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CFIs & Runway Signs, Body Scanners, MotoArt

Issue #9

November 9, 2010

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READING

Runway Incursion
Tipsheet

Runway Incursion
Solutions

IFR Checkride
Reviewer

Pilot's Rules of Thumb

Quote of the month

*"If everything seems
under control, you're
just not going fast
enough."*

Mario Andretti,
Italian-born
American race driver

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Thanks for your continued support... Darren

FAA: CFIs don't know their runway signage

Do You Know Your Runway Signage? Many CFIs don't!

In a 20-question quiz administered at flight instructor refresher clinics around the country, two-thirds of instructors scored worse than 60 percent; the average score was 11.9 out of 20, and 38 percent of instructors who took the test couldn't even identify a runway hold-short line.

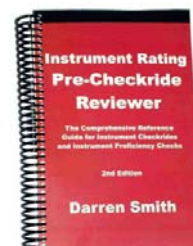
Teaching proper runway signage is important, but to do so, CFIs should know what all runway signs mean. The FAA is concerned about these disconcerting statistics about instructors. The National Association of Flight Instructors is working with the FAA Office of Runway Safety over the next couple of months to address this problem.

These scores don't reflect favorably on the flight instructor community. The rising stats on Runway Incursions also cast a shadow on the rest of the general aviation community. Please review your runway signs.

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Pilot Rebellion: Pilots Refusing to Use Full Body Scanners or Submit to Patdowns

One Pilot Union compares Patdown to 'Sexual Molestation'

By **SHARYN ALFONSI** and **JESSICA HOPPER**, abcNEWS.com

Nov. 9, 2010

Two of the largest pilots' unions in the nation are urging commercial pilots to rebel against current airport screening rules.

In late October, the Transport Security Administration implemented more invasive patdown rules. Travelers and pilots were faced with a new dilemma -- have a revealing, full-body scan or what some are calling an X-rated patdown.

Pilots are piping mad over the options, saying the full-body scanners emit dangerous levels of radiation and that the alternative public patdown is disgraceful for a pilot in uniform. Some pilots have said they felt so violated after a patdown, they were unfit to fly.

Pilots' Unions Blast Invasive Screening

Last week, the head of Allied Pilots Association, a union representing 11,000 American Airlines pilots, wrote an email to pilots suggesting that they forgo both going through a full-body scanner and submitting to a public patdown. Instead, Captain Dave Bates urged pilots to opt for a private patdown. "In my view, it is unacceptable to submit to one in public while wearing the uniform of a professional airline pilot," Bates said in an email.

Just Monday, the head of the US Airways Pilots Association said the new security screening rules have caused turmoil for not only the traveling public, but for pilots, too.

"These changes are far reaching, intrusive and have been implemented almost overnight, leaving little time for groups who are adversely affected to form a response," Captain Mike Cleary said in a message to the US Airways Pilots Association.

Pilots Liken Pat Down To 'Molestation'

Cleary said that one U.S. Airways pilot was so traumatized by a patdown, that he has been unable to function as a crewmember.

"The words this pilot used to describe the incident included 'sexual molestation,' and in the aftermath of trying to recover, this pilot reported that he had literally vomited in his own driveway while contemplating going back to work and facing the possibility of a similar encounter with the TSA," Cleary said. Cleary advised pilots to have a fellow crew member be on hand to witness a patdown.

New Pat Downs Use Front of Hands

The patdowns, implemented Oct. 29, allow TSA officers to pat down passengers with the front of their hands, instead of the backs of their

hands.

A security expert who demonstrated the new procedure on a mannequin for ABC News explained the changes. "You go down the body and up to the breast portion," said Charles Slepian of the Foreseeable Risk Analysis Center. "If it's a female passenger, you're going to see if there's anything in the bra." The new patdown protocol could be used at any of the nation's 450 airports on passengers who require additional screening.

Experts say there's a solid reason for the more invasive examinations: It's possible to slip a gun through the existing patdown, and there's even concealment clothing for sale to make it easier. The uncomfortable patdown is an alternative to the use of Advanced Imaging Technology, full-body scanners that allow security to see beneath clothes, creating a photo-realistic picture of the passenger's body.

Tens of thousands of passengers are submitted to patdowns and full-body scanners every day. More than 300 full-body scanners are being used at 65 airports across the country. TSA officials maintain the machines are safe. They say with security machines, unlike medical X-rays, most of the radiation does not enter the body, but bounces off the skin's surface.

Some say an added side-effect benefit, the radiation that bounces off the skin's surface also disinfects.

Concerns About Radiation in Full-Body Scanners

The dose of radiation from a full-body scanner is 2000 times less than a chest X-ray and 200,000 times less than a CT scan. Still, scientists who have studied the issue extensively urge caution.

"People have different sensitivities to radiation," said David Brenner from Columbia University's Center for Radiological Research. "Children in general are more sensitive than adults to radiation and the developing embryo and fetus in pregnancy are the most sensitive of all." While scientists debate how dangerous the radiation in the full body scanners is, Cleary and other pilot advocates are urging pilots not to take the health risk.

Cleary told pilots that their stance against the scanners and the patdowns is a "fight to restore the dignity we deserve as the last line of defense against terrorists who would use airplanes as weapons of mass destruction. We are not the enemy and we will not stand for being treated as such before each duty period."

Pilot's Radio Communications Guide

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16 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 16 Left!

So the end result is that I have 16 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.



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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



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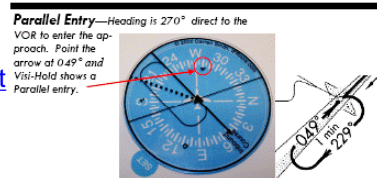
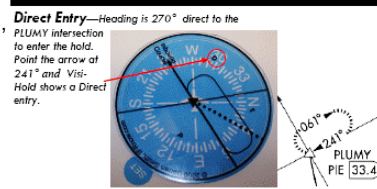
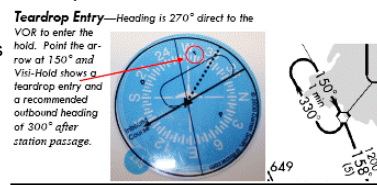
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Examples:



Finally... New Uses for Old Parts

Small businessman Dave Hall left mainstream signmaking for large corporations and entered the world of aviation (like many of us do). Instead of the path you took, Dave decided to take junkyard castaways and turn them into furniture.

His website, www.motoart.com, offers a wide variety of products for all areas of the home. Their 'art' costs between \$100 to \$60,000 and he and business partner Donovan Fell pull in \$2million annually out of their Torrence, Calif hanger.

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