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Cirrus Now Owned by Chinese Govt, GPS Interference, CFI Shortage, Airplane Boat

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Just Posted...



Check out the facebook photo album:
WWII Allied Bombers

Thank you for taking the time to read this safety message. This extra July newsletter is because of the large amount of Aviation News this month. If you missed the June newsletter, it's available here: <http://conta.cc/jGNK5y>

This month's video of the month is a shot of a 747 taking off from a Caribbean airport right over the heads of the tourists who shot the video.

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.

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Thanks for your continued support,
Darren

GPS Interference Update

This newsletter has been covering LightSquared, the company that promised to build a network of wireless internet transmitters that would knockout GPS. Bowing to pressures on all sides, from golfers, to pilots and from farmers, to long haul cargo drivers, the LightSquared controversy might be over as they late June that they will switch frequencies to avoid GPS interference. [Read more at "NationalJournal"](#)

The \$10 July Special - Only 5 Available



This 170-page book is the essential guide to becoming a better pilot, paying the least, getting the most, and finishing as quickly as possible. Includes sections on Becoming a Better Pilot, Ground & Flight

& Crews from Life Magazine

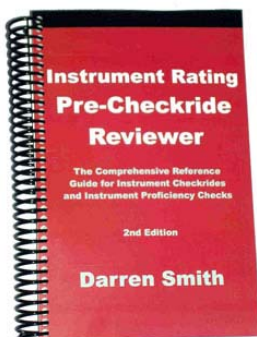
Quote of the month

"You've never been lost until you've been lost at Mach 3." *Paul F Crickmore*

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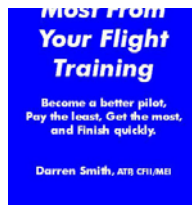
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AOPA reviewed this book and said: Mention the phrase "save money on flight training," and you've got a student pilot's attention in a hurry. Darren Smith, a CFII and ATP who has written several books about flying, is the author of a book that purports to help you become a better pilot while paying the least, getting the most, and finishing as quickly as possible. Smith includes advice on getting started, how to select a flight instructor, getting into the airlines, and an introduction to radio communications. The nitty-gritty advice on saving money is found in the sections on ground and flight instruction. [See the 59 of 1000 questions this book answers.](#) July Special \$10 + postage.

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Interesting Aircraft... "Synergy"



With 5 seats and a 200HP, the Synergy concept is 3,100lbs. The key to its success lies in the wing design, which manages to nearly achieve the efficiency of a glider (from test flights with a scale model). Designer, John McGinnis, hails from Kalispell, MT claims that the 32-ft wingspan packs 144 sq-ft of wing area, as much as gliders with a 46-ft wingspan. McGinnis is working on a full-scale plane. Click the picture for an article about the Synergy from Wired Magazine.

Cirrus Now Owned by Chinese Govt

From Cirrus Website:

Cirrus Aircraft and China Aviation Industry General Aircraft Co., Ltd. (CAIGA) today announced that the two companies have completed their merger. With the previously announced merger now finalized, Cirrus Aircraft, a global leader in general aviation, joins China's leading general aviation product and services company to form a worldwide general aviation enterprise.

"We're very excited to have joined forces with CAIGA," said Brent Wouters, Cirrus President and Chief Executive Officer. "This

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Darren Smith, ATB, CFI/MEI

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Safer Approaches

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Feet/Minute Descent Rate Table

Approach Speed 90 Knots

Altitude (ft)	Descent Rate (ft/min)
1000	1000
900	900
800	800
700	700
600	600
500	500
400	400
300	300
200	200
100	100

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Darren Smith, ATP, CFI/MEI

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Learning IFR Charts

partnership will benefit our business and our customers; we share with CAIGA a vision of worldwide growth. CAIGA has the resources that will allow us to expedite our aircraft development programs and accelerate our global expansion."

Wouters also said that he expects the merger to deliver benefits in terms of jobs and job growth in the United States: "Our partners at CAIGA understand the strength and the talent of Cirrus's workforce who have made the Cirrus brand so successful and prominent in the general aviation marketplace. CAIGA will continue to invest in our employees and in our world-class production facilities in Minnesota and North Dakota."

"We are very impressed with Cirrus' performance in the global general aviation industry" said Meng Xiangkai, CAIGA president. "It has a very strong record of consistent product excellence, comprehensive safety features, an outstanding management team and a highly skilled workforce who operate from advanced production facilities. We look forward to working with Cirrus' management team to build upon its success and to expand production volume to further cement Cirrus' leadership position in the global general aviation industry."

Cirrus Aircraft Co-Founder Dale Klapmeier said the completion of the merger was an important milestone in the company's history: "This is a very positive development that allows us to continue our mission to develop and build the best, most exciting aircraft in the world. Through our merger with CAIGA Cirrus will continue to lead the industry in bringing increased safety, performance, and comfort to the general aviation community."

