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# INFINITE FLIGHT JOURNAL

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***INFINITE FLIGHT***

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Journal

# FOREWORD

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## Introduction

We'd like to apologize for the inconvenience, but we've all been busy! Welcome back to the fourth edition of the Infinite Flight Journal! Now, we know what you're all thinking- *where have you been? It's been three weeks!* Well, erm.. we took a bit of a "vacation," but no worries! We're back in action!

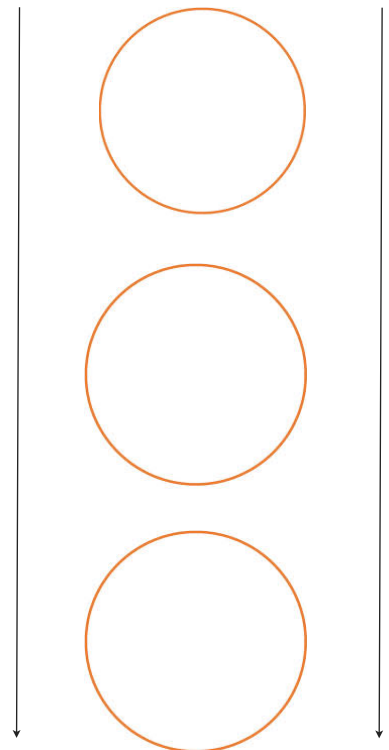
We'd like to give a few shoutouts to the people involved with this edition, including Mohammed Zimnaan, who provided us with an awesome interview, and our very own writer David Cutler who practically did 87.8% of this journal, including the intro that you are reading right now! Technically, David here makes many mistakes in terms of grammar, as well as contributing little substance, in the words of Joshua Smithley, but he does contribute quite a bit to the journal.

Okay, maybe we're getting sidetracked a little. We have a fantastic interview, as well as some awesome tutorials approved by some real life pilots (Surprisingly, Tyler Shelton, who appears in every single edition, isn't in this one... Wait, does that mean that since I mentioned his name, he's in this..?).

Another journal is ready to rock the books! Enjoy this edition, and we'll be sure to have some more content for you in the future!

-The Infinite Flight Journal Team

(IF Journal and its subsidiaries are not associated with FDS and its Infinite Flight simulator- all established parties are mutually responsible.)



# COMMUNITY NEWS

## Another Plane on the Horizon!

Out with the old, in with the new! If you haven't heard by now, you should probably stop getting drunk on eggnog (We're looking at you, Mark!). FDS has officially announced the new Dash 8 family- it will be coming within the new year! Although no pictures have been provided, FDS has confirmed that the Dash 8 family is in the works.

After tons of requests from the community, this iconic aircraft will soon be seeing the light of day. A number of Dash 8s operate on various routes throughout the United States, Europe, Asia, and other continents, making it an ideal choice for the average aviation enthusiast. The nature of the Dash 8 also makes the idea of shorter (and already available routes) within IF more enjoyable and feasible.

Could this aircraft bring along new turboprops with it? Who knows? Maybe Joshua can actually land this one- probably not. Either way, a solid choice has been made with the selection of the Dash 8- the possibilities are endless. The journal team, as well as various members of the community, are pumped to see this aircraft coming!

A picture of the Dash-8 is shown below. All associated photos are real life photos. Quality, detail, and other variations may vary or mirrored as realistically as possible in the Infinite Flight version. For more information on things that could be coming in the future, head on over to the official Infinite Flight forum: <https://community.infinite-flight.com/>. This picture is reserved from <http://joeprisesaviation.net>.



## Global Flight- A Reality?

As of late, a rumor has been circulating within the Infinite Flight community. According to a recent tweet by FDS, the possibility of inter-regional and/or global flight capacity may be appearing in the not-so-distant future. At long last, the dream of flying further, replicating more real world routes, and visiting new airports and cities may be realized at last. Stay tuned for further updates.



**Fulham Dave** @davemffc

@flyingdevstudio no doubt a silly question but can you do a whole flight on this game? As in takeoff on one city and land in another?

