthusiasts on the forums are fighting to advocate for the viability of GA aircraft, hoping that more desirable ones would be added in-game someday. Certainly, the addition of a regional aircraft with props, such as the Dash 8, would certainly bolster the movement.

In all, the community can learn from this Friday Night Flight. A sense of responsibility, respect for general aviation, and for one another, should be drawn from those recent events.

Soaring in Singapore- October 23, 2015

The Friday Night Flight of October 23, 2015, took place in the Singapore/Kuala Lumpur region, attracting pilots from all over the community. Procedures were in place for this event, eliciting the pleasure of realistic-oriented simmers, as well as a stable plan of action for times of heavy traffic. Pressure on both WSSS and WMKK approaches were significantly reduced by the presence of said procedures.

Being a free region, as well as an area of frequent nasty weather, this misty paradise pulled pilots toward it like mice to cheese. Aviators were having a blast, landing in low-visibility conditions and enjoying group flights together.

Air traffic controllers from both WSSS and WMKK on the advanced server reported terrible conditions, resulting in a near-absolute reliance on radar in order to have a clue on where aircraft even were. Ends of the runways were non-visible, requiring caution.

Friday Night Flights such as this are well-recieved by the community, due to the challenging conditions, procedures, and excellent directions by the air traffic controllers who watched with vigilant eyes to makes sure that planes made it safely down.