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Unsafe Acts, Best Airlines, How to use the NASA form

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Just Posted...

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

This month's newsletter brings you important information about the NASA program and how you can use it to save your ticket when you've screwed up. There's a new product in the CFIDarren mix, a book titled, I've Screwed Up! Now What? which walks you through the NASA report and how you can use it to improve safety and eliminate civil penalties if you bust an altitude, or plow through airspace unintentionally.

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Thanks for your continued support,
Darren

Unsafe Acts

If I were to tell you, "You're about to do something unsafe. In fact, you do something unsafe everyday." After much protest, you might discover that you might actually be committing some unintentional unsafe acts.

You've had a hard day at work, you figure you'll go to the airport and do some traffic patterns to relax and do something enjoyable. On your first turn to downwind, you forget to look before turning. You think to yourself, "my gosh, my flight instructor drilled this into me." And this starts the accident chain. The distraction of a difficult work day, the stress you've built up over the last few weeks, trouble with family... all of these are deposits in the *unsafe acts bank account*. It's all very inadvertent, but it's still going to distract you. It can manifest itself as failure to look before changing lanes, or the rolling stop at an intersection, or even a pilot error. After all we're human.



Space Shuttle Discovery
Tribute Retrospective.

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You must be logged into Facebook to look at these photo galleries.

Quote of the month

"Do not let yourself be forced into doing anything before you are ready."

- Wilbur Wright

Hit reply and send me your favorite quote.

PRODUCTS

Practical advice for using the NASA form when you've violated the FARs

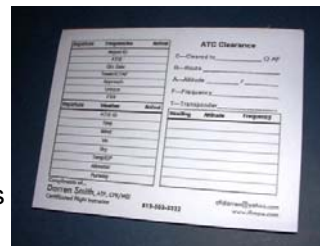
Some pilots like to believe that they can compartmentalize the stressors and shut them off when they go flying. They couldn't be more wrong.

Read the rest of the article at cfidarren.com

September Special -- IFR Clearance Pads

Limited Quantity - Only **10** Available

Here's something that you'll need for every IFR flight. These handy forms provides in-flight writing for Altitude, Heading, Frequency. In your preflight planning there is room for all frequencies used for your departure and destination airports. There's also space for your departure and arrival weather. And there's even room for the original clearance issued in CRAFT format. This pad of IFR clearance forms measures 4.25" x 5.5" x 3/8". These handy IFR Clearance pads will cost you \$4.30 each at Aircraft Spruce or many of the other pilot supply shops. Not here! A package of 3 will cost you \$7.50 + postage. And I'm going to throw an extra IFR Clearance Pad (FREE) just for good measure.



As they say on TV, that's not all. I'll include the handle 6" inch pilot's ruler with VFR sectional and terminal area scales and a decoder for weather FREE. Oh wait, there's more! I'll even include my special report on drugs that can impair your flying and cause you to fail a drug test. Yup, that's 3 IFR Clearance pads, wait... it's actually 4 clearance pads because I'm going to throw an extra in FREE! plus the other goodies for \$7.50 + postage. An incredible deal, we started with 24, and now we're down to 10, and once they are gone, they won't come back. If you order 2, I'll ship them Priority Mail (2 days), otherwise, its shipped media mail (due to the weight) so allow 7 days. [Buy online](#) or click this buy now button:



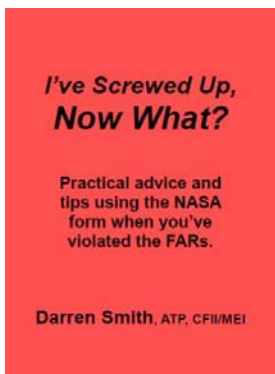
What TCAS does...

While you were sleeping on Saturday evening September 17th, two airliners were involved in near miss over Hong Kong.



This story from AFP tells us that a Cathay Pacific Boeing 777 arriving from New York and a Dragonair Airbus A330 from Taiwan were both told to hold off landing due to bad weather on September 18 but strayed into each other's path.

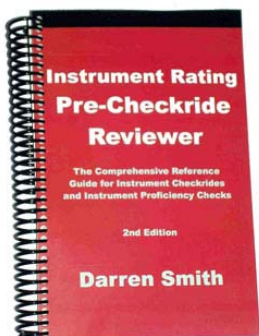
The two large wide body airliners were one nautical mile apart at the same altitude southwest of Hong Kong airport. This is where ATC instructed them to be. That's when TCAS (traffic collision avoidance system) sounded giving both pilots a "Resolution Alert". This is an



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instruction by the TCAS computer that it has worked out a solution to help you escape an imminent collision.

The Dragonair pilot put his aircraft and 296 souls on board into an immediate climb while the Cathay flight, with 317 souls on board descended to resolve the conflict. Indeed, this almost became the new *WORST* aviation disaster on record.