13h



**Infinite Flight**

@flyingdevstudio



@davemffc yes, but we don't support cross region flights yet. That's coming soon.

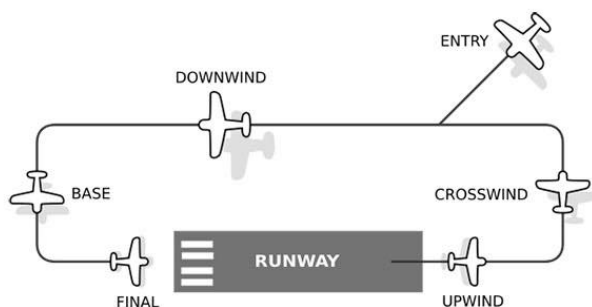
3:50 PM - 3 Jan 2016

# ATC CORNER

## Tips & Tricks Weekly Edition

- Transitions seem to be a common issue within Infinite Flight. Transitions are **generally** used for aircraft that are flying over the airport within its airspace. The aircraft would only call for a transition within the airspace. Please know that a Class Bravo airspace doesn't extend to FL180, so there is no need to ask for or approve a transition.
- Ahh. The good old pattern reminder. The pattern is an airfield traffic pattern that is a standard path followed by aircraft when taking off or landing, while maintaining visual contact with the airfield. Remember on takeoff, request to remain in the pattern **only if you are staying in the pattern**. If you are not staying in the pattern, then tell the controller which direction you are departing.
- Sequencing is used to help the controller space aircraft out and help the pilots do less work. Sequencing is a quick command that gives you the aircraft to follow saving you and the controller a butt load of commands. Ex:

*"Alitalia 425, enter right downwind runway 25L, number 2 traffic to follow is on right downwind."*



## Congratulations!

On behalf of the Infinite Flight advanced ATC team, we would like to welcome our newest additions to the advanced ranks. Over the past few weeks, these controllers have worked tirelessly to pass their exams in order to control on the advanced server. Their hard work and willpower, as well as the virtue of never giving up should be an example of which future candidates should strive by. Let's give them a round of applause!

1. Cai Xin Yu
2. TheLeeqeend
3. Simon Watts
4. Sebastian Schyllberg
5. Cemil Sapan
6. JH Lim
7. Jonathan Limento
8. Captain DJ
9. Jesse Fayers
10. Mr Jatt
11. Adam Roos



# THE WORLD OF ATC- CENTER

What is Center? Many pilots in Infinite Flight still continue to ask questions and get confused when contacting the Center controller. Center is a facility responsible for controlling aircraft en route in a particular volume of airspace at high altitudes between airport approaches and departures. In the United States, such a Center is referred to as an Air Route Traffic Control Center (ARTCC). Mainly, Center is only contacted at your transition altitude (In the US, the transition altitude is FL180. In Europe, the transition altitude varies from airport to airport.) During your flights in Infinite Flight, you normally would contact the Center controller after another controller hands them off (Tower, Departure, etc.) When contacting Center, always make sure that you state your intentions. Whether it be radar vectors or an ILS, you always need to state them.

Whenever you fly, be sure to include a flight plan so the controllers have an idea of where you want to go! Getting you to your destination is our top priority, and it helps us controllers if you create a flight plan.

If the controller tells you to make a turn or descend, please do so! It may be that you're too high or another aircraft is on a collision course with you. It's best to just follow instructions so we can get you to your destination safely and securely.



When approaching an airport, the center controller will fit you in with the traffic pattern that the approach controller has set up. This makes it easier on the controller as well as the pilot. It helps the controllers out tremendously if you as the pilot listen and pay attention.

It should also be mentioned that Center does not always handle flights above FL180- rather, Center should be approached with the mindset of being an en-route frequency. More information about this may be discussed with Tyler Shelton, Brandon Sandstrom, Mark Denton, and/or James Nixon, as they have had real life experience with contacting and flying with Center. They are always welcome and available to receive a PM.

When departing an airport, the frequency pass will often follow as...

