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Flat Tires, FAA Changes to Training, Accelerated Training Programs, NewsFeed

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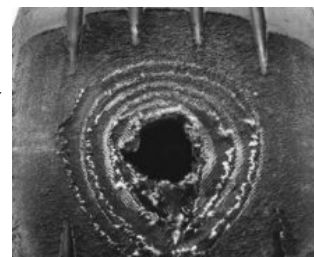
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Thanks for your continued support,
Darren

Save Those Tires (And Brakes)

Just came back from vacation and saw quite a few tires with flat spots. No, I'm not talking about under-inflated and under-flown aircraft. I'm talking about flat spots on tires from excessive breaking. I figure I should write about it and share what I've picked up.

Let's start with the easiest topic, taxiing. Ever fly with a pilot who rides the brakes all through their taxi around the airport? I have. You'll save brake pads AND tires if you use a combination of power and brakes to control the aircraft on the ground. Sometimes turning is much



ProgramIFR Checkride
ReviewerPilot's Rules of Thumb

Quote of the month

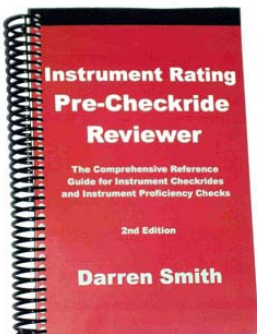
"The Cub is the safest airplane in the world; it can just barely kill you." Attributed to Max Stanley, Northrop test pilot

Hit reply and send me your favorite quote.

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Crumb crunchers:
Kids. "We've got a lot of crumb crunchers on this flight."

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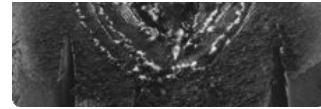
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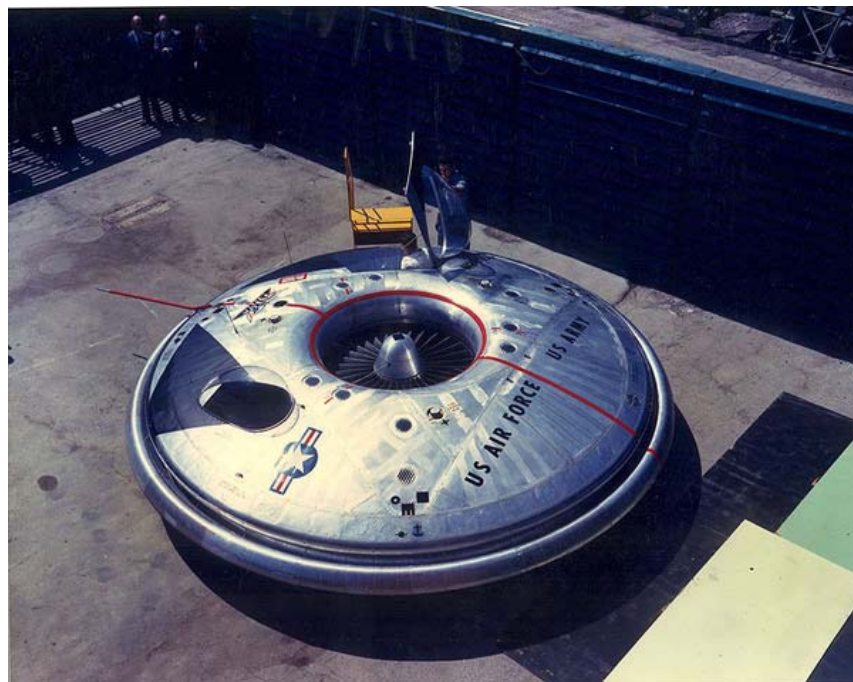
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easier when there is airflow across the rudder rather than riding the brake pedal. Saving your tires (and brakes) means using power for aircraft control during taxi, and using the brakes to keep the aircraft moving no faster than a brisk walk. [Read the rest of the article at cfidarren.com](#)

**The May \$10 Special - Crisp, Clear Radio**

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" Regular Price: \$14.95 but this month its only \$10 plus postage. Use this link to get the deal. I have limited quantities to offer at this price so please respond quickly. [Learn more...](#)

**Interesting Aircraft**[VZ-9AV Avrocar](#)

This picture alone is worth 100 Area 51 whispers. Initially a Canadian project, when funding ran short, this oddity became a US military project during the 1950s. Due to severe instability (the aircraft looked like a hubcap and unfortunately wobbled as one might as well) when flying higher than three feet above the ground, the project was cancelled in 1961.

FAAWatch: Knowledge Testing

Gone are the days that the test bank is public. The FAA's goal is to develop a process where it first develops handbooks, then practical test standard (PTS) documents, and finally knowledge

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tests referenced to both, so that it can create a logical and robust training and testing process that creates safe pilots, Blair said. It has compiled between 11,000 and 12,000 questions in its knowledge test banks for all airman knowledge tests, and the agency's long-standing goal is to build the test knowledge bank to more than 100,000 questions. The FAA indicated it is moving toward modular knowledge testing. "Each section of a test, such as weather, aerodynamics, navigation, or airspace, would need to be passed by an applicant in order for him to pass the overall test."

FAA to Change Pilot Training Requirements

Federal aviation officials proposed the most wide-ranging overhaul of air crew training in decades Thursday, more than two years after a crash in western New York that was attributed to pilot error.

The Federal Aviation Administration proposal would require airlines to train pilots, flight attendants and flight dispatchers together in real life scenarios in more advanced flight simulators. That includes simulator training for pilots on how to recover from full stall in flight.

The proposal also would require remedial training for pilots with performance deficiencies such as failing a proficiency test or check, or unsatisfactory performance during flight training or a simulator course.

