
INFINITE FLIGHT JOURNAL



INFINITE FLIGHT

Journal

FOREWORD

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Introduction

Hear that? The rumble of the crowd is nearby, and it's due to the rollout of the third edition of Infinite Flight Journal! We're cruising and popping along in our expansion, and hoo boy, do we have a surprise for you! Countless discussions and teamwork have been happening behind the scenes to deliver an even better experience for you guys!

We'll like to give a few shoutouts to the people involved with this edition, including Sean Wangnick, who provided us with a lovely interview, and Joe Reilly, who did absolutely nothing. In fact, Joe was so supportive that it broke our hearts... The dude is amazing!

Okay, maybe we're getting sidetracked a little. Anyway, you all will be hearing a few stories, including our very own Joshua Smithley's affair with Aspen Pitken, and Tyler Shelton's musings of his own life story by David Cutler. Basically, you won't be going one round of any Infinite Flight publication without hearing the name of the Sheltonator being invoked...

This one is a whopper, folks! 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.)

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COMMUNITY NEWS

The Completion of a Family

By: David Cutler

Our third edition is here, and along with it we brought some fantastic news! No, Joe isn't getting banned, but that would be a nice new feature. Flying Development Studio has officially announced they are working on the brand new A321 bringing joy and excitement to the community.

Matt has released new pictures of the aircraft (Confirmed liveries can be found below) that is putting the community into a nerd frenzy! We all expected FDS to finish the 320 family, but not as quick as this! By the pictures and status Matt is putting out, could we expect a Christmas update?

November has been quite an exciting month for the community and the folks at FDS. It came with some pretty packed content (more than the A320 family update, it would seem) in such a short frame of time. Our guess is that the A321 only needs a little additional tuning, as well as a few more touchups.

Confirmed A321 Liveries include:

- American
- Austrian
- Swiss
- Vietnam
- Asiana
- ANA
- Iberia
- Turkish
- Etihad (New and Old)

To see more information and news regarding the A321 and new features, please visit: <https://community.infinite-flight.com>.

(Thanks to Infinite Flight for the photos provided)

Infinite Flight's Newest Arrival



ATC CORNER

Tips & Tricks Weekly Edition

- Sequencing is your best friend as a controller. Sequence, sequence, sequence! With a sequence, aircraft will know who they should be following, thus avoiding unnecessary extension and/or entry commands.
- Your landing altitude (believe it or not) is very important to actually landing the aircraft. Know when to descend! Approaching an airport 5 miles out at 5,000 feet above the runway is not the way to land. If you happen to be in this situation, *go around and make left/right traffic to help with the descent*. It may be a bit of a longer flight than expected, but it allows for a realistic and safe experience.
- Know your aircraft! ATC knows that an A320 or 737 can easily go slower than 200 knots. Speed is vital in maintaining separation between aircraft whether in the pattern or on final approach!
- Remember, flight followings are only requested by prop aircraft or aircraft on the Center frequency. When approaching an airport, request Radar Vector/GPS/ILS approaches **only!**

Congratulations!

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

1. Matt McDonald
2. Michael Batchelor
3. Mert Ocal
4. Mats Edvin
5. Hafiz Syed Usama Shah
6. David Garden



The tower life is sure good...

The Aspen Pitkin Fiasco

By: Joshua Smithley

Geez... It might as well be a good time as any to talk about this situation. Everyone needs to get out their soap opera boxes, take a seat, and listen. This tale revolves around a tragic day in my IFATC career- to be exact, it was the worst day of my controlling life. Period.

'Twas a palmy summer evening, and the wings of virtue were smiling upon my early career as an advanced controller for Infinite Flight. I was only very young within my foray into the advanced controller initiative, marching to the beat as a Junior controller (now known as Apprentice). Our small team back then were all behind me, training and putting me through the motions. Life was pretty good. Then came Aspen.

It started off fairly innocuous enough. One of my fellow controllers happened to suggest Aspen as a good place to go to in order to practice some more of my controlling skills. Still glowing, I obliged and hopping on both the tower and ground frequency. A few planes started coming in, and all was well. I was getting pretty pumped up.

Soon, operations within this tragic airport were in full upswing, with more and more planes starting to spawn in. Due to the restricted nature of Aspen, I was forced to use Runway 15 for all operations, thus making for an arduous back-taxi for departing aircraft. I don't know why, but I let all aircraft sizes come in at the time, including this British Airways A380 that will forever be immortalized as Shamrock Heavy...

