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Sleepy Pilots, Threat & Error, Chinese Cirrus, Buy a Fighter

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Ten Tips to Immediately Improve Your Radio Technique

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

The Chinese Government Has Purchased Cirrus Aircraft

You may well have heard about this already... but if you haven't... Aircraft maker Cirrus Design Corp. said Monday that it is being sold to a Chinese aviation company.

Duluth-based Cirrus is being sold to China Aviation Industry General Aircraft, which is based in Zhuhai, China.

In a statement, Cirrus CEO Brent Wouters said the deal would have a "positive impact" on the company, and that the new owners would invest in both the Duluth operations and a facility in Grand Forks, N.D., where Cirrus has 75 employees.

The transaction is expected to close around mid-2011.

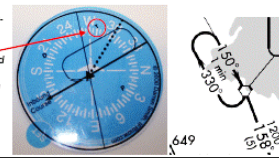
March \$5 Special -- Nip holding problems in the bud

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,

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

ATC's Top 9 Pet Peeves

General Tips on Radio Communications.

Characteristics of Successful Pilots

15 Things Pilots Must Learn

How do we rate pilots?

Things Your Flight Instructor Wish You Knew

Personal Minimums Checklist

Things Your Flight Instructor Worries About

7-day Instrument Rating Training Program

IFR Checkride Reviewer

Pilot's Rules of Thumb

Quote of the month

"If you can't afford to do something right, then be darn sure you can afford to do it wrong."

-- Charlie Nelson

Hit reply and send me your favorite quote.

Flight Attendant Vocabulary Translator

Landing lips:

Female passengers put on their "landing lips" when they use their lipstick just

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. Regular Price: \$9.95 but this month its \$5 + postage. [Buy online](#) or click this buy now button:

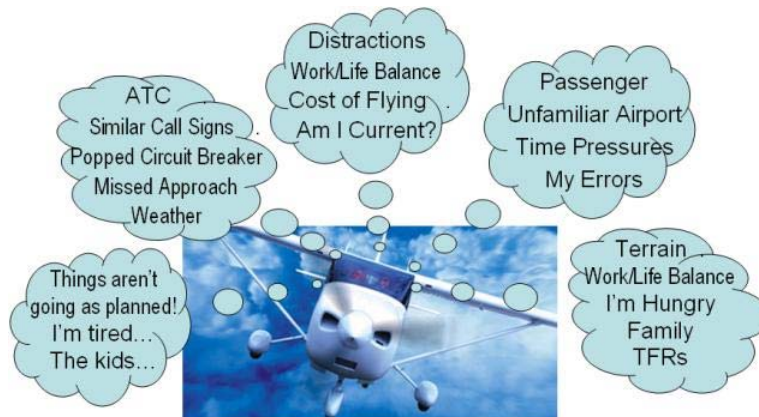
[Buy Now](#)

Introduction to Threat & Error Management

Sometimes I just want to go out and fly. No structure, no TFR briefing, no flight plan, no student, nothing specific to do. I just want a CAVU day, a full tank, and a few spare hours to go out and fly low and slow.

Whoa wait a minute. No structure? No briefing? No planning? Maybe I'm referring to the carefree days of 1976 when flying was relatively carefree and we were naive about some of the threats to safety. Just think about today's pressures, struggles, and distractions. We're only human, so we're taking these into the cockpit.

Consider these threats to safely conducting a flight:



Threats are defined as "events that occur beyond the influence of the pilot and increase operational complexity." Such threats must be managed to maintain the safety margin we consider so critical to flying. These additional complexities certainly involve the factors in the graphic above, but also include errors that others make which affect your flight.

These threats are a natural part of life and a natural part of flying. These overt threats to flying safety come from people inside or outside your cockpit, or they are factors that affect your life and flying. What's so dangerous about these threats is that they affect our ability to fly without giving us the chance to consider the consequences. As such, these threats to safety can easily factor into the chain of errors leading up to the accident. Threats do not necessarily lead you directly to an

before landing.

Largest US Airlines

These are the largest US airlines by number of flights in 2010:

#1
United/Continental
2,088,895 flights

#2.
Delta Airlines/NWA
1,994,725 flights

#3.
American Airlines
1,241,000 flights

#4
US Airways
1,131,865 flights

#5.
Southwest Airlines
1,131,500 flights

#6.
AirTran
255,500 flights

#7.
JetBlue
219,000 flights

RANDOM FACT

Moon fact

As you read this, the Moon is moving away from us. Each year, the Moon steals some of Earth's rotational energy, and uses it to propel itself about 3.8 centimeters higher in its orbit.

error although they could. Consider threats as red flags which should increase your situational awareness.

