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Aluminum Underwear, 50 Secrets, Decisionmaking

Issue #10

November 30, 2010

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READING

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[Personal Minimums Checklist](#)

[50 secrets Your Pilot Wont Tell You](#)

[IFR Checkride Reviewer](#)

[Pilot's Rules of Thumb](#)

Quote of the month

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

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.

Please keep in touch through my website: www.cfidarren.com

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Thanks for your continued support,
Darren

Photo Pilot Certificates

On November 17th, the FAA quietly put a proposal forth to require all new pilot & instructor certificates bear a photo. In addition, they would expire in 8 years requiring you to pay the \$22 fee to replace it and update your picture. Existing ATP-rated pilots will have 3 years to comply, Commercial rated pilots would have 4 years, and everyone else will have 5 years to comply with the photo pilot certificate requirement.

The Intelligence Reform and Terrorism Prevention Act, requires the FAA to issue plastic, tamper-resistant pilot certificates with photos, microprinting, holograms and an ultraviolet-sensitive layer, to prevent tampering, altering, and counterfeiting.

Businessman Tackles Airport Body Scanners Problem

Out of an abundance of concern and possibly a touch of "news of the weird", an online entrepreneur has come up with a fitting solution to the privacy concerns of airport body scanners.

In two words: Aluminum Underwear

Designer Ingrid Goldbloom Bloch found a great way to recycle aluminum cans by transforming them into aluminum underwear. The shiny unmentionables should despatch those worrisome beta radiation waves aiming at your nether-region.

Here's a pic-tour:

your favorite quote.

Flight Attendant
Vocabulary Translator

**"Cargo with an
attitude"**
means
passengers



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).

[... more information & free support](#)



One Copy \$3.99

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50 Secrets Your Airline Pilot Won't Tell You

Reader's Digest just put out a fantastic article. They asked 17 pilots (including yours truly) from across the country to give straight answers about maddening safety rules, inexplicable delays, the air and attitudes up there-and what really happens behind the cockpit door. What they told Reader's Digest will change the way you fly.

Here's a few of my favourites:

"I'm constantly under pressure to carry less fuel than I'm comfortable with. Airlines are always looking at the bottom line, and you burn fuel carrying fuel. Sometimes if you carry just enough fuel and you hit thunderstorms or delays, then suddenly you're running out of gas and you have to go to an alternate airport." -*Captain at a major airline*

"I may be in uniform, but that doesn't mean I'm the best person to ask for directions in the airport. We're in so many airports that we usually have no idea." -*Pilot for a regional carrier, Charlotte, North Carolina*

"People always ask, 'What's the scariest thing that's ever happened to you?' I tell them it was a van ride from the Los Angeles airport to the hotel, and I'm not kidding." -*Jack Stephan*

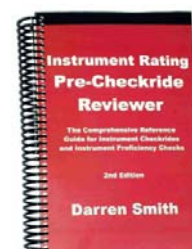
"Please don't complain to me about your lost bags or the rotten service or that the airline did this or that. My retirement was taken to help subsidize your \$39 airfare." -*Pilot, South Carolina*

[Read all 50 secrets...](#)

Got an IFR Checkride or IPC Coming Up?

IFR Checkride Reviewer

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



See it at www.ifrcheckridereviewer.com

One Copy \$24.95

[Buy Now](#)

Airline Employment Down... Tough Career Path

Airline employment dipped for the 27th consecutive month in September, falling 0.6% from year-earlier levels. Regional airlines were down 6.6% year-over-year, while network carriers dropped 0.9% and employment at discount carriers rose 2.7%.

-By Matt Jarzemsky, Dow Jones Newswires

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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Revisiting Aeronautical Decisionmaking

We used to believe that good judgment was obtained only as a natural by-product of experience. But we know good judgment can be taught. Mistakes in judgment can be fatal. Effective risk assessment requires a good Aeronautical Decision Making model (ADM). The fundamentals of ADM include:

1. Identifying personal attitudes hazardous to safe flight;
2. Learning behavior modification techniques;
3. Learning to recognize and cope with stress;
4. Developing risk assessment skills;
5. Using all resources.
6. Evaluating your ADM skills.

The DECIDE model relies upon the pilot's ability to maintain situational awareness of all aspects of the flight. We are all required to manage risks in flying. The FAA espouses the DECIDE model to assist us in our choices:

Detect - the fact that a change has occurred

Estimate - the need to react to or counter the change

Choose - a desirable outcome for the flight or situation

Identify - actions to control the change successfully

Do - take the necessary actions

Evaluate - the effects of the action to react to or counter the initial change

Using the DECIDE model should become the automatic response when something doesn't seem right. Applying the DECIDE model before an accident can be useful in preventing it! However, most pilots normally do not want to acknowledge that something might be amiss. Your choice is to apply it before the accident happens or the rest of us will apply it as a case study of your accident. Most preventable accidents have one common factor: human error, rather than a mechanical malfunction. All experienced pilots have fallen prey to, or have been tempted by, one or more of these dangerous tendencies or behavior patterns in their flying careers:

- Poor decision making based upon emotional response to peers rather than evaluating a situation objectively
- The inability to recognize and cope with changes in the situation different from those anticipated or planned.
- Clouds the vision and impairs judgment by causing a fixation on the original goal or destination combined with a total disregard for any alternative course of action.
- Tendency to sneak a peek by descending below minimums during an approach. Based on a belief that there is a built in "fudge"

factor or an unwillingness to admit defeat and shoot a missed approach.

