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Line Up & Wait, Infant Pax, Weird Day at the Airport

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Quote of the month

"When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible."

*-- Advice given to
RAF pilots during
WWII*

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NTSB Revisits 'Child In Lap' Debate

Accident In Montana Fatally Injured 7 Children

The NTSB is once again asking the FAA to require all passengers, even those under 2 years of age, to have their own seats and seat belts. The recommendation follows a 2009 accident in which 14 people, including seven children, were fatally injured when the Pilatus PC-12 in which they were traveling went down in Montana.

The aircraft was taking members of three families to a ski vacation in Bozeman, MT, but diverted to Butte for unknown reasons. It went down in a cemetery adjacent to the city's airport. The NTSB said several of the children were found "far" from the wreckage of the aircraft, suggesting they were not properly restrained in individual seats.

Nora Marshall is chief of NTSB survival factors in aviation safety. She told The Associated Press "We strongly believe one seat, one person." The board has been making similar recommendations to the FAA for two decades, and an FAA spokeswoman said the agency will take the most recent recommendation under advisement, but has no rules changes in the works at this time.

The NTSB admits that the severity of the crash made it unlikely that anyone would have survived regardless of seat belts. But its most recent recommendation says the accident renews the boards longstanding concerns about restraints.

Under current rules, an adult may hold a child under 2 years of age on his or her lap during takeoff, landing, or turbulence. The FAA agrees that putting the child in an individual seat with its own seat belts would be safer, but says it does not want to require families to pay for the additional seat or push them onto the highways for their travel, which FAA spokeswoman Alison Duquestte says is less safe.

The NTSB disagrees with that assessment. A study put together by the Board indicates there is no "clearly defined relationship between diversion from air travel and highway accidents or injury."

FMI: www.nts.gov, www.faa.gov

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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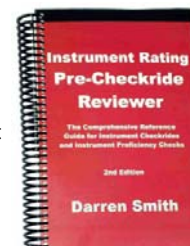
North Central Institute to open Part 141 School

In an age where flight schools are closing, here's a fresh breath of life. North Central Institute in Clarksville, TN is opening a part 141 school. The move complements their existing programs in Aviation Maintenance Technician and Airframe & Powerplant. The school offers an Associate in Applied Science Degree in Aviation Technology Degree Program.

Got an IFR Checkride or IPC Coming Up?

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Finally, Instrument Rating HELP! This best selling 340-page review package is designed to help you to get through the Instrument Checkride. Includes [Radio Communications Guide](#) as a chapter and [Visi-Hold](#). This package can be used as a self study guide or by flight instructors to provide an Instrument Proficiency Check (IPC), Flight Review (BFR) for instrument rated pilots or Instrument Checkride preparation. Designed to fit in your flight bag, size: 8.5x5.5. Priority Mail, arrives in 2-3 days. Price: \$24.95 (free shipping to US addresses) ISBN: 978-0-9823940-0-7



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Line Up and Wait Coming Soon

Effective Sept. 30, 2010, the familiar ATC instruction -- "taxi in position and hold" -- will no longer be used. Instead, you will hear "line up and wait" when ATC issues instruction for a pilot to taxi onto a departure runway and wait for takeoff clearance. The change is to help simplify and standardize ATC phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards. The phrase, both in its current and future form, is used when takeoff clearance cannot immediately be issued, either because of traffic or other reasons.

"Line up and wait" has been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers, who can sometimes confuse "position and hold" with similar-sounding phrases like "position and roll." Misinterpreting this instruction can have serious consequences. Using "line up and wait" helps avoid ambiguity and keeps the global aviation community aligned to the same standard.

Here's an example of the phrase in use:

Tower:

"Cessna 1234, Runway Three Four Left, line up and wait."

Pilot:

"XYZTower, Cessna 1234, Runway 34Left, line up wait."

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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New FAA Rules for Airline Pilots

1,500-Hour/ATP Requirement Approved

Did you know that first officers hired by many regional airlines have significantly less than the 1500 hours required for an ATP certificate? In fact, Part 121 allowed first officers to have a commercial certificate. As you know, the minimums are 250 for a commercial certificate or 190 hours if you graduate from a Part 141 flight school.

Recently, Congress passed and Obama signed into law the [Airline Safety and Federal Aviation Administration Extension Act of 2010](#). The bill included a requirement of 1,500 hours and an airline transport pilot (ATP) certificate as a pre-requisite for employment as a pilot (including second in command) in the Part-121 airline environment.

While this bill had been in the works for some time, the FAA was also studying the requirements after it released an advance notice of proposed rulemaking earlier this year, and Congress passed this legislation prior to a full review of input from the flight-training community.

We're concerned about some of the unintended consequences that may result from this implementation, and we'll remain engaged as the law is implemented over the next 36 months. The bill does provide some potential options for alternative requirements to total hours from approved academic programs, as approved by the FAA administrator, so it's likely that much discussion on these areas of equivalency will take place in the coming months.

Visi-Hold™ - *Know Instantly*

Never wonder about holding entries again! Works with standard holds and non-standard holds (left turns). The Visi-Hold™ package comes complete with Visi-Hold™ template, directions, and two articles on holds: All About Holding and Holding Simplified. You'll pay no less than \$14.95 for a complicated sliderule holding pattern calculator made by ASA. That's not even including shipping! Those of you who know what real IFR is like know that you can't fool around with a sliderule while the airplane is bouncing around. Instead, get the original Visi-Hold™ helping pilots know the holding pattern entry since 2000.

Price: \$9.95

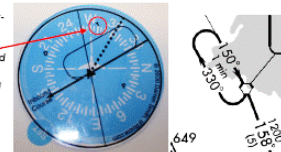
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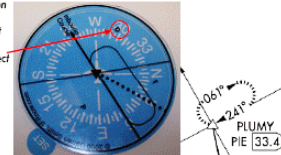
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Examples:

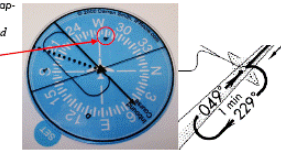
Teardrop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a teardrop entry and a recommended outbound heading of 300° after station passage.



Direct Entry—Heading is 270° direct to the PLUMY intersection to enter the hold. Point the arrow at 241° and Visi-Hold shows a Direct entry.



Parallel Entry—Heading is 270° direct to the VOR to enter the approach. Point the arrow at 049° and Visi-Hold shows a Parallel entry.



Finally... It's a Weird Day at the Airport

DALLAS, LOVE FIELD - Dallas Love Field flights are disrupted after a carjacking suspect drove through an airport fence and went speeding down an active runway and around the airport.

The suspect allegedly hijacked a vehicle in North Dallas, then led police on a low-speed chase through Dallas before smashing through a gate and onto active runways and taxiways.

The Dallas Morning News story says Dallas police surrounded the stolen pickup and rammed it to stop the vehicle, then arrested the driver.

The incident forced officials to delay flights that were arriving, but FlightStats.com showed little disruption at the Dallas airport.

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