1. Ground
2. Tower
3. Departure/Center
4. Center

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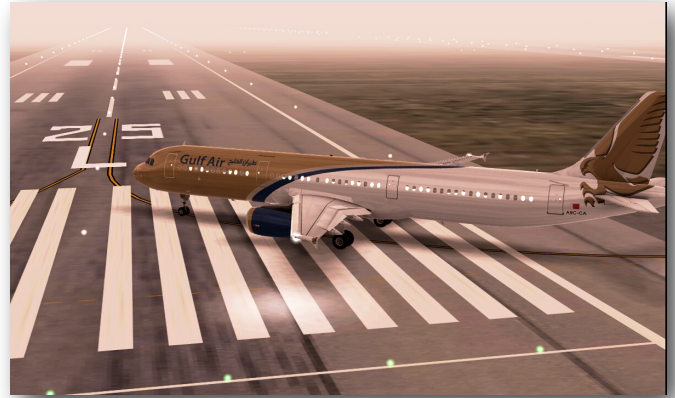
# PHOTO GALLERIA

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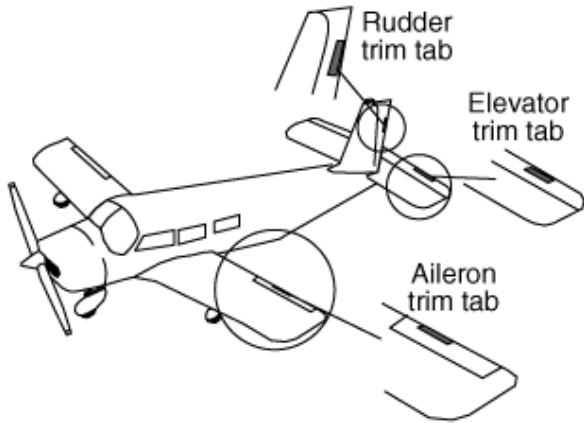
These 5 featured photos come from Sumith M, Anshuman Singh, and Brian Vogel. Thank you for sending in your photo submissions, and enjoy this edition's featured photos! Send in your photos to us for a chance to be featured in the journal at [journals.featured@gmail.com](mailto:journals.featured@gmail.com), or send them to us through our website!

The journal team would like to personally request that some snapshots of the IF Live experience be sent in for display in future editions. We wish to capture the spirit of the multiplayer experience, as well as the camaraderie of the community. Above all, heavy traffic at a major airport (especially with a demonstration of ATC services) would be appreciated. Thanks!

-IF Journal team



# PILOT'S HANDBOOK



Many Infinite Flight pilots have issues understanding trim. Trim is used to free the pilot from exerting constant pressure on the pitch controls. Typically, when this trim control (wheel or lever) is rotated or moved forward, the nose is held down; conversely, if the trim control is moved back, the tail becomes "heavy." Many newer aircraft, especially jet aircraft, have electric trim controls, thus making it easier on the pilots.

## A Meme For Pilots



## Quote of the Week

*"The engine is the heart of an airplane, but the pilot is its soul."*

- Walter Raleigh

## Smooth n' Easy

Landing a plane may not be as easy as it sounds. Some people (including one of our own writers/editors whose name starts with a J and ends in oshua) have serious problems landing. Many wish to improve or remedy their landing skills- having the proper resources available to help them are appreciated by many.

If you have any questions and/or tutorial ideas that you would like to be included, please email us. We would love to hear from the community and what kind of tutorials you guys would like. Thanks, and have a happy New Year!

## Crash Reports

- A random jet was observed colliding with the ground in front of Aspen Pitkin Co. Airport in the Denver region on January 3rd, 2016.
- Joshua Smithley stalled a Spitfire at KSAN on the Free Flight server on December 30th, 2015- parts are still being dug up.
- Joe Reilly totaled a Spitfire at the same place a day or two later/before- the proper emergency services have been summoned.