As traffic rushed in from other areas, out of the corner of my eye, I saw a familiarly-colored callsign that forced my heart to skip a beat. Rubbing my eyes to make sure that I was seeing right, I could do nothing but daresay that I saw Tyler Shelton cruising in for a landing. Beguiled and bewildered, I proceeded to go about the usual motions to get him in.

To sum it all up in short, there were over twenty individual aircraft buzzing around my airspace like pesky vultures, requesting landing. Let's not forget the twenty-five aircraft lined up behind the hold short line of Runway 15 to take off... All told, it was rapidly becoming a disaster.

To my utter relief, a gap in the chaos of departures made itself known- fewer planes were remaining in the lineup. With a hole open at long last, I began to pull in the nearest aircraft I could find that were closest to flying straight in. All told, three aircraft were cleared in, and I continued the usual role of trying to expedite departures out as much as possible.

But, alas, a blue tag appeared on the horizon from my tower view. Confused, I switched back to my flight strip mode, and discovered that it was none other than Matt...

BUZZ- out of time.

Well, I'll have to finish this story another time, folks. This is just an extremely watered-down version of the entire scenario... I might write a book on this sometime. In the meantime, I'll leave you guys wondering...

I believe that a good bottom line that can be concluded from this event is this- Aspen and I have a... complicated relationship. At times, we hate each other; once in a while, we'll attempt to work things out.

-Joshua Smithley (ATC Supervisor)

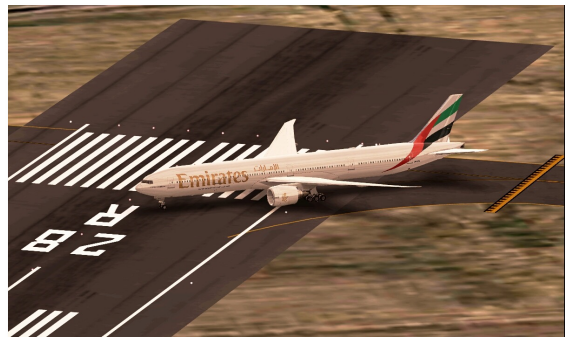
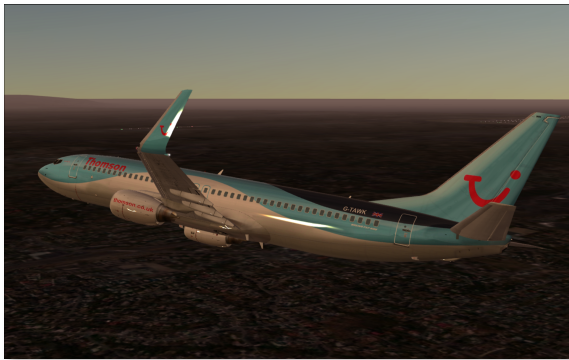
Adventurous Spirit

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 "Sally" 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"

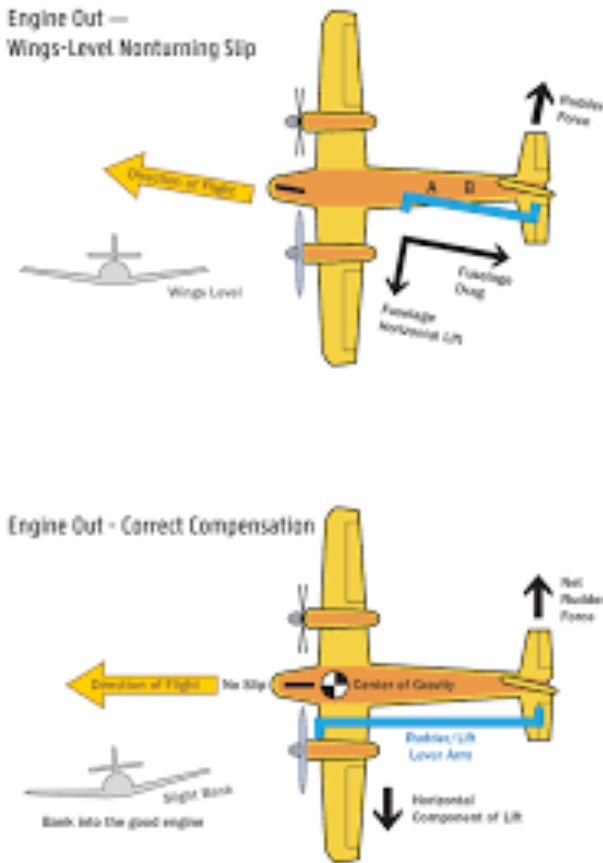
PHOTO GALLERIA

These 5 featured photos come from Sumith M, Anshuman Singh, Callum McGoldrick, and Steven Daniel. Thank you for sending in your photo submissions, and enjoy this Edition's featured photos, from the community. Send your photos to us for a chance to be featured at journals.featured@gmail.com, or send them to us through our website!



