



Share:

1



JetMan, Hangar Safety, What to Do With an Old Airliner, The Perfect Crash Landing

Issue #20

May 21, 2011

Subscription

[Join Our Mailing List!](#)[Unsubscribe](#)

Quickest unsubscribe:
hit reply and say STOP.

CONNECT



Past Newsletters

RECOMMENDED READING

Pilot Education Articles

Ten Tips to Immediately Improve Your Radio Technique

Personal Minimums Checklist

Things Your Flight Instructor Worries About

7-day Instrument Rating Training Program

Thank you for taking the time to read this safety message. This extra May newsletter is because of the large amount of Aviation News this month.

I've gotten social. You'll see links to facebook, twitter, youtube, and linkedin to the left. Feel free to connect and take advantage of the other information resources I provide.

This month's video of the month is a perfect gear up landing.

Unsubscribe: If you'd like to stop receiving this newsletter, the quickest way is to hit reply and say STOP and I will personally remove you if you feel that you're getting too much mail. While I hate to lose someone from the list, I'd rather have satisfied subscribers who are interested in the newsletter. 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

Flying is Expensive, How to Stay Current on a Budget

Darren, I contacted AOPA on having an option on your BFR to take it in an approved simulator. I didn't get much of a response. Sim's are so advanced and you can get a heck of a lot more from them, they might contact the right people in the FAA to see where it might go. Sam B. TWA Ret.

Reply: Thanks for your email. There is a mechanism for flight reviews to be conducted in simulators -- level D simulators. Airline pilots do this all the time. At my last airline, pilots came in every 12 months and the checkride was, in effect, a BFR. The problem becomes identifying the Level D, FAA approved simulators for general aviation

IFR Checkride Reviewer

Pilot's Rules of Thumb

Quote of the month

"If you're faced with a forced landing, fly the thing as far into the crash as possible."
-- Bob Hoover

Hit reply and send me your favorite quote.

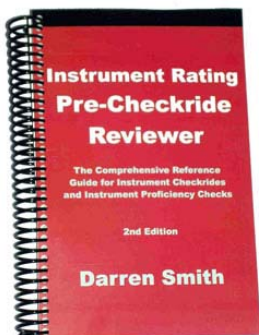
JUST POSTED...

The BBC has come out with a terrific little slideshow with pictures of some of the unsung heroes of early British military aviation. Look at the photo albums:



PRODUCTS

#1 Instrument Rating Checkride Guide



\$.24.95 [More Info](#)

[Buy Now](#)

**Protect Your
Investment**

aircraft, and then, under what part of the regs would it be approved. As of today, I know of NO general aviation aircraft level D sims. A very cool idea, and as with everything the economics will dictate it. An approved, full motion, Cessna 172 Level D sim would probably run several million dollars to build.

Regarding the May 10th Newsletter

Darren, Wow! You hit the jackpot with me this edition. I enjoyed the 747 brake test, the Black Hawk special ops helicopter, the Northrup Firebird and the Avro flying saucer. Thanks for a great edition.
Gordon

Reply: Thanks for your kind words. If others missed the May 10th newsletter, you can get links to them through my twitter account. Click the twitter icon to the left to see it. [Or the link here](#)

I Did It Again

From Jim M, a CFII in Philadelphia, he reminds me "breaking" is either a failure of the machine. On the other hand, "braking" is the use of energy-dissipation devices to slow the vehicle. Keep those cards & letters coming, fella. I love your topics and your comments.

Reply: Ouch. But thank you for your email.

May \$10 Special - Clear, Crisp Comm!

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" Normal Price: \$14.95 but not this month! Only \$10+postage ISBN: 978-0-9823940-7-6



[Buy \\$10 May Special or Learn more...](#)

Selling Fast but Limited Quantities Still Available - Don't Miss Out

Interesting Aircraft... Jet Man



'Jetman' zooms along rim of Grand Canyon

Getting the Most From Your Flight Training

Become a better pilot, Pay the least, Get the most, and Finish quickly.

Darren Smith, ATP, CFI/MEI

\$14.95 [More Info](#)

[Buy Now](#)

Ultimate Checklist



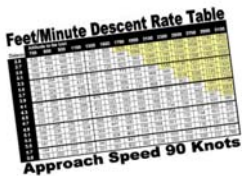
\$3.99 [More Info](#)

[Buy Now](#)

Safer Approaches

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

\$7.99 [More Info](#)

[Buy Now](#)

Learning IFR Charts

Not a cloud littered the sky over Arizona's Grand Canyon West. The land's native Hualapai people had gathered for a musical blessing, as press from far and wide stood alert. Everything seemed to be falling into place for the US debut of Breitling's Jetman, Swiss pilot and daredevil, Yves Rossy. There was just one problem: the FAA. More photos in my Facebook photo album.