# PRO TIPS: WEEKLY EDITION

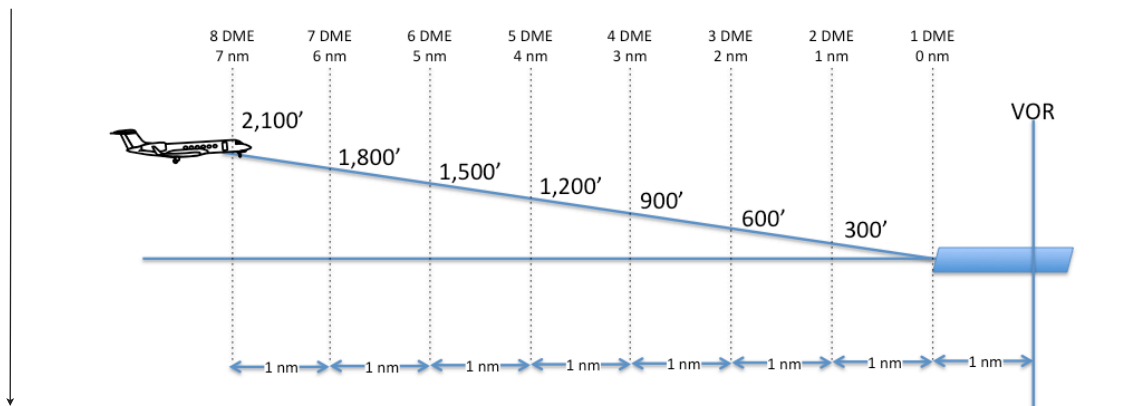
## ILS & Autoland- An Insight

By: David Cutler

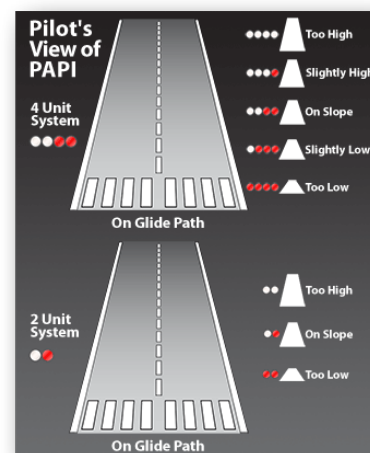
In the wake of the addition of the new autoland system, many people are still having difficulties figuring it out. Today I decided to put together a list of things that could help you in Infinite Flight and real life training (well... mostly...). In this "tippy" edition, I'll be covering the "how to" aspects of autoland.

*What is in an ILS approach?* Well, by now, most of you know exactly what an ILS is. An ILS is an Instrument Landing System (ILS), which is defined as a precision runway approach aid based on two radio beams which together provide pilots with both vertical and horizontal guidance during an approach in order to land safely in bad conditions-these are the most ideal situations in which you would use the autoland system.

To operate the system, intercept the ILS at 30 degrees, at a speed lower than 180 knots, and an altitude between 3,000 - 2,500 AGL. Once this is done and you have selected your designated runway, you can activate the approach system. The approach system will glide you down a path called the glide slope. This path is shown in the picture below:



There are many other things that help the approach system, but what about the pilots? The pilots can make sure they are safe on their ILS approach with the lights at the beginning of the active runway. These lights are called beacon lights and can mean multiple things. They help tell the pilot(s) if they are too high, too low, or just right. The chart to the right shows what each light means:





# INFINITE FLIGHT- COLLABORATIONS & FAN WORK

## LiveFlight & LiveFlight Connect

LiveFlight is your own personal tracker, searching, tracking, and scanning the aircraft zooming around in the digital skies of Infinite Flight. Well, not personal, as it's open-source, but who cares?

Now, Cameron, the creator of LiveFlight, has created LiveFlight Connect. LiveFlight Connect allows you to connect your keyboard and joystick to your Mac and (soon) to your PC- you can fly your aircraft with said devices. A wireless platform links the command inputs from your computer/joystick/keyboard to your mobile device, thus allowing you to perform any action you wish- even ATC-ing with a keyboard is possible.