PILOT'S HANDBOOK

Engine Out- Assistance Charts



Excerpted from official mandate...

Pilot: Quote of the Week

Any good landing is one where your plane lives to fly another day. Avoiding crashes, engine failures, oil leaks, stalls, and infringing on Air Force One's protected airspace are also good things to consider. Basically, any landing that doesn't get you killed is a good one.

By: Unknown

Crash Reports

26 November 2015- Joshua Smithley (F-16)

- Consensus- crashed into the mountains surrounding Aspen Pitkin at 450 knots.

28 November 2015- Joshua Smithley (A318)

- Spun out and stalled just short of a runway in front of a random airport somewhere.

1 December 2015- Liam Williams (F-22)

- Turned too hard on final approach to WSSS- jackknifed out.

2 December 2015- Li Ge (Spitfire)

- For unknown reasons, the aircraft splashed into the gentle sea off the Caribbean after attempting to follow Tyler Shelton.

2 December 2015- Joe Reilly (Unknown)

- Lack of airspeed resulted in plowing through grass, tarmac, and finally, the sea off the Caribbean.

2 December 2015- Joshua Smithley (A319)

- Plowing through the runway in forty-knot wind shears was a bad idea...

A Meme for Pilots



A Few Memories...

By: Jason Rosewell

When I was 14 years old, a family friend approached me one day to ask if I was interested in having a summer job. Wayne was a captain first for Canadian Airlines, and subsequently Air Canada after they acquired Canadian. He flew transatlantic flights for Air Canada, but in his down time at home in Northern Ontario would issue float endorsements for flight students. The job was to help Wayne with C-FLDZ, his Piper Cub. The job wouldn't pay any actual money, but after work we would go flying, weather permitting. Of course, I accepted, and my first job was locked in. That summer was spent at my grandparent's house, where I would ride my 50cc Honda dirt bike to the lake, hop in a 12' aluminum boat, and boat down the lake to Wayne's dock. And of course, it was spent flying.

One of my favorite moments was when my family was camping on an island out on Georgian Bay (Lake Huron). I was out flying with Wayne in the Cub and noted that my family was camping in Totem Pole Bay. To comply with the wind conditions, Wayne put the airplane into a forward-slip over the trees and landed in front of my family's camping site on the water. We taxied over to have a quick chat, and before getting ready for departure I yelled to my mom, "watch my takeoff!" She gave me a quick and sympathetic, "okay honey," knowing (or so she thought) that Wayne would actually be the one flying the airplane. We taxied back to the tree line and turned into the wind. I set the trim for takeoff, applied full power to the single piston engine, and off we went. Soon we were on the step, and as we zipped past my parents and their friends, Wayne gave them all a nice smile and wave with both hands through the rear seat window.

-Jason Rosewell (Aviation Enthusiast)



Pilot Tips: Weekly Edition

- Knowing your traffic pattern legs is of utmost importance. Know where left base, right downwind, left crosswind, and so forth, are.
- When sequenced behind another aircraft, be mindful of your speed. It is important to maintain your own proper spacing and exercise appropriate judgement.
- A flight plan is always handy- it allows ATCs to know what you're doing. It is highly recommended to create one, as it will assist controllers tremendously.
- Tristan Hensley is a great source to go to for procedures regarding ATC-pilot relationships. We're not saying it just 'cause he's awesome- he's perfectly qualified, too. Tyler Shelton and Mark Denton are also great sources!
- Strobe lights are often misused on aircraft. Search the IF community forum for discussions on how to properly employ them.

Trashing the Tarmac

Today's article focuses on the airport editing team, a subsidiary within Infinite Flight. Found in the forums, IFFG, and just about every media platform known to man, the airport editing team have a big role to play in the development of Infinite Flight.

Headed by Cameron Alonso, whose name coincidentally happens to be advertised in the ad right next to this piece of writing, the airport editing team aims to create, improve, and modify airports within Infinite Flight.

The work of the airport editing team is paramount to the experience of every controller, pilot, or enthusiast involved with Infinite Flight-magnificent airports don't sprout out of an airport tree. If they did, we would all have global flight by now (provided that our devices wouldn't blow up from RAM usage).

