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Water Survival, LightSquared Threat to GPS, Skin Cancer

Issue #26

August 1, 2011

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Just Posted...

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

This month's newsletter has a double header video presentation. The first video is about the pilot who crashed in Lake Huron - he talks. The 2nd video is good if you've got \$300k sitting around looking for something to do, this month's video is for you. It's the flying car.

Click the picture to the right to see more pictures of this weekend's Caribbean Airlines overrun incident. The picture gallery is on my [Facebook account](#).



Speaking of Facebook: to the left, you'll see links to facebook, twitter, youtube, and linkedin to the left. Feel free to connect and take advantage of the other FREE information resources I provide.

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

Something I Wished Google Maps Would Do

Ever wish google maps had VFR or IFR sectionals built in as an overlay? Sure would make it useful if you're just browsing right?

Well there were several alternatives I've used. I have the Jeppesen flight planning software installed on my PC -- that's cumbersome for a quick browse. Then there's the AOPA online version of it -- still cumbersome. Then google earth came along and I could overlay sectionals onto the map presentation and I was in heaven. Still requires you install stuff and tweak it.

Eureka! I found [Runway Finder](#) and that's exactly what I've been looking for when I want to browse around some airports. Probably you'll find it as useful as I did.



See the complete catalog of aircraft flying at the Nellis AFB Air Show

Previous Photo Collections

- [Atlantis Final Mission](#)
- [Endeavor Final Mission](#)
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You must be logged into Facebook to look at these photo galleries.

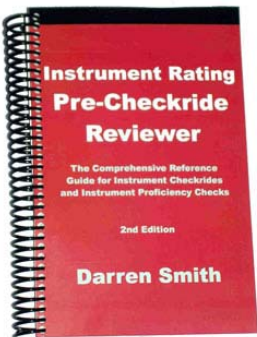
Quote of the month

"The airplane has unveiled for us the true face of the earth."
 -- Antoine de Saint-Exupery

Hit reply and send me your favorite quote.

PRODUCTS

#1 Instrument Rating Checkride Guide



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Pilot's Radio Guide

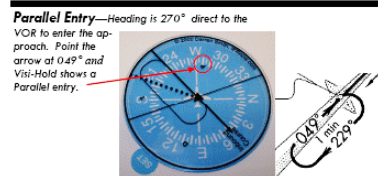
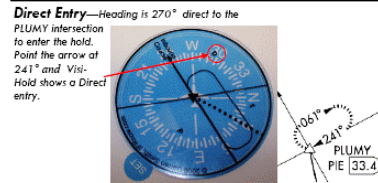
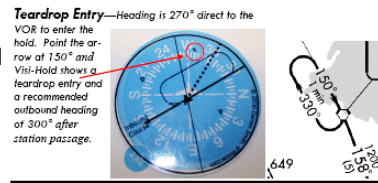
August \$5 Special -- Nip holding problems in the bud

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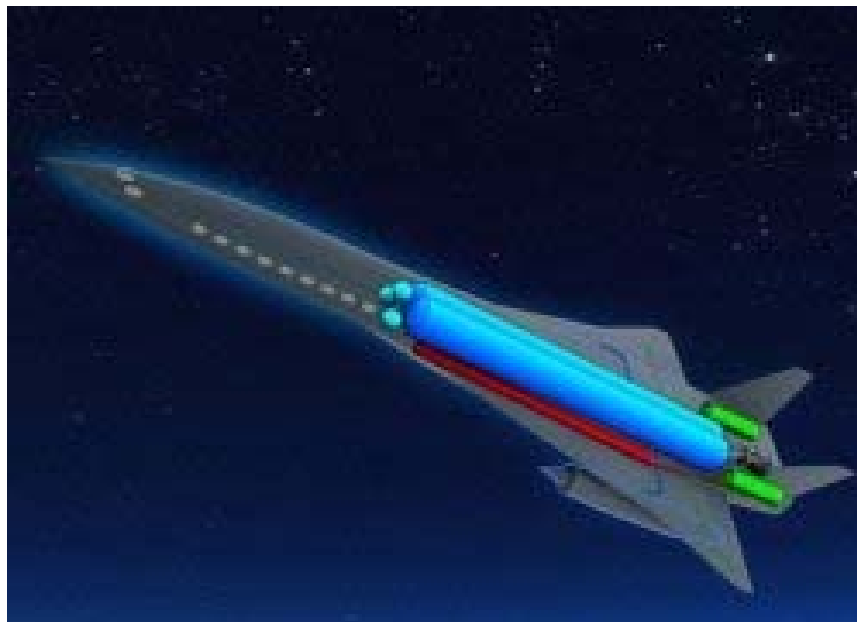
Never wonder about holding entries again! Works with standard holds and non-standard holds (left turns). The Visi-Hold™ package comes complete with Visi-Hold™ template, directions, and two articles on holds: All About Holding and Holding Simplified. You'll pay no less than \$14.95 for a complicated sliderule holding pattern calculator made by ASA. That's not even including shipping! Those of you who know what real IFR is like know that you can't fool around with a sliderule while the airplane is bouncing around. Instead, get the original Visi-Hold™, helping pilots know the holding pattern entry since 2000. Regular Price: \$9.95 but this month its \$5 + postage. [Buy online](#) or click this buy now button:



Examples:



Interesting Aircraft - Algae Powered Rocketplane



Airbus parent company EADS announced its "Zero Emission Hypersonic Transportation" (ZEHST) rocket plane it hopes will be able to fly from Melbourne to London in under 3.5 hours, or London - New York in one hour, by 2050.

The 100-passenger aircraft will use a dual-propulsion system. Conventional engines will utilize algae-base biofuels for take-off and landing. Ramjet rocket engines, powered by biofuels-based hydrogen and oxygen with water vapor exhaust, will take the plane to a 20 miles cruising altitude and a speed of 3125 miles per hour, or above Mach 4.

Pilot's Radio Communications Guide

The comprehensive radio communications guide for VFR & IFR pilots.

Darren Smith, ATP, CFII/MEI

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Safer Approaches

Today's aircraft, by contrast have a typical cruising altitude of 7 miles and a sub-sonic speed below Mach 1.

Aeromedical - Skin Cancer

In this article, I'm going to tell 12,000 newsletter subscribers my personal business. But if it gets just 1 of you to check yourself for skin cancer, it was worth it. Two weeks ago, I noticed a mole that had changed color abruptly. I knew this was a warning sign of skin cancer so I immediately booked an appointment with a Dermatologist. I didn't even need to consult [WebMD](#) (see the pictures here if you dare).

I had never even been to a Dermatologist -- I equate them with Botox and Acne. But I did know the warning signs of skin cancer, and I also knew it involves needles, scalpels, and sutures. These three are on my "Things to Avoid" list especially when they are pointed at my skin. But this was a no-brainer immediate phone call and an appointment with a Dermatologist 2 days later.

Being a Flight Instructor has it's hazards. Well it seems like years of Florida sun exposure -- arms on the window, legs dangling on the edge of the open doorways of helicopters, and consistent outdoor sun exposure without sunblock has caught up with me. In Florida you can't win: my left arm is on the window when I drive, my right arm is on the window when I fly. But skin cancer can appear in areas not normally exposed to the sun -- your *Casper the Ghost* back for example.

Fortunately for me, the doctor found **basal cell carcinoma**. This is a benign form of skin cancer that is very easily treated -- it gets cut off -- a simple outpatient procedure. Other forms of skin cancer, especially those that are painful, itchy, or scaly need immediate attention. If you have a moment of doubt, make an appointment immediately.

The point of this little blurb in the newsletter is to spread the word. While it's not an aviation topic, we're all possibly at risk as pilots because of the time we're exposed to the sun.

Some Notable Risk Factors

Light-colored skin, sun exposure, blue or green eyes, and age (40 & up) are all important factors in the development of basal cell carcinomas. About 20% of these skin cancers, however, occur in areas that are not sun-exposed, such as the chest, back, arms, legs, and scalp. The face, however, remains the most common location for basal cell lesions. Men are more frequently affected, and those with recent illnesses or compromised immune systems can see higher rates of BCC. If you notice a change in color, size, or elevation, see a doctor as soon as possible -- this has a high cure rate.

[Here's a page for more info.](#)

Safer Approaches

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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, CFII/MEI

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Nip Holding Problems in the Bud

NewsFeed

Want to get a daily news feed before the mainstream media picks up the story -- if they even pick it up? See my daily news feed 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. Join the discussion.

Find me on Facebook

Fun Facts About Commercial Aircraft - the 747-400

The Workhorse of the Int'l Fleet

Boeing delivered the first 747-400 in 1989 to Northwest Airlines. The 747-400 has a range of approximately 7,260NM, and the lowest cost per seat-mile of any twin-aisle airplane in service today.



A few fun facts:

A 747-400 has six million parts, half of which are fasteners.

A 747-400 has 171 miles of wiring and 5 miles of tubing.

A 747-400 consists of 147,000 pounds of high-strength aluminum.

