

Having trouble viewing this email? [Click here](#)

Don't Burn the Hanger, Ready for IFR, Stripping for the TSA

Issue #11

December 18, 2010

JOIN OUR LIST

Join Our Mailing List!

RECOMMENDED
READING

Pilot Education Articles

Accelerated Training
Programs, Do They
Work?

Personal Minimums
Checklist

7-day Instrument
Rating Training
Program

Basic Attitude
Instruction

Instrument Lesson
Plans

50 secrets Your Pilot
Wont Tell You

IFR Checkride
Reviewer

Pilot's Rules of Thumb

Quote of the month

"For us as pilots, the question is: What do I do with this? Go or no go?"

- Wolfgang

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

If you want to change the way I use your email address, click "Join Our List" and uncheck any of the boxes. **You can also subscribe to FREE updates to publications you already own.**

Thanks for your continued support,
Darren

**Christmas
OFFER**

Safer Approaches - \$5 Christmas Special - 40% off

Safer Approaches will teach you how to conduct Instrument Approach Procedures to a higher standard of safety and precision. You will learn:

- Four Fundamentals of Safe Approaches,
- How to virtually eliminate possibility of CFIT or Controlled Flight Into Terrain,
- How to perform a Constant Angle Non-Precision Approach (CANPA),
- How to calculate a Visual Descent Point (VDP),
- How to practice building your flying precision.

Safer Approaches

Use CANPA to perform safer, stabilized approaches



Use the safest, airline-proven flying technique for non-precision approaches that minimizes aerodynamic surprises and virtually eliminates the possibility of Controlled Flight Into Terrain.

Darren Smith, ATP, CFI/MEI

[... purchase at this special price](#)

Price: \$7.95 (Always free Shipping to US addresses). What's inside the package?

1. The Safer Approaches publication, 14pp.
2. The Stabilized Approach Descent Rate Table, a plastic 4" x 6" kneeboard sized IFR tool that will eliminate the mental math applying these techniques during your IFR flying.

Don't Burn the Hanger

Sioux City airplane hangar damaged by fire

SIoux CITY, Iowa (AP) - Officials say a worker using a torch to melt ice off a door track sparked a fire at an airplane hangar in Sioux City.

Authorities say the fire started about 5:30 a.m.

Langewiesche, as quoted in Weather Flying, 1977 by Robert N. Buck

Hit reply and send me your favorite quote.

Flight Attendant Vocabulary Translator

Two-for-once special:

The plane touches down on landing, bounces up, then touches down again.

Wednesday at Jet-Sun Aviation.

KTIV-TV says when firefighters arrived, flames were coming out of an exterior wall. There was no one inside the hangar, which had smoke and fire damage. Seven small planes inside were not damaged.

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

Buy Now

Don't Fixate in an Emergency

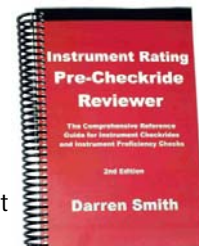
THE PROPELLER WAS STUCK IN THE FEATHERED POSITION

Preoccupation with the situation can sometimes cause the instructor and student to overlook a critical checklist item. From NASA's Aviation Safety Reporting System: "...My flight instructor was demonstrating engine-out procedures. We shut down the left engine and feathered the propeller. We maneuvered the aircraft for a few minutes on one engine. Then we discovered the propeller was stuck in the feathered position. We tried to unfeather the propeller and restart the engine with no success. We decided to land at the municipal airport. Our main concern was getting the landing right the first time as we knew a go-around would not be an option. I was watching his approach carefully to make sure he was not high or low. The final approach to landing was fine. However, we both became fixated on the landing itself. In the process we failed to put the landing gear down..." -Machteld Smith

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

Order by the 20th, You'll have this on Christmas

See it at www.ifrcheckridereviewer.com

One Copy \$24.95

[Buy Now](#)

Operation Window Seat - Changing Your Life

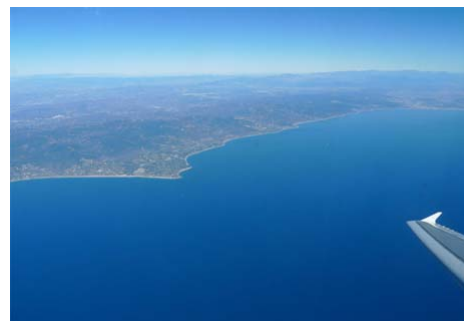
What a beautiful picture. This is what brought me to aviation. This is the view that makes people want to be pilots while most travelers ignore the view.

As you sit on your next flight somewhere, it's easy to get into a routine of watching movies, doing work and catching up on sleep. As the Internet slowly creeps on to more flights, this aerial sanctuary of sorts slowly fades away, but for now, it still exists when traveling internationally, and even on many domestic U.S. flights.



[Operation Window Seat](#) started when one traveler stopped staring at the little entertainment screens and started looking out the window. It is a series of posts that have become surprisingly successful and addictive to write/shoot -- it's even made flying more exciting!