If anyone wants to join the airport editing team and have the opportunity to create airports for Infinite Flight, just drop a message to Cameron, and he'll get you all set up! It's a rewarding experience, one of which brings joy to the various people involved within the simulator, making this job worthwhile.

-The Airport Editing Team (We weren't paid to write this)

FlightCast

The plan for FlightCast's ninth episode didn't go quite as planned... Although, a surprising twist of events did occur, resulting in Mark Denton and Joe Reilly crashing into Jason's apparent loneliness.

Don't forget to check out FlightCast's next episode coming out next week, featuring Jay Rex Solis!



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.



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.



BACK TO THE BASICS

Carrying on with Mark Denton's "Back to the Basics", today we are going to discuss a topic that isn't brought up as much anymore. Throughout the new updates, many "new" pilots are becoming less familiar with certain Air Traffic Controlling Frequencies. I have decided to dumb it down to the point a two year old could even understand! Ok, maybe not a two year old but you'll still get the point.

Ground: *The Ground frequency is one of the most important frequencies of all. The ground frequency keeps watch on all aircraft and personnel moving about the airport. When contacting ground, be sure to ask for pushback when at a required gate. If you aren't at a gate that requires pushback, then ask for taxi clearance. After receiving taxi clearance, follow any ATC instructions given to you after (Give way to., Hold position, etc.). Remember: **Do not leave the ground frequency until you are first in line!** Doing so early could prevent crucial ground instructions.*

Tower: *Tower can be a complicated or simple position, depending on the pilots. The tower position is in charge of patterns, takeoff clearances, and landing clearances. Please, please, please do not spam the tower for takeoff clearances! Wait your turn! There are many pilots just like you who are anxious to get out! Patience is the key here. Remember, request takeoff only when first in line!*

Departure: *Most of you probably have never heard nor used departure in Infinite Flight. Mainly because we controllers never use it as it is one of the most misused frequencies there is. Departure frequency is used for managing aircraft immediately after takeoff, and assists them as they climb and turn reroute. Departure may redirect you to another tower, center, or approach. This means you will most likely expect radar vectors to get you on your way!*

Approach: *Approach is a bit of a trickier frequency. Not only are you responsible for the approaching aircraft, you have to be able to give ILS clearances, handle departures (sometimes), and give correct vectors. To make it easier on the controller, make sure you don't spam the frequency with approach requests. It causes a serious headache for the controller. Also, do not be worried if a controller vectors you away from the airport. They generally do this for three reasons. Reason 1 is to drive away traffic (create an approach pattern). The second reason is to help you maintain adequate spacing with the aircraft ahead. The final reason is generally to put you in a holding pattern for various reasons (Too high for a safe approach, too much traffic, spacing, speed, etc.) Just do your part by paying attention and listening! The controllers will do the rest!*

-David Cutler

IN THE HOT SEAT

By: David Cutler

This week I received the pleasure of talking to the man who changed multiple lives. No it isn't the President, it's our very own Tyler Shelton! Today, Tyler and I will be discussing how he got involved with ATC and some up and coming things that could be coming to Infinite Flight. Sit back, sip your coffee, and enjoy the Question and Answer!

David - How did you get involved with FDS and the Air Traffic Controlling that was implemented into the game?

Tyler - I originally began as a beta tester. Air Traffic Control was on the horizon, but nothing serious at the time. I made myself available, leading to many questions regarding the "how" of standing up an ATC program from Matt, the developer. As the ball got rolling, I became more and more involved, helping Matt create a system that would mirror real world Air Traffic Control, simulating the realism for pilots, but the rush for controllers. As time went on, I naturally assumed a leadership roll, helping build and train a team of controllers, which was the Beta team we began with.

David - What does your wife think of you being involved with all of these things?

Tyler - My wife has been incredibly supportive of everything I have done. As a husband, I understand the importance of moderation. I typically stay up past when she has gone to bed or wake up early before work to accomplish Infinite Flight tasks so that I do not cut into our time. She constantly asks about new updates, features, and her favorite question being... "What is the juicy drama today?!".

David - Can you spoil any secrets about what could be potentially coming up for Infinite Flight in the future for Air Traffic Control?

Tyler - I can't say much, but I will say that we have compiled an extremely long list of suggestions and ideas! Our newest addition of GPS approaches and frequency change improvements was just the beginning of some much needed ATC upgrades.

David - I understand that you are a real Air Traffic Controller, can you explain what your day - day basis is at work?