The 747-400 has 16 main landing gear tires and 2 nose landing gear tires.

The 747-400 tail height is 63 feet 8 inches, a six-story building.

You can park 45 Ford Escapes on the 5600 sq ft, 95000lb wings

The 747 fleet has logged more than 42bil NM, 101,500 trips to the moon.

On a JFK-Tokyo flight, one airline uses 11,000lbs of food service items.

There are 365 lights, gauges and switches on the 747-400 flight deck

LightSquared Plans Stirs FAA Worry

(WSJ) The LightSquared Inc. proposal for a high-speed wireless network would "severely impact" the nation's evolving aviation-navigation system, despite proposed changes to quell concerns about interference, according to a new Federal Aviation Administration assessment.

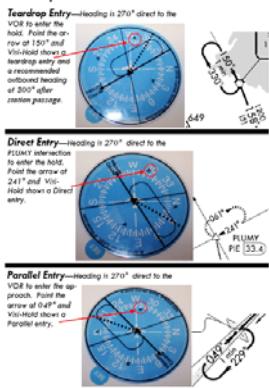
LightSquared wants to build a national wireless network with more than 40,000 antennas that would offer wholesale broadband access to other wireless carriers. But commercial GPS users and manufacturers have cited concerns that LightSquared frequencies could possibly overpower weaker GPS signals.

The FAA estimated LightSquared's interference would cost the aviation community an estimated \$70 billion over the next 10 years, in part because of the loss of existing GPS safety and efficiency benefits, and the need to retrofit aircraft.

"Billions of dollars in existing FAA and GPS user investments would be lost," the agency said in the report. The agency report was examining questions about the LightSquared proposal presented by the national coordination office director for the Space-Based Positioning, Navigation and Timing Executive Committee, which is part of the Executive Office of The President.

LightSquared's Executive Vice President of Regulatory Affairs Jeff Carlisle disagrees with the FAA assessment, saying it doesn't accurately reflect its proposed changes and seems to be evaluating a plan that is no longer on the table.

Examples:



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Guaranteed Pass Helicopter Flashcards



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PILOT SURVIVAL



Pilot Talks about Surviving Plane Crash into Lake Huron

Created: 07/28/2011 7:14 PM
KSTP.com By: Joy Lim Nakrin

The New York pilot who crashed his plane into Lake Huron says he "wasn't ready to die yet." The auto mechanic from Gouverneur, N.Y. was headed to Eau Claire Wisconsin for a family reunion when his small plane crashed near Harbor Beach, about 105 miles

"Simply put, the vast majority of the interference issues raised by this report are no longer an issue. We look forward to discussing this with the FAA," Mr. Carlisle said.

The seven-page FAA assessment said LightSquared's plan could also hurt U.S. leadership in international aviation by eroding confidence in the U.S.-owned global positioning system. That would be despite "presidential commitments" to the International Civil Aviation Organization about the continued safety and availability of GPS technology, the FAA said.

On June 20, LightSquared offered a new plan that it said wouldn't interfere with the vast majority of GPS systems. It would use just the portion of its frequencies that are farthest away from GPS signals and would transmit weaker signals. Even with those changes, LightSquared's network could still affect some precision GPS systems, which are generally used by farmers, the aviation industry and others.

At a June 23 congressional hearing about LightSquared's broadband-spectrum proposal, several lawmakers cited concern about the company's plans. The company now says the hearing was addressing its original plan, not its proposed changes. One key House lawmaker said at the hearing that the Federal Communications Commission shouldn't approve a service that disrupts or burdens GPS devices in the aviation industry.

In the FAA's recent assessment, it said LightSquared's most recent proposal would "severely impact" NextGen, an FAA initiative to build a new national air-traffic control system that calls for satellite technology to replace ground-based facilities. NextGen, officially called the Next Generation Air Transportation System, relies heavily on GPS-based technologies. LightSquared's interference would not only erode existing GPS safety and efficiency benefits, but would also force the FAA to replan NextGen investments, the FAA said, resulting in additional development costs and delays.

The FAA would have to return to dependency on ground-based aviation aids and billions of dollars in existing agency and GPS-user investments would be lost, the agency said.

The Flying Car - Video of the Month



north of Detroit. The 42-year-old treaded water for 18 hours without a life jacket, as boats passed him until Wednesday morning. That's when he was pulled from the water onto a passing yacht by boaters. Trapp is in the hospital with extreme muscle exhaustion and says he is too weak to walk. Doctors say he is doing very well considering that he crashed his plane.

Flight Test #1146

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