Avoiding threats is the key to preventing these threats to flight safety from becoming errors that would take more effort to fix. While we will talk more about this in the next article, there are simple avoidance tactics you can use to increase safety during your next flight.

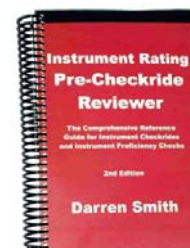
1. Stay current with your landings, particularly your crosswind technique, following the VASI (for a stabilized approach) and the all important go-around.
2. Practice your hood skills with a competent CFII that can pull some of the latest tricks on you to improve your IFR skills. Read my article on [IFR Risk Management](#).
3. Prevent runway incursions by simple use of a taxiway diagram. Read more in my article on [runway incursions](#).
4. Be conservative in your decision-making. Use the [Personal Minimums Checklist\(download\)](#). Read my article on [Making Safe Choices](#) and [Flying Discipline](#).
5. Use good communications techniques and standard phraseology. Read the articles on: [Radio Communications - Non Towered Airports](#) and [Ten Tips to Immediately Improve Your Radio Technique](#) and [ATC's Top 9 Pet Peeves](#) and [General Tips on Radio Communications](#). Phew!
6. Develop the "right stuff." Read: [Characteristics of Successful Pilots](#) and [15 Things Pilots Must Learn and How do we rate pilots?](#) and [Things Your Flight Instructor Wish You Knew](#).
7. Manage distractions by prioritizing and use of sterile cockpit procedures.

I don't mean to load you up with a lot of anxiety, but we've got to start thinking in a new way to avoid the most persistent accidents.

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 More info: www.ifrcheckridereviewer.com



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Bill to Criminalize Laser Pranks Advances

(AP) People who knowingly aim laser pointers at aircraft - which can distract or temporarily blind pilots - would be committing a federal crime subject to up to five years in

prison under a measure passed by the House on Monday.

The Senate approved the measure a month ago. The two chambers must now decide whether to send it to President Obama as separate legislation or an amendment to another bill. The Federal Aviation Administration says 2,836 people pointed lasers at planes and helicopters in 2010.

http://www.nytimes.com/2011/03/01/us/01brfs-BILLTOCRIMIN_BRF.html

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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Pilot 'Crash Pads': Are Sleepy Pilots Flying Your Plane?

ABC News recently reported on the conditions many pilots are forced to deal with when trying to sleep between flights by showing inside pilot's airport "crash pads."

Pilots curl up on reclining chairs with one thin blanket. Stacked up in double beds that look less than comfortable (24 of them in one room), these ironically, or disturbingly named sleeping spaces are actually a step up from some crashpads.

Mary Schiavo, Former Inspector General of the Department Of Transportation says in the report, "You can't get a good nights sleep with people coming and going, this is actually better than what a lot of people have to endure."

To put things into perspective, these are the men and women whom are responsible for the lives of hundreds of people every day they "step into the office."

Consider the following poll of 389 pilots by public broadcaster NRK where the results showed that, "two percent (of pilots) admitted they 'often' fell asleep behind the controls without alerting their co-pilot, while 48 percent said they dozed off 'once' or 'rarely.'" Source:

http://www.huffingtonpost.com/2011/02/09/crash-pad-sleepy-pilots_n_820934.html

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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Youth Buys Fighter Jet on E-bay

(NewsCore) - An overenthusiastic seven-year-old London boy almost bought his very own real-life Harrier fighter jet on eBay for £69,999 (\$113,515) last week. The British-built Harrier jump jet was for sale on the site -- but for a fixed price instead of an auction.

A youngster hit the "buy it now" button to purchase the restored fighter jet, causing his father to quickly apologize to the sellers and tell them his son was not able to buy the aircraft out of his pocket money. "His dad rang up and profusely apologized to us, so it's still for sale. We've put it on as an auction now so that won't happen again," said a spokeswoman for Jet Art Aviation, of Bradford, central England, which is selling the Harrier.

"The auction has since received considerable interest with the bids rolling in," Chris Wilson of Jet Art Aviation Ltd said in an email Wednesday.

"We have currently had over 80 bids from 59 different bidders," Wilson said. "In a way the 7-year-old did us a big favor with the re-listed jet having received over 120,000 hits since Friday and generating considerably more interest than we expected."

The US Marines still use a second-generation model of the Harrier. Chris Wilson, 33, the former Royal Air Force (RAF) mechanic who runs Jet Art Aviation, said the piece of British military history will probably be lost to the country. "It will probably go out of the country to a company. There are a couple of museums in the UK that would love to have it, but the museums in this country are broke," he said. Wilson said jets were often bought for public collections but added that he recently sold a similar jet to a private collector in Greece. The Harrier Jump Jet T-Bird Aircraft XW269 currently on sale was last flown in 1997, after 26 years of service for the RAF.

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