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Common Problems on Flight Reviews, Fewer Airline Employees, SWA Pilot Flashed

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Did You Know?

As of September 30, 2010, "position & hold" has been replaced with "line up and wait"

This change was promulgated to harmonize our rules with ICAO.

Quote of the month

"If there is nothing new on the earth, still the traveler always

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

Common Problems on Flight Reviews

This article attempts to share all the common problems I've seen doing pilot flight reviews.

What prompts me to write this page: The FAA has recently published new guidance for flight instructors to conduct flight reviews. This is a major 29 page addition to Advisory Circular 61-98A. After reviewing the new document, it's clear that the FAA is concerned about pilot performance and wants flight instructors to strengthen the review process. Gone are the days of three trips around the pattern and you're signed off for another two years. With a new mix of regulation, ADIZ & more complicated airspace, TFRs, and better accident stat reporting, it becomes clear that unqualified pilots in the airspace create problems. The FAA has made it clear to the CFI: a BFR is an evaluation, not flight instruction.

General pilot skills

- Staring too much at the cockpit instruments for a VFR flight
- Bad taxi skills
- Death grip on the flight controls
- Collision avoidance: Failure to look before turning & failure to clear the pattern (both sides) before using the runway
- Failure to hold heading, altitude, airspeed, etc.

Pattern

- Failure to maintain an appropriate ground track, compensating for winds

has a resource in the skies. They are constantly turning a new page to view. The wind sets the types on this blue ground, and the inquiring may always read a new truth there."

- Henry David
Thoreau

Hit reply and send me
your favorite quote.

- Failure to maintain a straight departure leg, compensating for winds
- Failure to employ collision avoidance techniques
- Slipping the wrong way (should be wing down into the wind)
- What frequency to use when the tower is closed
- "...commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude." -- AIM 4-3-3

Airwork

- Stall recovery, folks still shove the nose over and point the aircraft at the ground. Stall recovery is always PITCH-POWER-DRAG-CLIMB. The initial reaction is alter the pitch to alleviate the stall - this is usually putting the nose to the horizon or slightly below it.

Emergency Procedures

- Failure to click off autopilot when an engine failure has occurred
- Spin recovery checklist

Cross Country Flight Planning

- Failure to know what airspace you'll be flying through for each part of your cross country including weather minimums
- Failure to do a weight and balance
- Can you do a diversion by ded(uctive) reckoning? Over-reliance on GPS or VOR equipment.

Regulatory

- Unable to show ARROW
- Unable to show AV1ATE + Airworthiness Directive Compliance
- Unable to discuss the required equipment of 91.205 and 91.213

These are just some of the most common errors of folks coming to the flight review or instrument rating training. If you know you are weak in any of these areas, study up on them before your next training session, flight review, or accelerated training 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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Ever Wonder if There are Fewer Airline Employees?

Some interesting numbers were published recently on one of the airline business blogs. In this time of financial uncertainty, joblessness, and economic turmoil, many are wondering if a career change to the aviation industry is a good idea. Indeed here is some information which screams, "stay where you are."

The Bureau of Transportation released airline employment numbers for May. It appears the return to profitability isn't coinciding with an end to job losses.

The BTS said the industry had 462,083 full-time airline employees, down 11,716 from May 2009; 100,402 part-time employees, down 1,954; and 562,485 total employees, down 13,670.

If you count two part-time employees as equal to one full-time employee, the industry employed 512,284 in May, down 12,693 full-time-equivalent (FTE) employees from a year ago.

Depressing? Let's compare to 10 years earlier.

Airline	May 2010	May 2000	Change
AirTran	7,955	3,571	4,384
Alaska Airlines	9,177	9,175	2
American	65,765	110,633	-44,868
American Eagle	9,240	8,614	626
Atlantic Southeast	3,618	3,341	277
Continental	32,759	40,037	-7,278
Delta-NWA	74,670	123,672	-49,003
Frontier	4,876	1,887	2,989
Hawaiian	3,451	3,139	312
Jet Blue	11,273	505	10,769
Southwest	34,613	27,940	6,673
United	43,621	94,599	-50,978
US Airways	29,527	54,345	-24,818

You might ask, what would be the numbers for a merged Continental-United? The numbers for the two carriers combined was 76,380 in May 2010, down 4,513 from May 2009 and down 58,256 from May 2000.

