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# Flying With Another Pilot Batteries, Speaking Up, the latest from VP Biden

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## Quote of the month

*"Aeronautics was  
neither an industry nor  
a science. It was a  
miracle."*

-- *Igor Ivan Sikorsky  
(1889-1972)*

Hit reply and send me  
your favorite quote.

## Did You Know?

As of November,  
2008, a runway  
incursion is defined  
as: "Any occurrence  
at an aerodrome

Thank you for taking the time to read this safety message. If you're a regular reader you know that I only send this newsletter every 20-40 days.

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Thanks for your continued support,  
Darren

## *FAA Issues Draft on Installed Lithium Batteries*

Today, August 12th, the FAA has published a draft policy on Lithium Batteries installed in the various systems on transport-category aircraft. While this does not immediately affect General Aviation, you can expect to see similar regulation for GA down the road.

The FAA's review indicates the existing regulations do not adequately address several failure, operation and maintenance characteristics of newly developed batteries and battery systems, which could affect the safety and reliability of the electronics-system installation.

## Pilot's Radio Communications Guide

This 70-page review guide is designed as a quick reference guide or radio communications training self study guide. This covers VFR & IFR radio communications. Build your confidence by knowing what to say and when. Designed to fit in your flight bag, size: 3.6" x 8.5" Price: \$14.95 (Free Shipping to US addresses). ISBN: 978-0-9823940-7-6

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involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft."

This change was promulgated to harmonize our rules with ICAO. The previous rule required a loss of separation. The new rule does not require loss of separation, only an "incorrect presence".

### Your Feedback

"Appreciate this article. I have had two occasions while riding Right Seat with actual pilots who were 'giving' me a ride, i have questioned their actions. Was not really sure that it was my place.... but I see the advantage of a second pair of eyes and won't feel out of place questioning something."

-- Don H

## Runway Incursions

From the files of runway incursions, here's the story of a light twin operated by Cape Air which caused the abort of a JetBlue Airbus. Yes it happens to the airlines too...

A JetBlue flight was forced to abort its takeoff from Logan International Airport Monday after a Cape Air plane apparently came too close to the runway while taxiing.

The Cape Air plane was moving along the taxiways of the airport to get into position for its flight to Nantucket. Its route took it across a runway where the JetBlue flight was already preparing to depart, Salac said.

Air traffic control told the Cape Air pilot to wait before crossing the runway, she said. The pilot brought the plane to a stop, but had crossed the "hold line," the marking that indicates where aircraft are supposed to stop.

"Cape Air did not encroach on the runway, but passed over the hold line," Salac said. "Once he crosses over that hold line, that is a violation of our standards."

<http://news.bostonherald.com/>

## The Ultimate Checklist: Pilot's Rules of Thumb

The ultimate checklist that every pilot needs. Ten years in development, this is a product that pilots of all levels of experience can immediately use. This tool covers 30 normal and non-normal situations and has 9 special tools that you'll use on every flight. This high-quality plastic ruler/checklist measures approximately 3.75" x 9". Click the picture to see a larger picture of this tool or click the link for [more information](#). Price: \$3.99(Free Shipping to US addresses).

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## What are you doing over there?

Flying is a performance sport. From your earliest days with a Flight Instructor, it was all about performing in front of another pilot. That follows every pilot throughout their flying career regardless of the level of flying they do. Its true of Private Pilots as well as Airline Pilots. As a result, there will be times when there's another pilot next to you. The airlines call this the "Pilot Monitoring" because the 2nd pilot, while not Pilot in Command, monitors the flight, looks for traffic, and mentally flies the aircraft while watching everything the PIC does.

Ok if we follow the logic, then we'll recognize that its the 2nd pilot's job to monitor and challenge errors. If a deviation happens, it not only reflects on the PIC but also that 2nd pilot. "What are you doing over there?" is what the airline Captain says when he busts an altitude and

the First Officer didn't catch it. As the 2nd pilot, he earns his keep by monitoring the flight, not sightseeing.