"The difference is that rather than just have a pilot execute a ... skill in isolation, the new training will require a more realistic and coordinated effort by the crew as if they were on a real flight," FAA Administrator Randy Babbitt told reporters. "It will be a lot more lifelike."

Does this have implications for GA training? Yes, according to Randy Babbitt. "We'll start to see these changes filter into private pilot training in terms of scenario based training."

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5/10/2011 According to Consumer Reports this month, US Airways received the lowest marks for cabin-crew service, SWA was tops. SWA also (along with JetBlue) scored highest for seat comfort. 93% of SWA pax also avoided added fees while AirTran's multiple fees were rated worst.

5/9/2011 Midair: "One clipped the other, clipped the wing is what it looked like from my angle," says witness. "The one spiraled directly down, and the other was more at an angle over the hill." Witness ran inside for cover from the metal debris raining down and called 911. Another witness said he heard an engine revving up just before he heard the crash. "It sounded like two cans being

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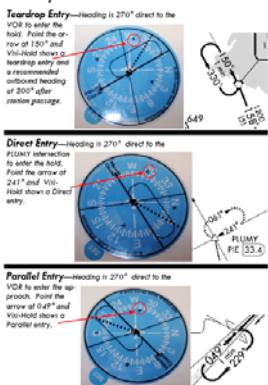


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crushed," Tom Boyle (2nd witness). <http://www.cnn.com/2011/US/05/09/new.york.planes.crash/>

5/9/2011 The Century City company is developing the propeller-powered Firebird at its own expense. It is betting that the hybrid plane will appeal to the Pentagon as defense budget cuts loom and the federal government deals with rising deficits. Although the Firebird is being touted mainly as an unarmed spy plane, Northrop officials said the Firebird would have the capability to be outfitted with missiles. <http://news.blogs.cnn.com/2011/05/09/new-spy-plane-can-be-drone-or-flown-by-pilot/>

5/9/2011 There is no plane I feel safer in than a Boeing 747. Its sheer size and its apparent effortless offer something no other plane seems to manage: the ability for passengers to relax. And they don't seem to drop out of the sky all that often either. Recently, Boeing conducted an experiment to see just how well the new plane could abort takeoff. http://www.boeing.com/Features/2011/05/bca_747-8_RTO_05_04_11.html

5/8/2011 A pax, a former Chicago Tribune reporter, said a tall, burly man tried to open the door, provoking screams from a flight attendant. The man was said to have been accosted by an air marshal on board. He was shouting that he had to get off the plane, and approached the plane's main boarding door before he was restrained by two pax and a flight attendant.

5/7/2011 The rear section looked nothing like the tail of a regular Black Hawk helicopter but had added some of the features of the proposed stealth helicopter Comanche, which was canceled in 2004. It had five or six blades in its tail rotor, as opposed to the usual four in a Black Hawk. That may have permitted operators to slow the rotor speed and reduce the familiar chop-chop sound made by most helicopters. http://www.nytimes.com/2011/05/06/world/asia/06helicopter.html?_r=1

Accelerated Training Programs, Do They Work?

Do they work? Is it the best training alternative for you? Can you absorb the material quickly enough?

Accelerated training programs have been around for a long time. All segments of the aviation industry use accelerated training models from Airlines to Corporate Flight Departments to the Military. So we all know it works. The intensity of such training programs nearly guarantees the lessons will last a lifetime. Accelerated programs tend to come with fixed costs so the value of such programs is in your ability to get as much as possible in the allotted time. In addition, the fast pace of such program guarantees that you'll spend less time reviewing previously learned skills.

Within the world of FAA certification, all applicants must meet the PTS requirements. No matter what training program you enter, the result must be the same. How quickly and completely you accomplish the practical skills is entirely up to you.

What's your motivation in considering an accelerated training program? Perhaps you work full-time and tried the one lesson per week method. It works for many but sometimes the weight of daily pressure causes your training effort to be put on the back burner. If this is the case, seek a training program that is structured, efficient, and gets you through the training in the most cost effective way.

Don't be fooled, accelerated programs are hard work and require you to achieve the same knowledge in a short period of time compared to other students who might take six months to do the same thing. Are you ready for the intensity of such programs? Can you commit 8-10 hours per day to such training? Can you make the training program your life for that given period of time? Do you have a disciplined personal commitment that can drive the process? For sure, accelerated programs do not spoon-feed you the information so you must face the task with a driven



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persistence.

Don't be intimidated however. Accelerated programs, which are organized and complete, will get you through the required skills and material in the shortest amount of time. They tend to be extremely efficient if you are prepared to devote your maximum attention to the curriculum.

The instructor presenting the course benefits also: maximum efficiency of his time, up front payment, high probability of success in training the student, highly motivated student, and a fixed schedule for the duration of the training. The managed training schedule allows a flight instructor to focus on producing the very best, skilled pilot.

The challenges to the student are tremendous and are measured by your level of commitment. Individuals who do not realistically prepare for the level of effort required often want to quit. Have an honest, open discussion with your instructor. He's a professional who understands the challenges you face and is likely to have the techniques to get you past the current hurdle. Ultimately it's up to you because the program is what you make it. What does it cost? Below are Accelerated Training Programs that utilize your aircraft for training.

[IFRNOW.com](#) 7-day IFR finish up, \$3,000 + your plane

[IFRNOW.com](#) 10-day IFR Instrument Rating, \$3,500 + your plane

Glass Cockpit, \$3500 or \$5950 + your plane + 500/day extra days

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2-Eagle, \$4,995 + your plane

7-day IFR.COM, \$4,500 + your plane AFIT, \$4,950 + your plane

SafePilot.COM, \$5,500 + up to 15 in your plane + 785/day extra days

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