1. We are so TINY. There's a lot more out there to be excited about, explore, think about. (Above is the California coastline heading from LA to SF) As you take off, look out the window, and you'll see how tiny your house, city, and the people are. There's something calming about that. If they are that small, how big can your problems possibly be?



2. It's SO different. Here's the view of small towns in Germany. Literally SEEING how different the landscapes are reminds you that as global as we are, our worlds really are different (based on where we come from and how we live). And looking down on the various cities, towns and villages, do you ever wonder if people in those tiny houses may be your customers, readers, clients? Or if they could be?



3. Nature is amazing.

I don't care if you're 3 years old or 93, the alps (and the rockies, and the grand canyon, and so many more) will never cease to amaze. They are so grand and stunning and no matter how many times you fly over them, they will grab your attention. Your company can learn from them and hope to do the same.



4. Step back to see the patterns.

Sometimes you're just too close. Pull yourself out of the situation physically and mentally to get a better picture, and a whole new set of patterns may emerge. Looking down at these rivers in India, the twists and turns make sense looking at the landscape, but imagine how different things look when you're floating down it.



5. OUR world is Other Worldly.

Everyone is always looking for an escape, a peek into another world... more often than not, we're sucked into screens (television, cell phone, computers, the entertainment portals on planes even!) Don't forget how other worldly our OWN world is, particularly as you float above the clouds at sunset or sunrise.



Face the facts, there's something downright magical about flying. And as soon as you appreciate how amazing that is, and the perspective/sanctuary in the sky it can give you -- versus thinking of it as a means of commuting between business meetings around the globe -- I guarantee the perspective shift and moment of zen you can have in the sky will help you, your business, and finding that hypercritical work life balance as a small business jetsetter!

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

[Learn more...](#)



One Copy \$14.95

[Buy Now](#)

Weather keeping you grounded?

How do you know if you're ready for the instrument rating? The short answer is: if you've got the right mindset and the right skill set then you're ready. The first element, the right mindset, was covered in the companion article: [Accelerated Training Programs](#). This article addresses the practical skills required before undertaking instrument rating training. There are quite a few hard questions a pilot must ask himself before undertaking a rating which requires such discipline and precision. The instrument rating is a turning point for the casual flyer -- this rating puts a pilot into the same IFR system that the big boys use. And the newly instrument rated pilot must perform like the big boys or disaster will surely follow.

What follows is a discussion of the considerations you will need to explore as you assess your readiness to begin an intense course of study.

Basic Skills

The very first task for someone seeking an instrument rating is get a ground school or DVD course for learning IFR concepts. I'm not referring to a "learn-how-to-take-the-written" DVD course, but a real ground school that's going to explain the concepts to a beginner. Sportys and other vendors have those products available. As soon as you have a good hold on the basics, get the written out of the way. There are good written exam test prep resources available in DVD format from King Schools or printed format from Gleim. After you have the ground school and the FAA written exam completed, start evaluating yourself in terms of practical skills.

Motivation

What is your motivation in taking instrument rating training? Are you ready to learn the required skills so you can perform to the FAA's test standards? If you are, then you're already off to a good start. Some folks are looking to get by with minimum effort. Ethical instructors will not likely want to work with that kind of student because of the liability. Hold no illusion, instrument rating requires a higher level of skill and precision and the reward is better flying skill if you're successful. Writer Mac McClellan says it perfectly, "flying IFR is about flying with precision at all times."

Precision

So more about precision. What is your level of flying precision? Can you hold an altitude, heading, airspeed, rate of turn, or rate of descent while VFR? If you can't do it VFR, there's not much hope that you'll do better with a hood on. The ultimate test of this is the [Bravo Pattern](#). Print this page out and take a friend with you to watch for traffic. Try to execute the pattern VFR and see if you can execute it perfectly. Sloppy pilots aren't likely to be successful in an IFR training program.

Are you able to maintain a stabilized approach to a runway? FAR 91.129 requires pilots to use the visual glide slope whenever a VASI/PAPI is provided. That's always on a runway with a precision

approach. If you're not able to hold a descent rate which keeps you on the VASI or PAPI, there are significant challenges facing you. You'll need to develop that skill to maintain an electronic glide slope which then transitions to a visual glide slope for landing.

Discipline

The IFR system is a series of rules and procedures. Are you the type that shows up to the airport without the ATIS/AWOS information written down? Are you the type that makes blind radio calls, "Is anyone in the pattern?" Are you the type of pilot that shows up at a towered airport without an airport diagram on your kneeboard? Are you the type that doesn't use an A/FD to help you determine all available information about your flight? This kind of pilot behaviour hints at an undisciplined approach to flying that leads to limited success in the IFR system. Lazy pilots who don't enter the pattern properly, take shortcuts, or do just enough to get by, don't make for good instrument pilots.

The Aircraft

What aircraft do you plan to use for your checkride? Well equipped aircraft with lots of fancy radios & glass cockpits require a better trained pilot to take an instrument checkride. This can add to your training expense and length of training. Do you have enough time in that aircraft? Are you the master of that aircraft? Are you able to fly it to the standards of the pilot certificate you already hold?

