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Knowledge Tests, The Timer, Training CRM, Newsfeed

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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 21 days. If you're getting too much email, click unsubscribe to the left or reply at say "remove me". While I hate to lose someone from the list, I'd rather have satisfied subscribers who are interested in the newsletter.

Free aviation newsfeed on my facebook account, see the links to the left. Feel free to connect and take advantage of the other information resources I provide. And please, check out the **Video of the Month** at the bottom. This is an amazing time-lapse piece of aviation art.

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

From the Mailbag: Commercial Pilot Privileges

On your website, you state "If your customer approaches you, with his own airplane (either he rented it himself, or he owns it). In this case you may fly for hire, because you are not offering your services as a package..."

In this scenario, on a ferry flight, or on a fire spotting/fighting flight, is a commercial pilot who does not have an instrument rating, still limited to 50nm from the home airport? Are there any loopholes to get around that 50nm limitation without an instrument rating? Thanks in advance for your reply, Tebo

Reply:

Thanks Tebo for your question and getting me to open up the FAR/AIM. In FAR Section 61.133 - Commercial pilot privileges and limitations, it states:

(b) Limitations. (1) A person who applies for a commercial pilot certificate with an airplane category or powered-lift category rating and does not hold an instrument rating in the same category and class will be issued a commercial pilot certificate that contains the limitation, "The carriage of passengers for hire in (airplanes)

7-day Instrument Rating Training Program

IFR Checkride Reviewer

Pilot's Rules of Thumb

Quote of the month

"When a flight is proceeding incredibly well, something was forgotten." Robert Livingston, 'Flying The Aeronca

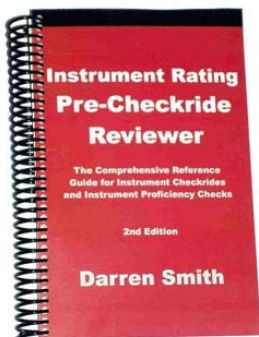
Hit reply and send me your favorite quote.

Flight Attendant Vocabulary Translator

Deadheading: When an airline employee flies as a passenger for company business.

PRODUCTS

#1 Instrument Rating Checkride Guide



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Pilot's Radio Guide

(powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited." The limitation may be removed when the person satisfactorily accomplishes the requirements listed in §61.65 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot certificate.

The possibilities include

1. A local scenic flight which starts and ends at the same airport (limited to 25NM). You wouldn't need an IFR ticket for this operation (assuming the flight is legal in all other ways). You typically find this scenario with someone walking into an FBO asking to be taken for an aerial tour/photos/etc. Theoretically you're not supposed to stop and land somewhere but I imagine it happens. Scenic flights can be at night carrying passengers.
2. Or a cross country flight usually consisting of a two different airports: a destination & return. For a commercial pilot without an instrument rating, you would be limited to 50NM if carrying passengers or if at night, not at all. Some inventive folks have figured that if the trip was 100NM total, stop half way so you meet the 50NM distance requirement. It's not recommended if the intended destination and straightline distance is greater than 50NM because you would be in violation of this FAR. Of course all legal interpretations must come from the FAA General Counsel's office in DC.

If your flight is pipeline patrol, ferrying, fire spotting/fighting I don't read anything here or in Part91 that would limit your flight as long as it was legal in all other ways (i.e. no Instrument rating means stay VFR, airworthy aircraft, etc).

Thanks for your question, hope this helps. ds

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Interesting Aircraft - Where's the wing?

[Martin-Marietta X-24](#)



This wingless aircraft was developed as a joint effort between the US Air Force and NASA during the 60s and 70s to test unpowered reentry from space. The aircraft utilized vertical fins for control during its flight. While it might not look like much, this fella managed to reach 1036 miles per hour, and had a maximum altitude of 71,400 feet. Another data point in the "size doesn't matter" argument -- at least when it comes to aircraft.

FAAWatch: Knowledge Tests Changing

If you haven't already heard. The FAA is in the process of adding **93,000 new questions** to the knowledge test banks. Currently there are 7,000 for all certificates and ratings. As you may have heard the CFI, Fundamentals of instruction, Flight Engineer and ATP tests are already being affected. Those tests have around 1/3 new questions. The instrument rating airplane test is also affected with around 12 percent new questions. Coming Soon... changes to the Private and Commercial knowledge exams.

FAA is NOT publishing the questions

so no test preparation company will have access to the questions to publish books as we currently have access to. We would have to gather the new questions by exit interviews etc. So, if you are considering learning to fly, or are currently in training you should take the test as soon as possible.

The knowledge test is good for TWO YEARS, so study for it NOW. When the questions change, which could be as soon as tomorrow, the test will be much harder. In fact the failure rate on the CFI, Fundamentals of Instruction and so on are now approaching 50 percent.

Safer Approaches

Use CANPA to perform safer, stabilized approaches

The image shows a 'Feet/Minute Descent Rate Table' for an approach speed of 90 knots. The table has columns for 'Feet/Minute' and 'Altitude' (ranging from 1000 to 500). The rows show descent rates of 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, and 200 feet per minute. The table is tilted slightly to the right.

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.