Tyler - As an Air Traffic Controller, each day starts with a brief where we are told the runway in use, any weather advisories, the overall airfield status, which includes whether it is wet or dry, bird activity, activities such as grass cutting equipment, construction, unusual movements, etc. Next we are briefed on proposed traffic and any new procedural changes. Lastly, we are briefed on any equipment outages in the facility that may affect our day to day job. From there, we stay in the break room to watch TV, go study, or accomplish training for ATC Trainees until we are called on to get in position!

-Tyler Shelton (ATC Community Manager)

SOARING N' FUN

Quote of the Week

"A mile of highway can take you a mile, but a mile of runway can take you anywhere."

- Unknown

Who Am I?

- I am well known on the forums in more ways than one.
- Carrier landings are the name of my game-strike 'em down on the deck!
- Gas ain't cheap! I need that fuel to putter along in the Cessna 172 or Super Decathlon...
- The Playground needs an overhaul! I propose a new tool for Playground controllers...

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 fourth edition of the newsletter.

Tip of the Week

Remember, just because you failed your ATC test doesn't mean the world is ending. Practice makes perfect! If you are in serious need of some extra practice, feel free to contact any tester or ATC Supervisor (except Joe Reilly- just kidding).

Word Search

What constitutes the Infinite Flight community? Its members can surely answer that question for you, of which can be seen below.

For this week's word search, we've compiled a list of random names from the Infinite Flight community. With a solemn promise, the IF Journal team can assure you all that those lists were pulled at random. Good luck to you all!

P.S- First one to find Joe Reilly wins a roasted chicken.

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

DAVIDCUTLER
DAVIDISRAEL
HENRIKBERG
ICEBLUE
JOEREILLY
MARKDENTON
MATTHIEULABAN
MAXSENDS
PHILLIPEROLLIN
ROTATE
SEANWANGNICK
TONGROLLMAN
TYLERSHELTON
ZACHHAZEN

THE COMMUNITY-HIGHLIGHTS

Interview with Sean Wangnick

Q: When did you first get involved in Infinite Flight?

A: It's all been a blur, but I believe I bought Infinite Flight in 2012 looking for a cool mobile flight sim. It might have been recommended to me by a friend, I don't exactly remember. Anyway, I played around with A380's in Solo mode a bit, got bored within 5 minutes and deleted it. I was 12 back then, so my patience was at an absolute minimum. A few months later I started getting interested in aviation again and downloaded it. Eventually the developers released Live, and that pretty much sparked my social activity with the community. I joined IFWP at first, then IFFG. After flying around a bit I realized that I was really less interested in the actual planes and more excited about all the other aspects, like flight physics.

Out of the blue I saw someone get into discussion with Matt about "dev" stuff, and Matt invited him to join the beta team, so I asked if I could join as well and it went pretty smoothly from there. I was testing cool new features and getting to know a bunch of awesome people. We started testing the new ATC system we have today, which was chaos at first because everyone was controlling and there was nobody to control! We relied so heavily on Facebook, and eventually it didn't work out for the beta team so Philippe moved the entire organization to the new Community Forum. We were the ginny pigs, just like all the testers were. By now I was getting really involved with Cameron's airport editing as well, and eventually started learning how to change navigational aspects like ILS locations, fixes & airways within regions, etc...

At one point I just sent Matt a message to ask if he might need any other help with the forum, and I became a moderator soon after. Philippe opened the forum to the public one day, and now we have a big Community of knowledge and skill!

Q: You seemed to pop out of no-where. How so?

A: My mother probably gave me the best advise on this: ASK for what you want! Whenever I'd like to participate in something, I just ask my way there. Not obnoxiously of course; a no is a no. Asking got me pretty far with Infinite Flight. It's how I joined the beta team, became a Community moderator, scenery editor, air traffic controller, pretty much anything else I can think of.

Q: What exactly do you do for Infinite Flight and the Infinite Flight community?

A: I'm an ATC Supervisor on the advanced server, I edit and design airports & navigational data, I test & brainstorm new ideas that could later be implemented (joysticks, for example), and I moderate the greatest Infinite Flight Community of all time.

Q: Sidetracking a it, what is IFAO and what does it mean to you?

