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Interesting VFR Checkpoint, United SOC, Belly Landing, Bending Metal

Issue #33

November 29th, 2011

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

I hope your Thanksgiving was great. This month's newsletter offers a last chance on the 50% off deal on Pilot's Rules of Thumb - don't miss out.

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

United Airlines gets a new birth certificate

(USAToday) United and Continental airlines will get clearance from the Federal Aviation Administration on Wednesday (11/30) to operate as a single airline, the union for Continental pilots said. The so-called single operating certificate means that, as far as the FAA is concerned, United and Continental are one airline.

For passengers, it's a different story. The company will continue to sell tickets on United and Continental flights, and passengers will still check in and fly with two separate airlines. The parts of the airline that passengers see, such as check-in and frequent-flier programs, are expected to be merged early next year.

A spokeswoman for the airline said that it had not received the single operating certificate as of Tuesday evening. But the company has told pilots that the two airlines will begin operating under the single certificate at 6 a.m. CT Wednesday. That means Continental pilots will start using the "United" call sign when they talk to air traffic controllers.

[photo galleries.](#)

RECOMMENDED READING

Pilot Education Articles

[Ten Tips to Immediately Improve Your Radio Technique](#)

[Personal Minimums Checklist](#)

[Things Your Flight Instructor Worries About](#)

[7-day Instrument Rating Training Program](#)

[IFR Checkride Reviewer](#)

Pilot's Rules of Thumb

Quote of the month

"The pilot who teaches himself has a fool for a student."
- Robert Livingston,
Flying the Aeronca

Hit reply and send me your favorite quote.

Always free lifetime updates

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

United is on its way toward merging both airlines under the United name. It will be able to merge flight operations once it gets a single union contract covering pilots from both airlines.

November Special: Pilot's Rules of Thumb (last chance)

The Ultimate Checklist

The ultimate checklist that every pilot needs. Ten years in development, this is a product that pilots of all experience levels can immediately use. This tool covers 30 normal and non-normal situations and has 9 special tools that you'll use on every flight. This high-quality plastic ruler/checklist measures approximately 3.75" x 9". Click the picture to see a larger picture.



Technical Specifications: Made of high quality 5mil plastic. Black screen print on ultra white gloss PVC for maximum readability. Underprint of signature panel white ink for Flight Plan and Power-Performance chart so you can write/erase with pencil and most pens. ([click for larger photographic version](#))

This month, only \$2, the perfect stocking stuffer, don't miss out!

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This Tool Covers:

Cruising Altitude Rules - Light Gun Signals - Common Frequencies - Temperature Conversion - Flight Plan Format (you can write on the plastic) - Units of Conversion - Inches/Metric Ruler - Terminal/Sectional Ruler - Power/Performance Chart (you can write on the plastic) - Time Zone Conversions - Phonetic Alphabet/Morse Code - Flight Plan suffix codes - Missed Approaches - Spin Recovery - All Engine Out - Using a VOR - Clearance Format - Required Reports - Personal Preflight - PIREP Format - Pop UP IFR - Required Inspections - Required Documents - Safety Threat Briefing - Position Reporting - IFR EMERGENCY - VFR Minimums - Manuevers Checklist - GPS Preflight - Common METAR codes - Approach Briefing - Pre-landing Checks - Shutdown - Transponder codes - Required Instruments - After Landing Checks - VOR Check tolerances - IFR Radio Failure - Cleared for the Approach - Lost checklist

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.



Interesting VFR Checkpoints

If you're entertained by Google Maps as I am, put this in and search for it:

[40.452107,93.742118](#)

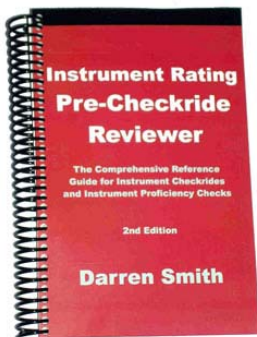
Zoom in and you'll see miles of mysterious striped network grids discovered in Chinese desert.



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#1 Instrument Rating Checkride Guide



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Pilot's Radio Guide



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Protect Your Investment

Here's a new geological conundrum courtesy of the Mysterious East: A group of people studying online maps stumbled across a series of strange patterns in the Chinese desert large enough to be seen from space. The unusual white designs appear to have been etched into the ground and their creators clearly don't lack for ambition: They are over one mile long and 3,000 feet wide. The researchers have yet to identify the silver or white material used to fabricate these outsize desert grids.

So why would the Chinese government--or anyone, for that matter--go to such trouble to paint such gigantic stripes on such remote territory? People analyzing the photos suggest the Chinese military may have constructed them as space-targeting grids.

According to Gizmodo, the various patterned sites are located in Dunhuang, Jiuquan, Gansu, north of the Shule River. The Shule crosses the Tibetan Plateau to the west into the Kumtag Desert--meaning that the painted sites would serve as an ideal, isolated location for training in military targeting.

Slash Gear notes that in one of the grid photos, you can see three structures that are destroyed or partially standing, "as if they were for target practice." Another image of the grid clearly shows aircraft resting in the pattern's inner circle.