This concept was lost on a young pilot I was recently flying with. I was not acting as her Flight Instructor, but as the 2nd pilot. We were taking turns flying a particularly long cross country flight, she flew the leg out, and I was to fly the leg back. During the 3 hour flight to the destination, I challenged every pilot deviation when it was outside the standards. How far outside the standards? Way far out. I wasn't overly critical, after all, this was a pleasure flight. (If I was acting as a Flight Instructor, I would have challenged at +/- 100 feet.)

About 20 minutes short of our destination, she finally asked me why I was riding her back. She felt like I was being overly critical of her flying. I was very cautious in my response because I was not acting as a Flight Instructor on this flight. I explained to her that our goal as certificated pilots is to fly to PTS standards for the rating we hold. For a commercial pilot, she should hold herself to +/- 100 feet +/- 10 degrees of heading. I explained that I try to hold myself to ATP standards of +/- 50 feet +/- 5 degrees heading. I then explained that the "Pilot Monitoring" that will challenge any deviations outside the standards. I reminded her that I never challenged her for being 100 feet off but 200-300-400 feet off altitude and that I expected her to do the same thing for me.

We finished our dinner, went back to the airport for the preflight, and then briefed our departure and her responsibilities as a 2nd pilot in the aircraft. The plan for the flight was a GPS direct heading to our destination. When I noticed my own errors, I called them out and corrected them. About 1 hour into the flight, we needed to deviate around some airspace ahead, so I briefed a new heading, maintaining altitude. About 10 minutes into the new heading she said, "Don't you like the altitude we were on?" I was surprised because I found myself 200 feet off altitude. It happened in an instant and I couldn't explain why. I told her, "this is exactly what I'm expecting you to do -- challenge me when I'm off heading, course, altitude, etc." She realized that I never intended to be off altitude and I appreciated the challenge from her. I think she finally understood "Pilot Monitoring" and how important it is.

Its human nature. We all make mistakes and especially so when it comes to the constant attention flying demands. As such, that 2nd pilot in the aircraft should be mentally flying, watching for other traffic, and monitoring the pilot in command. That's the best way to trap mistakes when we're flying with another pilot. In fact, three quarters of all errors can be corrected by good pilot monitoring.

The major benefit to the Pilot in Command is that his errors are trapped and eliminated. That makes the monitoring just as important as the flying. To create a true "crew" concept for the flight, tasks such as the radio can be delegated to the 2nd pilot. That relieves the PIC from menial tasks and secondary issues.

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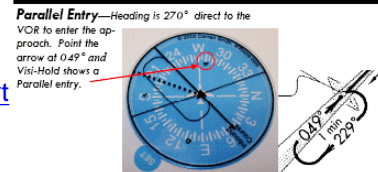
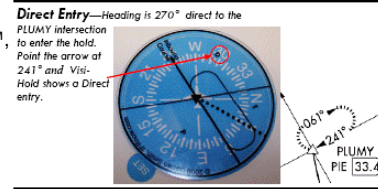
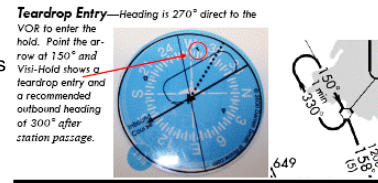
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## Flying With Another Pilot... the briefing

Next time you're on a flight and there's another pilot sitting next to you, put him to work. A proper briefing is the key. Before you go flying with another pilot, you should brief your expectations and what role that other pilot will play during the flight or during an emergency. Here's a typical briefing:

*"For our flight today to \_\_\_\_\_, I am Pilot in Command. During the flight, if you see anything wrong, I'll expect you to advise me. This is also true of altitude, course, and heading deviations. I will expect you to keep an eye out for traffic and advise its relative position. In the event of an emergency, I would ask that you handle the radios. Are there any questions?"*

If you were to receive this kind of briefing, you as the 2nd pilot are clearly called to be the pilot monitoring. Use this article to help you make the appropriate call-outs to the PIC: [Training CRM](#)

Proper call-outs and good CRM is so important because it makes pilots predictable to each other. With such predictability, two pilots can operate seamlessly as a team. As an added bonus, briefings and other communications and call-outs go a long way to increase safety of flight.