A: The Infinite Flight Airline Organization is my ultimate dream of an Infinite Flight Virtual Airline. We fly only planes painted with FDS colors, like the recently introduced A318. We're a pretty low-key VA. We don't force members to "level-up" to fly certain planes. Anyone can fly whichever FDS-colored plane they want with the FDS callsign assigned to them. We host events that are held between once every 2 weeks and a few times a week. The reason I founded IFAO with Henrik was so the focus of Infinite Flight fell back on the spirit of FDS. There's no greater feeling than taking off into the sunset with an FDS livery.

Q: So, what do you see in the future of Infinite Flight, and based on that, the future of IFAO?

A: You know, I'm not entirely sure. It seems like it has almost grown to its full potential. We might be adding phpVMS to our website soon, but other than that there's not much else to add on to. Again, we're not trying to dominate the VA market, we're just a fun, low-key group that likes to fly.

Q: For any readers who don't know what phpVMS is, can you explain what this means?

A: phpVMS is basically external software used by many VA enthusiasts. To quote it from their website, phpVMS provides services "complete with financial reports, schedule management and various other features designed for realistic operation of [a] virtual airline."

Q: Anything you'd like to mention for the end?

A: There is some really cool stuff coming up in the future. It gets more exciting every week! Stay tuned, most updates about upcoming features come from Infinite Flight on Facebook and Matt's Twitter channel.

COMMUNITY- EVENTS

Turbulent Tuesday- Shake, Rattle, and Roll!

This week's turbulent Tuesday turned out to be a bit, well... turbulent. The lack of pilots that attended the event were a bit disappointing, but David Israel tried to make it up nonetheless!

David and his motley crew flew around the Seattle region for the event, maneuvering their way through the mountains as they all followed the leader.

It turned out, as Henrik Berg would put it, the best way to lose the planes behind you is to... well.. crash, and I assume that's exactly what some people did.

Hopefully, this week's Friday Night Flight and next week's Turbulent Tuesday can make up for this. We don't blame you for trying something new David! We apologize for the short article on this weeks Turbulent Tuesday. We'll have to blame Joe for this one.



Flying Through Florida

Following the tragic events taking place in Paris, this week's FNF took place in a much more happier environment. As the A318/319 launched during the week prior (to the latest FNF), many people flocked to Southern Florida to show off its beauty.

The event started off with a blast- controller spots were filled, and there were plenty of pilots to fill the warm skies of SoFlo. Many controllers were complimenting the pilots on their handling of the air traffic service provided.

As controllers manning Tampa, Miami and other airports soon discovered, there became an apparent problem. There were too many planes! Within 20 - 30 minutes into the FNF, a ground hold was in effect. John Preston and his crew were dutifully handling the heavy volumes of traffic around Tampa. Other smaller airports were also receiving departures, as Miami remained on its ground hold alert. Thankfully, the crew at Tampa cleared out their traffic and Miami was able to resume operations within 15 minutes.

Following the ground hold at Miami, the event continued with a bang. Even a wild Sean Wangnick appeared! We hope you all enjoyed this week's Friday Night Flight and will join the



A PROPER INTRODUCTION

By: David Cutler

Well, I think it's about time I get a proper introduction. My name is David Cutler, and I am one of the editors and writers here at Infinite Flight Journal as well as an advanced air traffic controller. Many of my hobbies include programming, simulating, 3D terrain rendering, and of course, flying. My job is to well, edit the journal and make "entertaining" articles for you guys to read! I've been playing Infinite Flight for about 2 years. I got hooked on it about two years ago while on vacation in Florida. I downloaded the app, but had absolutely no idea what I was doing (It took me 1/2 year to figure out the autopilot ,don't judge). About a year later, I joined the Facebook fan group, IFFG. From there I learned how to land (something that Joshua still can't do) as well as receiving other information that benefited me in the long run.

I joined the ATC team last June and I am currently an ATC Supervisor. It all started back in May after the release of the new Air Traffic Controlling update. I started originally with absolutely no idea what I was doing. It quickly became something I wanted to do, and (don't tell my mom) I even skipped a day of school to control for 7 hours. Trust me, I am not a bad kid. After getting known by this event, I emailed Tyler asking the requirements for the team. He promptly emailed me back with "You have enough recommendations to join. Send me your information." This obviously isn't the case now and I got quite lucky.

From there on, my life was completely changed. I've met so many people in this journey and some amazing people who have helped me determine my true passion for aviation. I plan, in the spring/summer of 2016, to begin progress on my PPL thanks to everyone who has inspired me (except for Joe). I never dreamed that I would become a pilot or meet the people I have, but one day of being lonely and bored in Florida, has changed my life.



**Any grammatical errors in this paragraph can be reported to Joshua Smithley. Thanks!*