Nothing puts a stop to an instrument rating than something on the aircraft that doesn't work. I've experienced it all: doors that won't open, avionics that don't work, collapsed nose wheel struts, an engine failure, and a cracked main landing gear that the owner never noticed. Do you want a tip that will save you a lot of money? Show up with a solid, mechanically sound aircraft. One that has been through a no-excuses annual might be ideal. If your avionics don't work, don't bother even trying to get an instrument rating. If you're lucky to be in the position of purchasing new avionics, stop now and follow this piece of advice: get a simple panel! A single Garmin 430, with CDI, audio panel and a transponder makes a very simple checkride. Adding the 2nd comm radio, DME, CD player, etc can come later after your checkride. Remember, if it's installed, your examiner must test it. So get rid of the ADF!!

Special Emphasis

The FAA has put together a list of items which typically get pilots in trouble. They called the list "special emphasis" and those items are tested on most checkrides. Here's is a PARTIAL list of those items (see [Are you really ready for the checkride?](#) for a complete list):

- Proper use of aircraft lighting
- Proper radio phraseology, complete readback of clearances/instructions related to runways
- Runway incursion awareness
- Proper use of flight controls/brakes on the ground - crosswind landings
- Collision Avoidance, avoidance of objects in the air and on the ground
- Wake Turbulence awareness

- Proper use of checklists
- Low level windshear
- Use of stabilized approach/flight path procedures

So ask yourself, what exactly do you know about each of these items? Those knowledge areas can be tested on any checkride and you must be able to demonstrate that you meet the requirements of the ratings you already hold. For example, if you can't perform a proper crosswind landing, you are not likely to be successful in getting an instrument rating. The same is true for pilots that don't use proper radio phraseology as described by the AIM and Pilot/Controller Glossary. Ask yourself this hard question: can you pass a checkride for the pilot certificate you already hold? If the answer is no, then don't undertake instrument training. Instead, become proficient in these special emphasis areas and become qualified for the ratings which you already hold.

Finally...

It's a sign of a good pilot who decides to undergo a training program to refine existing skills or reacquire those which have quietly departed. The safe pilot is one who recognizes limitations and seeks a training partnership which facilitates the growth required to undertake a new certificate or rating. An old sage at the airport told me... the instrument rating is just as hard as getting a private pilot certificate... after all you're learning how to fly the aircraft again, but under the hood. For a list of common knowledge area deficiencies for students seeking a flight review or other flight training, see the article: [Common Problems - Flight Review](#). For more information about Checkrides, read: Part 1: [About Checkrides](#) and Part 2: [Are You Really Ready For That Checkride?](#)

Complete your instrument rating with a [7-day Instrument Rating Training Program](#)

Want to know more? Read about [Basic Attitude Instruction](#) and [Instrument Lesson Plans](#)

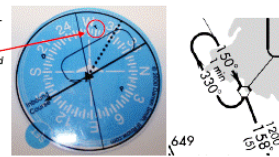
Curious about the instrument checkride? See the [Instrument Rating Plan of Action](#)

Visi-Hold™ - *Know Instantly*

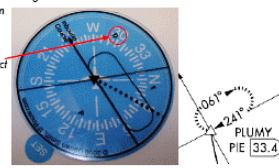
Never wonder about holding entries again! Works with standard holds and non-standard holds (left turns). The Visi-Hold™ package comes complete with Visi-Hold™ template, directions, and two articles on holds: All About Holding and Holding Simplified. You'll pay no less than \$14.95 for a complicated sliderule 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

Examples:

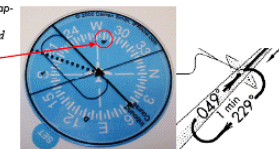
Teardrop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a teardrop entry and a recommended outbound heading of 300° after station passage.



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.





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

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

Woman strips to bra and panties for airport security

OKLAHOMA CITY - Airport security agents got a surprise on Tuesday when a woman in a wheelchair approached a checkpoint in Oklahoma City, took off her trench coat and was wearing only a black lace bra and panties.

Airport and security officials said that police were called over, questioned the woman, Tammy Banovac, and allowed her to proceed to security. She was given an "enhanced" pat down because she was in a wheelchair. During screening of her carry-on and laptop an alarm for nitrates was triggered, the TSA said in a statement Wednesday.

The TSA said she was not allowed to proceed to her Southwest Airlines flight to Phoenix. Authorities said nitrates could legitimately be present in medication, or if someone was hunting recently and there were traces of nitrates from the bullets.

A video of the underwear-clad Banovac, wearing a pearl necklace and holding a small white dog in her lap, was shot by a passerby and posted on YouTube. Officials said they had no idea why Banovac acted the way she did, or if she was attempting to protest airport security.

TSA has come under attack in recent weeks for enhanced methods of patting down passengers, but Oklahoma City Airport spokeswoman Karen Carney said TSA acted appropriately.

Banovac returned to the airport Wednesday morning, again clad in her underwear, and cleared security without incident. "Once she went through the checkpoint, she put slacks and a top on," Carney said. Banovac could not be reached for comment.

[Forward email](#)



This email was sent to darren@cfidarren.com by darren@cfidarren.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

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