- Pushing the pilot and aircraft capabilities to the limit by trying to maintain visual contact with the terrain while trying to avoid contact with it. (scud running)
- Continuing VFR into IFR conditions often leads to spatial disorientation or collision with ground/obstacles. It is even more dangerous when not instrument rated or current.
- Allowing events or the situation to control your actions rather than the other way around.
- Loss of situational awareness which results in not knowing where you are, an inability to recognize deteriorating circumstances, and the misjudgment of the rate of deterioration.
- Ignoring minimum fuel reserve requirements, either VFR or IFR, is generally the result of overconfidence, lack of flight planning, or ignoring the regulations.
- Unjustified reliance on the (usually mistaken) belief that the airplanes high performance capability meets the demands imposed by the pilot's (usually overestimated) flying skills.
- Unjustified reliance on the pilot's short and long term memory, regular flying skills, repetitive and familiar routes, etc.

Developing a good "[personal minimums checklist](#)" is an appropriate activity to build good aeronautical decision making skills. For example:

- Flight while under the influence of alcohol or drugs is a never.
- Flight with a known medical deficiency is never expedient or legal (FAR 61.53).
- Flight outside the certified envelope is never safe.
- Flight with less than the required minimum fuel is never reasonable.
- VFR flight into instrument meteorological conditions is never justified.
- Descent below the applicable minimum enroute altitude is never justified.
- Casual neglect of any applicable checklist is never justified.
- Aircraft accident statistics show that pilots should be conducting preflight checklists on themselves as well as on their aircraft.

A good preflight personal check is the "IM SAFE" checklist:

Illness. Any Symptoms?

Medication. Prescription or OTC drugs?

Stress. Psychological, money, health, family?

Alcohol. Within 8 hours? Within 24 hours?

Fatigue. Adequately rested?

Eating. Enough proper foods for nourishment?

How to be a safe pilot?

Follow the rules. Existing procedures, practices and regulations go a long way to mitigate accident statistics. Resolve [hazardous attitudes](#) before they result in hazardous behaviours.

Visi-Hold™ - *Know Instantly*

Never wonder about holding entries again! Works with standard holds and non-standard holds (left turns).

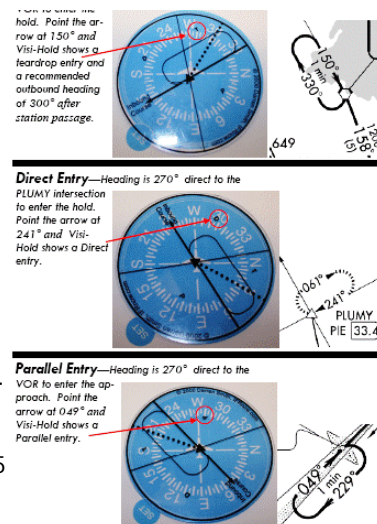
Examples:

Tear-drop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a tear-drop entry and a recommended



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

(Always free shipping to US addresses).
ISBN: 978-0-9823940-6-9



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Finally... UFO Shuts Down Another Airport in China

INNER MONGOLIA - Here we go again. Just months after an unidentified object temporarily shut down an airport in China, another UFO briefly halted operations at a different Chinese airport.

According to initial sketchy reports in ShanghaiDaily.com and the People's Daily Online, the UFO forced the Baotou airport in China's Inner Mongolia province to prevent three planes from landing for almost an hour Saturday night.

Whatever the unknown object was -- and mind you, nobody is claiming aliens or inter-dimensional beings here -- it was reported hovering near the airport. As strictly a safety response, officials wouldn't allow aircraft to land and directed two of them to land at neighboring airports (where, presumably, the UFO had no interest).

UFOs? Maybe They're Just ...

Some UFO sightings may be due to a natural phenomenon known as sprites, like this one shown above from 2006. "Lightning from [a] thunderstorm excites the electric field above, producing a flash of light called a sprite," said geophysicist Colin Price.

According to a Baotou airport spokeswoman, "The airport received a notice from the Hohhot Air Traffic Management Bureau about the appearance of a UFO.

"To guarantee security, the aircraft heading for the airport had to land at secondary airports. Otherwise, it may have led to collisions." In July, a UFO forced officials to shut down Xiaoshan airport in China's Zhejiang province.

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Darren Smith, CFII/MEI | Box 17307 | Mpls | MN | 55417