According to Hong Kong's former civil aviation chief the two planes came within six seconds of impact, based on their distance and normal aircraft speed. Both flights landed at the airport without incident, 14 minutes apart.

Airline pilots are trained to respond AND follow TCAS - RA messages to prevent such disasters. Here's a test case that proves its value, proves it works, and validates pilot training.

Industry News Feed

My Facebook page has a daily news feed which beats most other sources in the industry. 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.



Best Airlines in the World

In my last newsletter, I gave you a list of the worst airlines. This time, its a bit of good news as I give you the Travel+Leisure [World's Best Airlines](#). To see the full article click the picture or the link and you'll see the reasons why these are the [World's Best Airlines](#). Service makes-or breaks-an airline's ranking, so here they are:



1. Singapore Airlines - entertainment systems & flight attendants
2. Emirates - value & food
3. Etihad Airways - service & seat pitch 32-34" & entertainment systems
4. Air New Zealand - economy seats & cabin comfort
5. Virgin America - entertainment systems
6. Virgin Atlantic Airways - seat-back video and amenity kits
7. Cathay Pacific Airways - no one can recline into your space
8. All Nippon Airways - cabin comfort, women's-only bathrooms, Japanese-style toilets
9. Korean Air - seat pitch 34" & 4 different menus
10. Thai International Airways - kid's toys/bks & economy comfort (seat pitch 42" 122 degree recline)

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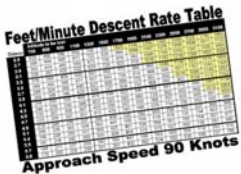
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Darren Smith, ATP, CFI/MEI

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Learning IFR Charts

How To Use the NASA Form

Why do you care about the NASA form?

The NASA Form ARC 277B ("NASA Form") is a result of the Aviation Safety Reporting System, a voluntary safety reporting system established in 1975. The agreement between the FAA & NASA is meant to deficiencies in the National Aviation System. It is particularly concerned with indentifying the human factors that contribute to errors and mistakes. The hope of this NASA administrated program is that such factors could be prevented and ultimately all users of the National Aviation System benefit.

NASA Forms are available for Pilots, Air Traffic Controllers, flight attendants, mechanics, and ground personnel. As a pilot, you care about the "NASA form" because it provides you with immunity from enforcement actions by the FAA when you meet certain requirements.

If you bust airspace, blow an altitude or restriction, or unintentionally break a FAR, you can report it to a neutral 3rd party (NASA) in the hopes that others can learn from your mistake. The FAA feels this is a constructive attitude towards preventing further mistakes and errors. Therefore, the FAA has committed not to use such reports against participants in enforcement actions. It also has agreed to waive fines and penalties, subject to certain limitations, for unintentional violations of federal aviation statutes and regulations when they are reported using the NASA form.

Are There Exceptions?

You bet. There are some limited exceptions:

- If you intended to violate the rules, you don't get the benefit of the safety program.
- If the violation was criminal in nature, you can't participate in the safety program.
- If you have been cited of a FAR violation in the preceding five years - you can participate in the safety program, but you will not receive immunity for your actions when it comes to certificate actions.
- You must submit your report within 10 days.
- If the incident resulted in death, serious injury or substantial aircraft damage, you are not likely covered by the safety program. Some incidents (not accidents) are not considered serious to the FAA. Always discuss the specifics of your incident/violation with an attorney.
- If the you are exercising privileges of a certificate you do not hold, you are not likely to benefit from the safety program. Again, contact an attorney to discuss the specifics of your case.

Why You Should Keep a Supply of These

Airline pilots sometimes submit dozens of these safety notices (or their equivalent, the ASAP program). Even the most

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Charts**

The quickest way to
teach or learn IFR Enroute
Chart Symbolology

Darren Smith, ATP, CFI/MEI

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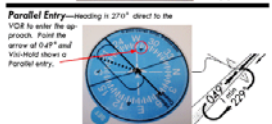
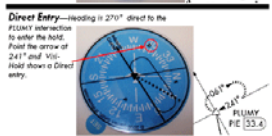


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experienced among us, who are out in the airspace everyday can run afoul of rules and regulations that are growing in complexity and changing everyday. How much more trouble does the occasional pilot subject himself to when he flies?

Keep a stock of these forms so you can record the pertinent details when the incident occurs.

Why You Should Participate

Well the most important reason is to protect the certificate you worked so hard to obtain. Your report can keep you out of trouble when it comes to certificate action. The second most important reason is somewhat altruistic. You want to make our National Aviation System the best it can be. That means identifying its weaknesses for the benefit of all.

In any case, you can't be penalized for participating. There's only an up-side to participating.

If I haven't impressed this point on you yet, be sure to discuss the specifics of your case with an attorney. There are many aviation legal programs available that can help you get a consult for a very reasonable price. Always be careful with what you write as the English language is significantly complex that the choice of a single word could cause your report to be excluded from the program (accidental versus intentional, for example).

[Download the latest NASA form](#)

And Finally...



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