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|  |  |  |  |  |  |  |  |  | 10 |  |  |  |  |  |  |  |  |  |  |  |  | 11 |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  | 13 |  |  |  |  |  |  |  |  |  |  | 14 |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  | 23 |  |  |  |  |  |  | 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **Across****3.** "Yes"**4.** NTSB concern**10.** Weather report**13.** The DG depends on it**14.** News for pilots**18.** Traffic sequencers**20.** Inflight weather report**23.** Airspace from FL180 to FL600**24.** It's what most private pilots fly**25.** 121.9, maybe**28.** Timekeeper?**30.** Helicopter emergency | **Down****1.** Weather phenomenon (2 words)**2.** Great weather**5.** Where the passengers sit**6.** Altimeter, airspeed indicator, etc.**7.** Thunderstorm cloud**8.** Verbal announcement of what happens next**9.** Control surface**11.** One requirement to fly in Class B airspace**12.** "N"**15.** Event in which the critical angle of attack is exceeded**16.** Pilots' worst nightmare**17.** Thrust increaser**19.** Operation at airports with intersecting runways**21.** Pressure measurer**22.** Route from the sky to the runway**26.** 27÷3**27.** NAVAID**29.** Zig-zag to a VOR |