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New Book, 700 Hours, Pipistrel, Planes that Changed History

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October 11th, 2011

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

An exciting newsletter this month as we announce a new product, 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. Double Header: Videos of the Month are spectacular:

1. a formation flight between the Breitling Wingwalkers and RocketMan.
2. Solar cars race through Chile's desert

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Interesting Aircraft

This Month:
Planes that changed
history - CNBC

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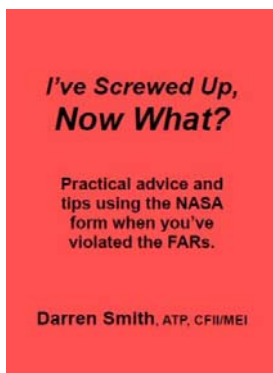
Quote of the month

*"Always keep an 'out'
in your hip pocket." -
Bevo Howard*

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PRODUCTS

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



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NASA announced this week it has awarded the \$1.35 million prize for its CAFE Green Flight Challenge to the team from Pipistrel-USA.com. The twin-fuselage, four-seat electric airplane beat out the eGenius team from Germany during two competition days held last week at the Sonoma County Airport in California. The eGenius team will take home \$120,000 for second place and another \$10,000 for a separate competition from the Lindbergh Electric Aircraft Prize for the quietest aircraft during the week.

Of the 14 teams originally signed up for the competition, only four made it to California, and only three met the requirements for the competition. The event was managed by the Comparative Aircraft Flight Efficiency foundation under an agreement with NASA and sponsored by Google.

"NASA congratulates Pipistrel-USA.com for proving that ultra-efficient aviation is within our grasp," said Joe Parrish, NASA's acting chief technologist, in a statement. "We've shown that electric aircraft have moved beyond science fiction and are now in the realm of practice."

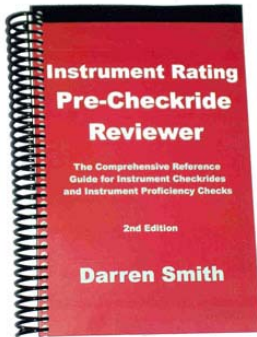
After the final day of competition on Thursday, NASA closely guarded the data from the flights until the winner was announced. On Monday the agency said both electric aircraft exceeded the requirement of flying at least 200 miles on the energy equivalent of less than a gallon of gas while averaging 100 miles per hour with two people on board. In fact, NASA says both the Pipistrel and eGenius managed to meet the requirements using the equivalent of just half a gallon of gasoline, meaning they averaged close to 400 passenger miles per gallon at over 100 mph.

A third team flying a gasoline-powered Phoenix motorglider did not meet the efficiency requirements to win a prize.

Pipistrel general manager Ivo Boscarol told us minutes after

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the competition ended on Thursday that he was confident the team would do well. "Everything performed better than anticipated," he said enthusiastically as the airplane was being inspected after the flight. Boscarol was confident then of winning the prize, adding if one of the other teams won, "they really deserve it."

The Pipistrel Taurus G4 that flew in the competition (pictured above) was developed and built in Slovenia as a technology demonstrator for the airplane maker. The company does not plan on building production versions of the airplane, but does plan on using the liquid-cooled electric powertrain in a four-seat airplane it is developing and hopes to fly next year.

We will have more photos from the competition and details about the aircraft from the engineers and pilots in an upcoming gallery. Photo: Jason Paur/Wired.com

See more photos & information in the [Facebook photogallery](#)

Pilot's Radio Guide

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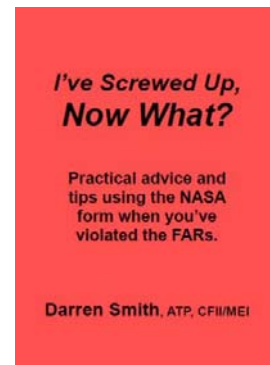
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October Special - 50% off - New Book Announcement

A new book is announced:

I've Screwed Up! Now What? Using the NASA form

A limited number of proofs are available. These books the same as the final copy you can buy from Amazon, but are available at a stunning discount to the newsletter subscribers. These have the pink "galley proof" cover instead of the green retail cover but the content is the same.



This publication offers you practical advice and tips using the NASA form when you've violated the FARs. This 48 page guide will walk you step by step through filing a NASA safety report. It will tell you the techniques and traps to submit a good report AND keep your pilot certificate unblemished. You only have 10 days to submit your report, so this is the tool you want to have ahead of time. Designed to fit in your flight bag, size: 6"x9" Sent USPS Class Mail with Delivery Confirmation Tracking Number, arrives in 2-7 days. **This special sale brings this book to you for \$10** (\$7.50+postage) - only for a limited time, and there are only 10 of these available at this price.

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Best VFR X/C Plotter

Boeing Co. is pitching iPad-based navigation charts to airlines as an alternative to carrying volumes of paper manuals in cockpits as a new generation of pilots that is more comfortable with modern gadgets takes to the skies, a company official said Thursday.

"Everybody's looking at it (in Asia). Nobody's yet pulled the trigger, they're trying to understand the value, trying to close their business case," Sherry Carbary, the vice president for flight services at Boeing Commercial Aviation Services told Dow Jones Newswires in an interview.

United Continental Holdings Inc. has bought 11,000 units of the device manufactured by Apple Inc. and Alaska Airlines has done away with paper manuals, Carbary said.

Airlines can simply download the application from the iTunes Store of Apple and get instrument charts and airport diagrams from Jeppesen, a Boeing unit, directly on the iPad. Updates will be automatically added to the application, making the process completely paper-less. Jeppesen will offer similar applications for Android devices in the future.

Jeppesen is the world's biggest navigational information, operations management solutions and flight training products and services provider by number of users. Pilots, ship operators and railway companies use Jeppesen charts and data for navigation. Read the rest of the story at the [Chicago Tribune](#)

FAA Requires 700 for First Officers

(AVWEB) The FAA is expected to issue a proposed rule this month that will require pilots flying in the right seat for airlines to have at least 700 hours, up from the current minimum of 250 hours, according to The Wall Street Journal. Proposals in Congress have suggested raising the minimum as high as 1,500 hours. The changes stem from concerns that arose following the Colgan Air crash in Buffalo two years ago. Pilots who graduate from four-year college aeronautical programs or train in the military may earn credits that reduce their total time requirements, sources told the Journal.

One result of the proposal, if it's enacted, could be that students would abandon traditional flight training. The plan "would likely drive many of those people interested in an aviation career into the academic realm," Bob Rockmaker, president of the Flight School Association of North America, told the Journal. The rule proposal is still working its way through the regulatory process and could face further delays and modifications, the Journal said. Also in the works are new rules regarding pilot fatigue, pilot mentoring, and airline training practices, all prompted by the Colgan crash.

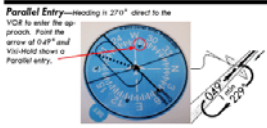
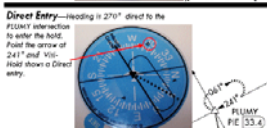


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