Cameron has taken it a step further with a call for volunteers, however. He encourages any aspiring and/or budding developers to pitch in with the program in order to come up with creative innovations to pave the way for LiveFlight and Infinite Flight's future. One such example can be demonstrated by forum member AR\_AR's attempt to integrate VNAV/LNAV commodity.

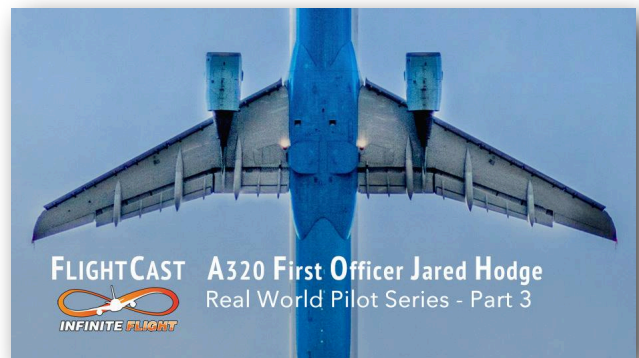
*-LiveFlight- For the future (we really wish that Cam would pay us to do this, but who's counting?).*



## FlightCast

Jason kept it alive in Episode 11 of FlightCast, starring Tyler Shelton, Mark Denton, and Joe Reilly in a Christmas special- pure entertainment. Tune in to that episode for a bunch of laughs, jokes about Josh's bad landings, and the joy of sharing fruitcake! This episode also marks the eleventh podcast in which Tyler's name is mentioned- Mr. Shelton never fails to appear in any podcast... ever.

Episode 12, coming next week, is bringing you more information about the real world, with Part 3 of the Real World Pilot Series, featuring Jared Hodge. Viewers are encouraged to tune in and listen to what Jared has to say about Infinite Flight- his skills and experience with real world aircraft proves invaluable in teaching the Infinite Flight community proper procedures.



## Infinite Flight Airline Organization

*We here at IFAO are known for our freedom. We allow pilots to fly wherever they want, whenever they want, and with whatever they want. We don't have a ranking system like other virtual airlines, where you must build up your skill to fly certain planes.*

*We also have a beautiful website, featuring all kinds of information about us. We have features that make us stand out such as our "Destination of the Month" and a tab embedded with LiveFlight.*

*What are you waiting for? Join IFAO today!*



# BACK TO THE BASICS

Landing. It's something **most** of us can do. Landing in a crosswind is a little bit of a different story. I am going to attempt to help you land your plane in a crosswind without damaging your precious cargo (or lack thereof). Once in a great while, you'll be seeing pesky crosswinds hinder your attempts at landing.

Well, what is a crosswind? A crosswind is a landing maneuver in which a significant component of the prevailing wind is perpendicular to the runway center line. This wind can cause some significant challenges that the pilots must face. Landing in a crosswind takes practice, focus, and a lot of skill. (Disclaimer: I am not responsible for your failures to land a crosswind after this tutorial. Blame Joe Reilly.)

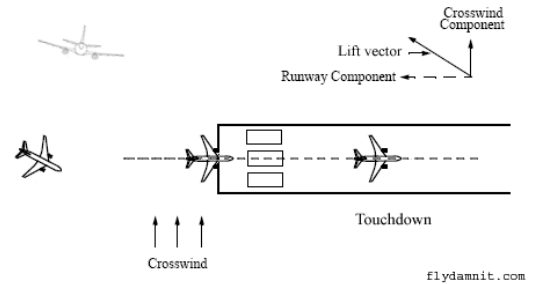
Pilots generally stick to the three main ways to land in a crosswind. These methods are the **sideslip**, the **crab**, and the **de-crab**.

The sideslip is a method that is technique is to maintain the aircraft's heading aligned with the runway centerline. The crab is a method in which the aircraft touches the runway and uses the ailerons and rudder to straighten the aircraft after landing (The crab is usually only preferred for dry runways only). The de-crab is a technique used to maintain level wings and stabilize the aircraft position near the runway centerline during approach.