If you find an interesting VFR Checkpoint courtesy of Google Maps, hit reply and tell me about it.

Hazardous Attitudes

I know you've heard about them dozens, if not hundreds, of times. A cluster of recent accidents reminds me of these 5 bullet points. Does it remind you?

1. Antiauthority ("Don't tell me!") - Don't like anyone telling him/her what to do. Resentful of rules & regulations. *Antidote: Follow the rules, they're usually right.*
2. Impulsivity ("Do something - do it now!") - Need to do something, anything, quickly. Don't stop to think about better alternatives. *Antidote: Not so fast... think first.*
3. Invulnerability ("It won't happen to me.") - Accidents happen to other people, not to me. Therefore, I can take chances. *Antidote: It could happen to me.*
4. Macho ("I can do it.") - Always trying to prove themselves better than others. Take risks and try to impress others. Yes, women, too! *Antidote: Taking chances is foolish.*
5. Resignation ("What's the use?") - I really can't make a difference. It's going to happen anyway, why bother? Leave actions to others. *Antidote: I'm not helpless, I can make a difference. Never give up.*

References for further reading

Getting the Most From Your Flight Training

Become a better pilot, Pay the least, Get the most, and Finish quickly.

Darren Smith, ATP, CFI/MEI

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Ultimate Checklist



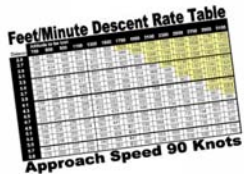
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Safer Approaches

Safer Approaches

Use CANPA to perform safer, stabilized approaches



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, CFI/MEI

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Learning IFR Charts

1. FAA Advisory Circular 60-22, Aeronautical Decision Making
2. Turner, T.P., Cockpit Resource Management - The Private Pilot's Guide (2nd ed.). 1998. McGraw-Hill, New York, NY.
3. Krause, S., Aircraft Safety: Accident Investigations, Analyses, & Applications. 1996. McGraw-Hill, New York, NY.

Bending Metal

There is a handful of simple mistakes that cause the most damage to GA aircraft. These mistakes normally lead to aircraft damage but sometimes such incidents lead to a fatality. The source of this material is a two year review of NTSB accident/incident reports. The results were presented in an FAA Safety Meeting briefing on "Common Accident Scenarios" complete with pictures, causes, and antidotes. In Florida, FAA inspectors believe that pilots do two things when they cross the state line: forget to buy gas and fail to put the gear down. After reviewing thousands of accidents & incidents, it couldn't be more true. Not just for Florida, but in all general aviation activities. Here are the "big ones" that bend metal:

1. Gear Up
2. Loss of control
3. Fuel exhaustion

For fatal accident information, see the companion article, [What's Killing Pilots](#). The following is the summary of the non-fatal accident information in general aviation. I encourage you to print it and share it with your fellow pilots at EAA meetings, Safety Seminars, and Airport Meetings. Please see your favourite CFI and get a refresher on crosswind technique, complex aircraft procedures, flight planning, and fuel management. [Read the rest of the article at cfidarren.com](#)

LOT Continues It's 767 Belly Landing Investigation

LOT Polish Airlines is continuing its investigations into the Boeing 767-300ER which made a spectacular belly landing at Warsaw Frederic Chopin Airport on 1 November after its landing gear failed to deploy.

The airframe, MSN 28656, is being inspected at Warsaw, said the airline. It said: "The structure was already checked by Boeing's AOG [Aircraft on Ground] survey team and the engines are still being tested. After completion of the investigation LOT Polish Airlines together with aircraft owner will decide about the next steps." The 1997 airframe is owned by Aircastle Investment and had accumulated 7,354 cycles in 59,327hr as of 30 September, according to Flightglobal's Ascend Online database. It is powered by General Electric CF6-80C2 engines. Source: Air Transport Intelligence news

Learning IFR Enroute Charts

The quickest way to teach or learn IFR Enroute Chart Symbology

Darren Smith, ATP, CFI/MEI

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Plane carrying 230 lands without wheels in Poland

Best VFR X/C Plotter

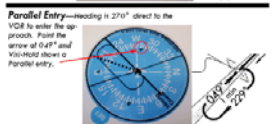
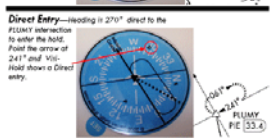


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Nip Holding Problems in the Bud

Examples:



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Guaranteed Pass Helicopter Flashcards

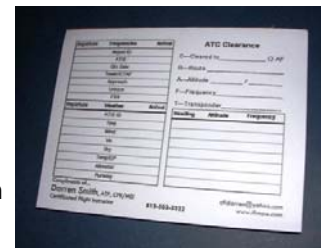


\$25 [More Info](#)

Did You Get Yours? Very Few Remain, Don't Miss Out.

IFR Clearance Pads - Limited Supply

We had 24 triple packs of IFR Clearance Forms - a value of \$12.90 (if purchased elsewhere) but we have them on sale for \$7.50 + postage. And I'm going to throw an extra IFR Clearance Pad (FREE) just for good measure. It's an incredible deal, 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:



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