Let's talk about one more thing. Regardless of the briefing you are given, you still hold some liability for the safe and successful execution of the flight. Let's say something happens. You both survive and you now both face the FAA who will expect you both to explain the incident. As the 2nd pilot in the aircraft, you may be held accountable even if you weren't PIC. This is especially true if you hold a pilot certificate which is higher than the PIC. You would have had a duty to monitor and assist the PIC who holds a lower rating than you. If you hold a Commercial Pilot Certificate or ATP and you are flying with a Private Pilot Certificate, then you had better be an active participant in the flight or get good legal counsel when the stuff hits the fan.

## New Guidelines Say Co-Pilots Need to Speak Up

(Reuters) India's aviation regulator DGCA has been trying to improve the country's air safety. *"Approach not stabilized! Go around Captain!"*

That is what a co-pilot needs to shout to the commander when there is a problem landing. The co-pilot has to speak loudly and be ready to take over controls if needed.

More than two months after an Air India jetliner crash killed 158 passengers in the southern city of Mangalore, India's aviation regulator has new operational guidelines. The new procedures, which were issued Tuesday, emphasize the importance of co-pilots during emergencies.

Under the new procedures from the Directorate General of Civil Aviation, or DCGA, the co-pilot needs to shout two warnings to the commander if aircraft is in danger during its approach to the runway. If the commander doesn't listen, then the co - pilot has to take charge of all operational functions.

Cockpit mutiny was recommended only in the most extreme cases though. The DGCA circular noted the new actions would happen "only in the case of total or subtle incapacitation of the commander... and also when the aircraft is at least 500 feet from the ground."

Aviation experts said most airlines already manage their cockpits this way so the new guidelines are unlikely to improve air safety.

"The DGCA, stating the same facts through a written advisory, won't make any difference to air-safety," said Y.N. Sharma, chief operating officer at New Delhi-based Chimes Aviation Academy. After the tragedy in Mangalore, India's aviation regulator has been trying to improve the country's air safety.

The Directorate General of Civil Aviation created an advisory council in May to help investigate the accident. The panel is supposed to provide recommendations on air navigation, monitoring of flight operations and airports.

On Aug. 3 India's aviation minister Praful Patel talked to Parliament about the safety problems faced by airline industry in the country. "The challenge before DGCA is to manage phenomenal growth of air traffic without compromising on aviation safety," Mr. Patel said.

The new guidelines come after the initial probe into the Mangalore crash revealed failures by pilots to follow basic safety rules during the final approach. Their problem was then compounded by cockpit confusion after touchdown.

<http://blogs.wsj.com/>

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## Finally... Plane on Plane Violence

WASHINGTON - The backwash from Vice President Biden's Air Force 2 sent a parked privately owned Piper Cub tumbling yesterday at a small general aviation airport on Long Island.

There were no injuries as the Bidens' 757 jet lifted off from Francis S. Gabreski Airport in Westhampton.

No one was in the Piper, which was tethered in an adjacent lot, the Air Force said. The force of the jet wash from Air Force Two's powerful engines snapped a wing on the small plane. Biden's office referred all calls to the Air Force and declined to say whether the Vice President had spoken to the unidentified owner of the small plane.

Air Force spokeswoman Maj. Michelle Lai said an investigation will be conducted, including determining the cost of the damage to the plane and whose responsibility it will be to pay. The light craft belongs to an aerial media company.

"The Air Force and the 89th Airlift Wing (at Andrews Air Force Base) are working with local airfield management to investigate the incident," an Air Force statement said.

Read more: <http://www.nydailynews.com>

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