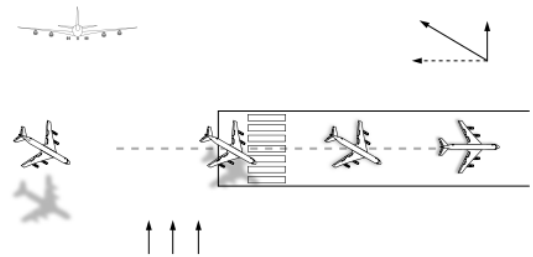
Well, that's the gist of it. Thanks for reading!

-David Cutler

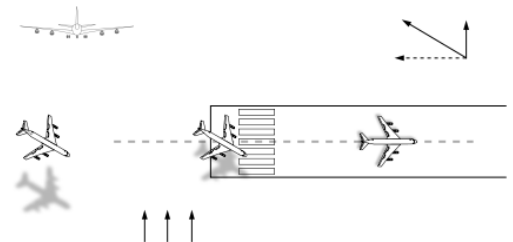
## Slideslip



## Crab



## De-Crab



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# IN THE HOT SEAT

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Good whatever-day-it-is, ladies and gentlemen! For this edition of "In the Hot Seat," Mohamed Zimnaan is the central focus of our efforts. This gentleman is heavily involved in the IFFG community, appearing in a number of posts, thoughts about unicorns, and so forth. We here at the IF Journal studio (well, more like, Joshua Smithley) are pleased to have him onboard. Get ready for... hm... "mystical fun," as we'd like to call it.

-From the desk of Joshua Smithley (kitchen table with M&Ms, actually)

**Q:** When did you get involved with the IF community? How did you discover your game?

**A:** I was just browsing the App Store one day and found Infinite Flight. Now, I love simulator games, so I liked it. I bought it and toyed around with it for a couple of days. Then lost interest in it. When Live came out last year, I was thrilled. However, I didn't buy it immediately. In April this year, I got the monthly subscription of Live. It was amazing! I joined IFFG at the same time too. It's been 7 months and a wonderful journey. 2 months ago I upgraded to the yearly subscription of Live which is Live +.

**Q:** What do your daily activities within Infinite Flight constitute of? Do you surf IFFG, fly, or so forth?

**A:** I do fly. Not regularly. Maybe 2-3 flights a week or if I spot an Advanced Controller I just hop in for a quick pattern. I do surf IFFG a lot! I would like to say I am an IFFGholic!

**Q:** Leading from that, how come you never, proverbially-wise, visit the forums as rarely as finding a leprechaun at the end of rainbow? Do you simply enjoy IFFG more?

**A:** Yes. It's a community that I love and it was the first one I ever joined. Looking at my notifications on FB and messenger takes up 1 hour of my time when I get up! I do hop on the forums. Not often though, but I wish I could.

**Q:** Hm... Of all the posts you've ever come across on IFFG, what were some of the most ridiculous, obscene, or just flat-out hilarious posts you've seen?

**A:** That's a tough one... Would have to definitely be the "Can you make the update free please?" posts, or the "How can I hack this game?" posts, especially the last one. It flat out annoys me.

**Q:** What do you anticipate in the future for Infinite Flight? What sort of things are you looking forward to?

**A:** Personally, I don't have a special wish for any particular aircraft or region. I am just happy with what Matt and the FDS crew put out. As for anything for the future, I would like cross region travel.

**Q:** Do you have any further ambitions within Infinite Flight? Are there any goals you are hoping to achieve in the future? What drives you to reach those goals?

**A:** Goals.....yes of course! I would love to be a Advanced ATC. What motivates me to keep working towards this is the great Advanced Controller Team that is there to help people when they need it the most. I am also developing a tutorial website for Infinite Flight so stay tuned for that! My wish is to help give back to the community of Infinite Flight.

-Mohamed Zimnaan

# SOARING N' FUN

## Who am I?

- I have many [no] friends, and I spend most of my life on the forum.
- My nickname is "Iceberg."
- I can't land a Spitfire to save my life (I lost to the guy writing this article..).
- I enjoy flying on occasion, challenging David C. to dogfights every so often.
- I am an advanced controller.