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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58 Left... A Catastrophe Happened at CFidarren.com

Some of the readers of cfidarren.com know that I have been building a TV studio for a new website to be launched in 2011 called aviaTV.com. Well now you know it as well.

The purpose of the new website is to provide free aviation videos, tutorials, and ground schools. Yes Free.

Well something happened in the limited space of this studio. Somehow... in the night... the shelving for all of the products I sell tipped over. On the shelf was a can of special green screen paint. Some of you may know what green screen is from your local TV weatherman. Anyway, this special green paint went everywhere. It even coated some of the product I sell on my website. The photo to the right shows the green paint in my carpet that will NEVER come out.



While I was able to salvage 99% of my product by inspecting & repackaging, I was not able to salvage 500 pieces of the "Pilot's Rules of Thumb" checklist. This product's packaging was specially printed and I only had enough product for the exact number of checklists made.

Only 58 Left!

So the end result is that I have 58 checklists remaining on which the OUTSIDE packaging has green screen paint spots (to a small degree).

Obviously I can't sell the "Pilot's Rules of Thumb" checklist at retail price in this condition. But considering some of you might be interested in a bargain, I decided to offer these to you... at 75% off. Basically, my cost. To get this deal, you must click the link on this email because its NOT being advertised on my website.



The ultimate checklist that everypilot 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](#). Normal Price: \$3.99

I sell them every day on my website cfidarren.com for \$4. But this deal is only available to readers of this monthly email newsletter. There are only 58 remaining so you have to click as soon as you decide. You must use the link below (you won't



find it anywhere else).

Price: \$1 + postage

There is no better deal in aviation than a \$1 safety tool that you can use on every flight.

Buy Now



If the buy now button doesn't work, head on over to:

<http://www.cfidarren.com/r-catastrophe.htm>

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

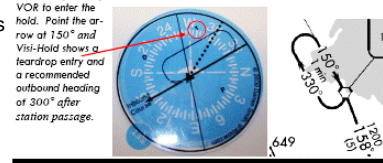
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ISBN:978-0-9823940-6-9

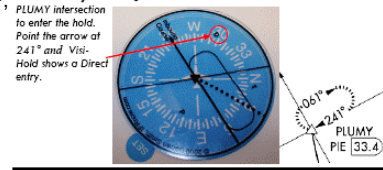
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Examples:

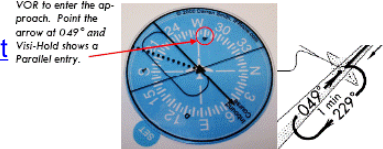
Teardrop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a teardrop entry and a recommended outbound heading of 300° after station passage.



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... SWA pilot flashed by nude cabaret

A Southwest Airlines pilot who alerted authorities that someone shined a light into the cockpit as his aircraft was approaching Dallas Love Field this weekend. Usually, when we have this complaint, it's from some goofball shining a laser light into the cockpit.

This time, it turned out to be a spotlight from the roof of a club, Bombshells Nude Cabaret, at 2444 Walnut Ridge in Dallas. (In case there's any doubt from the name, the Bombshells website bills the establishment as "a totally NUDE TOPLESS ADULT STRIP CLUB.")

It appears that the club near Walnut Hill and Interstate 35 is on the direct approach to Runway 13L at Love Field. Our story notes that the club has turned off the light while the Federal Aviation Administration finishes looking into the situation.

"This is the first time that there's been any kind of complaint like this,"

FAA spokesman Lynn Lunsford said in the DMN story. "It's entirely possible that this was a fluke and nothing will be done, but we have to investigate first."

from DallasNews.com

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