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# Aircraft Lighting, Cri Cri, Terrorist Mirror Messages

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### Quote of the month

*"The engine is the heart of the airplane, but the pilot is its soul." -- Sir Walter Alexander Raleigh*

Hit reply and send me your favorite quote.

Thank you for taking the time to read this safety message.

The video for this newsletter reviews an accident from 1992 and the importance of checking your flight controls -- free and correct. All three occupants died. This has happened in the GA world dozens of times. One notable 2002 accident occurred in which a baron full of doctors died. Always check your flight controls before take off.

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Thanks for your continued support,  
Darren

## Interesting Aircraft - The 25nm French Cri Cri



Just Posted...



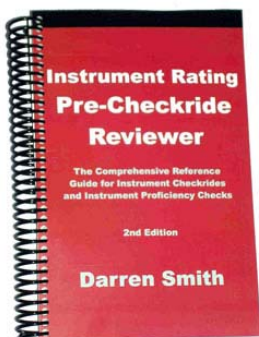
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An all-electric, twin-motor French airplane known as the MC15E Cri Cri piloted by Hugues Duval recently reached 153 knots, breaking its own speed record for electrically powered airplanes by about 10 knots. While several power plants have been tested on the Cri Cri, the record setting airplane was powered by a pair of 35-horsepower Electraviva E-Motor GMPE 104 motors and E-Props propellers designed specifically for speed. Power is stored in two lithium-polymer Kokam batteries - one for each motor - totalling three kilowatt-hours.

Electraviva claims the low drag cowl fairings surrounding the electric motors reduce form drag by 46 percent compared with the two-stroke engines that have previously powered the Cri Cri. The company also claims the record breaking flight was conducted using only 75 percent of the motors' 70 available horsepower and that the aircraft could potentially reach speeds up to 194 knots. However, at those speeds, the power is quickly used up. By bringing the power down to fly below 100 knots, the airplane can fly up to 25 nautical miles.

The Cri Cri was designed in the 1970s by French designer Michel Colomban and is most likely the smallest twin airplane in the world. Despite its small size, it is well designed for aerobatic flight.

## Best Practices for Aircraft Lighting

The following is sourced from FAA written exams, the FAR and the AIM. Most of these lights are required to be operable and if not, the aircraft is not legal for flight. This includes the beacon (rotating or red strobe), anti-collision strobes (night flight if aircraft certified after 1971 and day flight if aircraft is certified after 1996), position lights (for all night flight), and landing light (if flight is for hire). For your preflight considerations, you should ensure that all lights are operating properly prior to flight.

[Click: To see the chart of aircraft lighting](#)

## 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:



[07/19/2011 How do non-citizens who need visas get entry into the US? The U.S. denied visas to 2.2 million of the 9 million foreigners who applied in 2010, according to data presented to a Senate committee. The visa denials are part of a multilayered and multinational system for determining who is allowed to enter the U.S. -- and who is not.](#)

[07/19/2011 US National Transportation Safety Board, which has opened an investigation into last Thursday's Boston Logan runway incursion, provided more details on the incident.](#)

[07/16/2011 Airport body scanners that create unclothed images of passengers were improperly adopted by the U.S. as a primary screening tool, a federal appeals court ruled, while allowing their use to continue. "It is clear that by producing an image of the unclothed passenger, an AIT scanner intrudes upon his or her personal privacy in a way a magnetometer does not," Ginsburg wrote. <http://articles.latimes.com/2011/jul/16/nation/la-na-court-tsa-scanners-20110716>](#)

[Farmer and pilot Dick Arth has his own "little piece of heaven" on his Century Farm in Stone Creek. Arth turned a high-elevation hayfield into an airstrip, built a hangar for his planes and now the spot is jokingly referred to as "Arth International."](#)

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because you don't have to store it at an airport - you park it in the garage at home. The plane is designed to fly primarily under 10,000 feet. It has a maximum takeoff weight of 1,430 pounds, including fuel and passengers. Gas mileage on the road is about 30 mpg.

<http://www.nbr.co.nz/article/flying-car-approved-us-ck-97128>

## Airplane lavatories - For duty or terrorists doodling?

July 11, 2011 A bizarre pattern may be emerging regarding threatening messages on airplane lavatories walls, three messages have been reported in as many months-could they be connected?

On Sunday morning at approximately 1 a.m., United Airlines Flight 926 from San Francisco to Germany was diverted to Chicago over a threatening message. The flight made an emergency landing at Chicago's O'Hare International Airport after a member of the flight's crew found a sticker with an unspecified "threatening message" in one of the airplane's bathrooms. United spokesperson Charles Hobart told the Associated Press that 247 passengers were briefly removed from the airplane and "the flight was searched, cleared and allowed to continue on to Germany."

On June 14, 2011, a Continental Airlines jet bound for Little Rock was delayed after a flight attendant discovered a graffiti message in the lavatory above the mirror. She managed to capture an image on her cellphone and reported it to the plane's captain. The message read "By the beard of Mohamed and mighty sword of Allah." The airplane's captain notified his operations center, who immediately called the Transportation Security Administration. In the 47 minutes it took TSA agents to respond to the report, a the message was scrubbed off by a member of the cleaning crew. A law enforcement official told the New York Post that "The delay severely compromised the integrity of a crime scene." The TSA denied the response time claim, stating that it responded "within a few short minutes," according to reports.

On Sunday, May 8, 2011 a Delta Air Lines flight from Detroit to San Diego was diverted to Albuquerque, N.M., then cleared to take off again after authorities found "no suspicious devices" on the plane, an FBI spokesman said. One passenger, Tim Cole of Hazleton, Penn., told reporters that the pilot announced that a note that had the word "bomb" on it was found in one of the plane's bathrooms.

FBI, Homeland Security or TSA officials are not commenting on the details of the cases, due to the ongoing investigation...

[Continue reading on Examiner.com](#)

## Always Check the Controls - Free & Clear

From Backfire@airliners.net:

This accident ironically occurred in Gimli, Manitoba, at the site of the July 1983 Air Canada 767 fuel-exhaustion incident.

The aircraft involved

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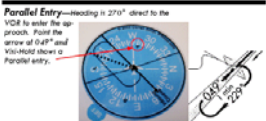


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was an experimental, modified version of the Caribou which had undergone conversion to turbine power, and was being tested to check fuel and hydraulic systems on the date of the crash, 27 August 1992.



Modified DHC4 Caribou crash

Although the aircraft apparently rotates and climbs normally, photographic evidence indicates that control-surface movement was minimal, suggesting that the gust-locks were engaged.

While there was elevator movement upon rotation, the elevators returned to the neutral position and remained there. This is in line with the operation of the gust-lock -- if the control surfaces are not in the neutral position when the lock is engaged, movement of the surfaces through neutral will engage it.

In addition to preventing control-surface movement, the gust-lock lever is supposed to inhibit the power levers to prevent the pilot from applying take-off power. It was found that the aircraft's take-off distance was 20% longer than expected.

Wreckage analysis determined that the rudder lock was fully engaged and the aileron lock had only been disengaged at the moment of impact, supporting the conclusion that the gust-lock system had not been fully disengaged ahead of the flight, and that at least some of the locks had engaged after take-off.

Moral of the story: Check you have complete, free movement of all your control surfaces before you go anywhere.

Flight Instructors - Did you get your aircraft datasheets?

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