How to classify the airborne jetman on your FAA flight plan? Starting each flight as a skydiver, the Jetman becomes well, a jet propelled man, mid-flight, and then finishes as a skydiver once again, parachuting to Earth after his rockets are exhausted.



Eventually the FAA did grant Rossy permission to cross the canyon, but not until a crowd had gathered, leaving him no time for a practice run.

Hangar Safety

It's summertime and the flying season is well underway nationwide. So just a few notes on hangar safety.

1. Never walk within the arc of the propeller. Even if you believe the magnetos are not energized, don't take the chance.
2. Keep a special eye on trip hazards, chemical/fuel/oil spills.
3. You can always identify a student pilot by the diamond shaped bruise on their forehead. By hitting the trailing edge of the flaps/ailerons, you can leave a nasty scar. Watch out for those hazards that are above you.
4. When working on your aircraft, ensure you have adequate ventilation, a comfortable temperature, and chemicals are properly contained/store as a caution against spill or combustion hazard.
5. Do you have a fire extinguisher & first aid kit? Both are available from Wallyworld or Homeboy Depot at reasonable costs and could save you or someone you care about.
6. Consider buying a self contained eye wash station in case any of the many fluids used within a hangar should get into your eyes. These are often available at Home Improvement Stores, Surplus Stores, etc.
7. And finally... in case it were not obvious. Do not try to change the structure of the hangar. A now defunct flying club at a central Florida airport cut some internal beams in order to fit 2 aircraft into a slot built for 1. The damage caused the city-managed airport thousands! By cutting those beams, they not only weakened the structure of their space, but the entire

**Learning
IFR Enroute
Charts**

The quickest way to
teach or learn IFR Enroute
Chart Symbolology

Darren Smith, ATP, CFI/MEI

\$9.95 [More Info](#)

[Buy Now](#)

Best VFR X/C Plotter



\$14.95 [More Info](#)

[Buy Now](#)

**Nip Holding Problems
in the Bud**

Examples:

Terracing Entry—heading in 270° direct to the VOR to enter the hold. Point the arrow at 150° and VOR hold shows a terracing entry and a recommended outbound heading of 200° after circuit passage.

Direct Entry—heading in 270° direct to the closest intersection to enter the hold. Point the arrow at 241° and VOR hold shows a Direct entry.

Parallel Entry—heading in 270° direct to the VOR to enter the approach. Point the arrow at 049° and VOR hold shows a Parallel entry.

\$9.95 [More Info](#)

[Buy Now](#)

**Guaranteed Pass
Helicopter
Flashcards**

row of hangars.

NewsFeed

I offer a daily news feed which you can find on Facebook. To get this on your facebook wall, click the logo and "Like" what you see. You'll find news shorts, pictures, and videos. It's a quick and easy way to stay current with interesting aviation topics. Many of the newsletter items you see here can be found FIRST on my facebook NewsFeed.



What To Do With An Old Airliner

High on a coastal rainforest bluff that overlooks the sparkling Pacific Ocean in Costa Rica, the Hotel Costa Verde offers sun-seeking vacationers a variety of accommodations from open-air rooms to private bungalows to the cozy fuselage of a refurbished 1965 Boeing 727.



The quirky and kooky suite, which formerly flew for Avianca Airlines, now cantilevers over the jungle atop a 50-foot pedestal and offers guests all the luxuries of a traditional suite - but with a serious twist. A spiral river-rock staircase leads up to the fuselage suite's entrance and a pair of covered decks with treetop jungle views and a vista of the ocean through swaying palm trees.



Custom teak paneling covers the walls and ceiling of the entire interior, from cockpit to tail. The covered decks provide up-close encounters with the rainforest's diverse flora and fauna and the well-appointed living spaces inside the body of the airplane offer the conveniences of home. A sitting area has a television and the kitchenette has an adjacent dining area. There are two air-conditioned bedrooms including one with two double beds and porthole windows.



\$24.95 [More Info](#)

[Buy Now](#)

VIDEO OF THE MONTH
Perfect Crash Landing



Confirm that you like this.

Click the "Like" button.