Flight Instructor Shortage?

from NAFI:

This past week, Boeing announced a looming need for pilots. However, a bigger question that no one's asking seems to be whether we're going to have enough instructors to train those pilots. At this point, the industry has a significant number of "certificated flight instructors," according to the FAA database, but even the agency wonders if all of these are really "active" instructors, or even interested in instructing.

While NAFI doesn't currently have hard data to answer the question, they do regularly get other reports from flight-training providers who are seeking instructors. Anecdotally, many have difficulties finding qualified instructors willing and able to work at their schools. Yet as the industry pushes to develop more pilots, instructors are going to be a key piece of the puzzle; without teachers, you have no students.

NewsFeed

Here is a 10 day synopsis of my 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 such as these:



6/28/2011 The magic bullet for diesel consumption... a 50/50 blend has been used in military jets with a 15% blend used in the new 747-800. It doesn't displace food crops and after the oil is pressed from

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Darren Smith, ATP, CFI/MEI

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Examples:

Teardrop Entry—heading in 270° direct to the VOR to enter the hold. Point the arrow of 150° and Vis-Hold shows a recommended outbound heading of 300° after center passage.

Direct Entry—heading in 270° direct to the FUGLY intersection to enter the hold. Point the arrow of 241° and Vis-Hold shows a Direct entry.

Parallel Entry—heading in 270° direct to the VOR to enter the approach. Point the arrow of 049° and Vis-Hold shows a Parallel entry.

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the plant, the excess plant material is nutritious for livestock. <http://www.thenewtribune.com/2011/06/27/1722152/aviation-biofuel-plans-could-be.html>

6/28/2011 On May 6, the service identified the F-16, F-15E, A-10, F-35 and T-6 aircraft as being under investigation for problems with their On-board Oxygen Generation Systems (OBOGS). http://old.news.yahoo.com/s/afp/20110624/pl_afp/usmilitaryweaponaaviation
<http://www.defensenews.com/story.php?i=6467563&c=AME&s=AIR>

6/23/2011 From WSJ: Rockwell Collins is working on a "panic button" for pilots in trouble. When the button is pushed, onboard computers will take control of the plane and return it to safe and level flight, according to Rockwell Collins executives. The concept has triggered debate about cockpit automation. Really? The death of airmanship. http://online.wsj.com/article/SB10001424052702304791204576402083915084432.html?mod=dist_smartbrief

6/22/2011 SWA suspends an unidentified pilot that "could be heard talking to his co-pilot in the cockpit, expressing frustration over the airline hiring so many flight attendants that he found to be unsuitable for dating." ATC in Houston first alerted FAA supervisors on Mar25-11, 13:30 and those supervisors forwarded a tape of the episode to SWA to take action against the pilot. Here the audio: <http://www.click2houston.com/video/28315648/index.html>

Aging Aircraft:

6/23/2011 Aging metal is often dealt with in this country by rising fuel prices. Case study: DL buys NW and eliminates virtually all the NW gas-guzzling DC-9s. This is the lure of the 787 and the A320neo - lower weight, less fuel, same payload http://old.news.yahoo.com/s/csm/20110621/wl_csm/391907

Case study #2: AA to get rid of its gas-guzzling MD80s. <http://www.reuters.com/article/2011/06/23/amr-idUSN1E75L2B420110623>

Case Study #3 for dealing with aging aircraft: Republic Airways Holdings has signed a letter of intent to purchase 40 A320neos and 40 A319neos from Airbus for its Frontier Airlines http://www.denverpost.com/business/ci_18334695

What To Do With An Old Airliner

In our continuing series for what to do with an old airliner, we saved the best for last. I couldn't imagine this could exist, but the picture says 1000 words.



Undoubtedly, the most unique airliner home of them all is Dave Drimmer's "plane boat." Half airplane, half boat, the unconventional habitat started life as a Boeing 307 Stratoliner, model SA307-B (serial number 1997). It was one of 10 built in the 1930s as a 33-passenger airliner.

Video of the Month



Insane Plane Takeoff

Pan American and TWA operated the remaining nine aircraft. Manufactured in 1938, Drimmer's airplane was purchased from Boeing by billionaire Howard Hughes, who hoped to set a new around-the-world speed record in it.

In 1981, Drimmer purchased it at a distress sale for under \$10,000. In 1994, he invested over \$150,000 rebuilding it into his "plane boat." He installed a teakwood floor with solid teakwood inlay and teak plywood walls. The cockpit controls used to fly the airplane are used to drive the boat. The control wheels turn the motors on the boat and the throttles once linked to the aircraft's four engines are now used to control the two boat motors.

Drimmer has turned it into a commercial venture, for more info visit www.planeboats.com.

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