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Nip Holding Problems in the Bud

Flight Instruction - CRM in Training

I believe if a student & instructor could read each others' mind, it would dramatically improve the learning process in flight training. Unfortunately, I have yet to develop the skill and find myself often wondering, what exactly was the student thinking? Sometimes they don't even know.

Many private pilot curricula introduce topics on Crew Resource Management (CRM) but present it as a concept for large airliners rather than what should exist between student and flight instructor. Generally, CRM is a discipline aimed to study and improve human factors in order to minimize and possibly eliminate pilot error related accidents and incidents.

As such, a system of "Training CRM" could eliminate the CFI guesswork during the typical training session. Training CRM requires the student to be taught new skills and then exhibit them from that point forward. The benefits are tremendous: maximizing lesson efficiency, airline style skill development, and most importantly: incident avoidance in flight training. New CRM skills must be developed in five major areas: checklist usage, collision avoidance, clearances, maneuvers, and error correction. The following is suggested call-outs which are initiated by the student.

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Call to Instructors

Flight Instructors reading this can probably identify with some of the problems discussed here. I'd like to hear from you about your experiences (or frustrations) with CRM in flight training. Even suggested callouts that I've missed in the [full article](#).

IFR Technique - New Content on CFIDarren.com

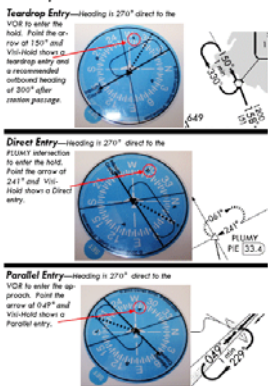
The Timer

Have you ever performed an approach without starting the timer at the final approach fix? If you're instrument rated, I bet you have and shame on all of us (including me). As we have all been taught, the timer is clicked on at the Final Approach Fix (FAF). On the approach chart, there's a table (depicted to the right) that shows, based on the aircraft ground speed, how long they can fly until the pilot MUST have a visual on the runway environment. This point in space (based on time from the FAF) is call the Missed Approach Point (MAP).

Being able to identify the Missed Approach Point is an absolute MUST on every approach. Because it's safety related (i.e. keeps you from hitting the ground if you're at the right altitude on course), the more ways you can identify the MAP, the better. There are many ways to identify the MAP on an approach, but a solid IFR technique is to use a timer, often a kitchen timer, to time your final segment. Some times the aircraft has a



Examples:



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Video of the Month



SF to Paris in Two Minutes

built in timer, while a must in airliners, it often does not exist in the general aviation fleet. So we head on down to wally world to buy a kitchen timer. And that doesn't mean the mouse timer depicted above right. Typically that's a digital timer so we can measure 4 minutes and 4 seconds exactly.

[Read the rest at CFIDarren.com](http://CFIDarren.com)>>

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A recap of the last 5 days of news...



Find out things before the general news media reports it!

4/16/2011 HI_RES_PHOTOS IN THE PHOTO ALBUM - The pilot who crash landed his small plane on a Lakeview neutral ground had just taken off from Lakefront Airport when the aircraft's engine began to fail, according to New Orleans Deputy Police Chief Marlon Defillo.

4/15/2011 When airlines cannot determine the owner of unclaimed luggage, they send it to Unclaimed Baggage in Scottsboro, Ala., where its contents are sold. Of the 2mil suitcases that landed independently of their owners last year, 68k were never reunited. "It's kind of an archaeological snapshot of popular culture," said store owner Bryan Owens of the variety of goods that end up in the 40,000-sq-ft warehouse.

4/15/2011 Although air traffic controllers are forbidden to sleep during breaks in shifts, scientists say that naps during breaks in night shifts would allow staff to be more alert. "It's not outrageous to have people in a safety job rest on duty," said Bill Voss, president of the Flight Safety Foundation, but it may be dangerous to prevent them from resting.

4/14/2011 The FAA has declared its new en route air traffic control system fully operational and ready to be deployed. The agency made the "in-service" decision on the en route automation modernization (ERAM) system based on its performance at the operational test sites in SEA & SLC. ERAM, which will be the backbone ATC system at the 20 en route centers, is regarded as a crucial precursor to the NextGen modernization effort.

4/14/2011 Atlantis will be displayed at the Kennedy Space Center Visitor Complex in Fla, which observers agreed was a shoe in for such a bid. The Discovery, which completed its final flight last month, is headed to the Smithsonian (Udvar-Hazy Center) near Washington Dulles International Airport. The Endeavour, currently on the launching pad for its final space flight, will go to the California Science Center in Los Angeles.

4/14/2011 5-foot gash appeared in Southwest Airlines-operated 737 earlier this month PHOENIX - (AP) The SWA jetliner that had a fuselage rupture above AZ this month has left the state after being repaired. The Boeing 737-300 has been patched and repainted and there is no sign of the 5-foot hole that opened in the plane's roof on April 1, Yuma International Airport spokeswoman Gen Grosse said.

4/13/2011 GPS makers are "seething" over FCC approval for a ground-based mobile broadband network that could interfere with GPS receivers. The plan envisions a network of 40,000 ground stations across the U.S., and 1 expert says each ground station would put out signals about a billion times more powerful than a GPS signal. The stronger broadband signal could jam GPS receivers in an aircraft 12 miles in the air.

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