Last Edition's Answer: **Rotate**

Who am I? Post your responses on Twitter with the hashtag #whoami or in the

## Tip of the Week

Check out the newest tool developed by Cameron that allows users on Mac (coming to Windows soon) to sync their controller and keyboard with Infinite Flight for Android and IOS! This has been covered earlier, but we thought that it would be nice to provide a link. The more, the merrier! LiveFlight Connect *should* make your Infinite Flight experience a more pleasant one. Any complaints should be forwarded to Cameron.

<http://connect.liveflightapp.com/>



## Word Search

Construction. Innovation. Technology. Ideas. Various companies involved with aviation have to rely on those ideals in order to be successful. For this week's word search, we have compiled a list of famous, well-known, successful, and/or hardworking companies in the aviation industry. Most names will be quite familiar to a large number of you, unless y'all have been living under a rock. ;)

G P Y B X N Y O B H D S F R L U L S S D  
 E R I Q A J O O T I E Y A E Y O E M P S  
 N E J L Y A E R K K K C S O C I E R P H  
 E I S X A I S Y T J E O Y K G T B B H Y  
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- AIRBUS
- BAESYSTEMS
- BOEING
- BOMBARDIER
- CURTISSWRIGHT
- EMBRAER
- FOKKERTECHNOLOGIES
- GENERALELECTRIC
- HARRIS
- LOCKHEEDMARTIN
- MCDONNELDOUGLAS
- NORTHROPGRUMMAN
- PILATUS
- ROLLSROYCE
- SAAB

# COMMUNITY - EVENTS

## Turbulent Tuesday: As Fast as Blurr

This week's Turbulent Tuesday flew by at Mach speed- literally. Another fantastic event kicked off at light speed, with the departing aircraft zooming out of San Diego. Following some low flying across the SoCal region at 1400 knots, David and his crew landed at KEDW in a stylish fashion.

As Optimus Prime once said, Blurr was the fastest of them all. This Turbulent Tuesday certainly challenged the Prime's praise of Blurr- the mach speed by the jets involved far surpassed Blurr's need for speed. If the Transformers universe comes to life one day, we'll be sure to let you guys know; racing Blurr should prove to be a highlight for some people.

However, we are curious if David Israel made this event in the wake of the newest Star Wars movie. Perhaps the Millennium Falcon donated a hyperdrive device to his aircraft? Either way, the Blurr-tastic streak of Turbulent Tuesday continues to burn in the hearts of many people.

Turbulent Tuesday should be remembered for what it is- a tribute to the laid back nature of flying. It's time to chill, folks. Spin out for one Turbulent Tuesday. In fact, several scientific ventures have determined that participating in one of those events is good for your health (well... we just asked a few advanced controllers, and that's what they said, so we'll be sticking with that).

*\*All photo credits go to David Israel and FDS*



## FNF: Biz Jet Blitz

Millionaire, billionaire, or zillionaire? During this week's FNF, the true luxury of money came out to fly. The elite class of virtual rich people ventured out to the wonderful (and mostly controversial) region of Southern California, aiming to bask in the bright sun of opportunity with their riches.

But, wait! What are the money grabbers supposed to do in Southern California? Walk? On the contrary, they'd much rather fly- business jets are the name of the game. And, of course, what better to do it than during a FNF?

In the land of luxury, the sleek business jets rumbled on the tarmac, waiting for departure from the various airports scattered around Southern California. The green light was a go- all engines broke loose. The rich and wealthy hopped along for the ride, and all was well under the hot Californian sun.

ATC services were open on the advanced server, as usual. Due to the unstructured formality of this FNF, it proved a tad bit more difficult to handle the unpredictable traffic, but our controllers pulled through with relatively little difficulty. They are trained controllers, after all!

Overall, this FNF was a callback to the old days of IF- relaxed, lazy flying. Of course, mild air soaring is still a predominant trait of today's IF pilots, especially during the days in which they just want to be stress free. ATC procedures are also an important factor for them, no doubt.

*-Take a break. Chill. Fly. Soar.*

