

Having trouble viewing this email? [Click here](#)

EMAS, Plane Germs, You're In Charge

Issue #35

December 27, 2011

[Join Our Mailing List!](#)

Unsubscribe?

Hit Reply and write "STOP"

Connect:



Photo Galleries

[Like us on Facebook](#)

Previous Photo Collections

- [Big Blue Earth](#)
- [Spaceport - Upham NM](#)
- [Planes Change History](#)
- [Discovery Tribute](#)
- [Boeing 787 Launch](#)
- [Space Shuttle Retrospective](#)
- [Nellis ABF Air Show](#)
- [Atlantis Final Mission](#)
- [Endeavor Final Mission](#)
- [What to do with old airliners](#)
- [Interesting Aircraft](#)
- [Allied bombers and crews](#)
- [U2 Testing in Area51](#)
- [Solar Airplane Int'l Flight](#)
- [WW2 Women in Aviation](#)
- [WW2 German bomber](#)
- [Jetman over Grand Canyon](#)
- [Sendai Japan Tsunami](#)

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

Recommended...

[Pilot Education Articles](#)

Thank you for taking the time to read this safety message. Hope the new design did not catch you off-guard. I had a few complaints that things were not lined up properly, so underwent a new design in hopes that it would clean things up. After 33 issues, I figured it was about time anyway.

Video of the Month: See a 737 built start to finish in a little more than 3 minutes

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. 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.

If you own any of my products, you are entitled to free lifetime updates. These are delivered to your registered email address.

Thanks for your continued support,
Darren

December Special - Last Chance

I have never offered this book at this cost. We started with 50, but there are only 11 remaining, so don't miss out. Once these sell out, they return to full price.

It's the 70-page radio communications review guide is designed as a quick reference guide or as a training self study guide. This covers VFR & IFR radio communications. Build your confidence by knowing what to say and when. Designed to fit in your flight bag, size: 3.6" x 8.5" Normal Price: \$15 (Free Shipping to US addresses). ISBN: 978-0-9823940-7-6 Sent First Class with Delivery Confirmation Tracking Number.

December Special: \$8

[Add to Cart](#)



[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

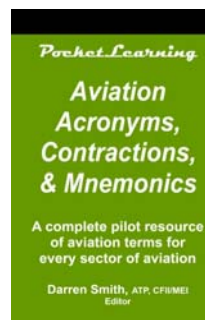
"What is chiefly needed is skill rather than machinery."

- Wilbur Wright, 1902

Hit reply and send me your favorite quote.

Always Free Lifetime Updates

Ultimate Aviation Decoder Ring



\$10 [More Info](#)

[Buy Now](#)

Quick tips for *SAFE* Winter Flying

Ever hear of EMAS?



There's a simple reason why this Boeing 737 wasn't destroyed this week at Jiuzhai Huanglong Airport, China, and instead destroyed this concrete runway using its landing gear: it's neither a runway nor concrete. At least, not in the traditional sense.

It's something called EMAS, Engineered Materials Arresting System, and it may save your life one day. A rare live test was conducted on this Boeing 737 to test the effectiveness of the material. As you can see in the images, it worked perfectly.

What is it?

EMAS is a paving system made of "foamed concrete", a "bed of cellular cement blocks encased in an environmental cover that is placed at the end of a runway to decelerate an overrunning aircraft in an emergency."

How does it work?

When the airplane overruns the runway, it crushes the foamed concrete in a process that gently stops the aircraft without causing catastrophic damage. This invention can truly save the day.

How important is this?

During the last 15 years there have been more than 30 runway overrun accidents per year involving commercial aircraft. 25 percent of them were classified as "major accidents", involving significant damage and injuries or deaths. And 10 percent resulted in fatalities. That's more than one thousand people dead since 1995.

Which airports have EMAS?

Surprisingly, EMAS is not an obligatory safety system in the US or anywhere in the world. By the end of 2010, only 51 runway ends at 35 airports in the US had implemented this system instead of the obligatory Runway Safety Area. The RSA is just a cleared space that is not designed to stop the aircraft and may end in disaster.

Outside the US, only a few airports around the world-like



\$8 [More Info](#)

[Buy Now](#)

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



\$15 [More Info](#)

[Buy Now](#)

PASS your Instrument Rating Checkride



\$25 [More Info](#)

[Buy Now](#)

Pilot's Radio Guide

Jiuzhai Huanglong in China or Madrid-Barajas in Spain-have EMAS.



You're In the Driver's Seat

We're in a consumer society filled with self-designed 'needs' and feed-me, make it easy mentality. We want the shortcuts, the easy path of minimal pain, so we can focus on our own wants. This has students finding the easy path to a rating and instructors who seek out easy examiners to pump their students through checkrides without scratching too deeply. We're creating a generation of pilots who fail to learn basic airmanship. They know just enough to get by and that puts unqualified people in the sky above all of us. That is certainly a discontinuity between the standards required and the training provided.

Here's a glaring example of what I'm talking about. A colleague in California reports that his helicopter student doesn't want any ground training (at \$50/hour). The student is expecting to solo soon and will surely not pass his pre-solo exam. The student is already complaining that the doesn't have to take the pre-solo exam because its an add-on rating to his airplane private pilot he earned 20 years ago. He didn't attend the \$300 ground school at the airport, he hasn't read anything, and couldn't pass an exam on the required pre-solo aeronautical knowledge so his answer is "I'm exempt." Instead of complying with the spirit and intent of the regulation, lets see if we can take a shortcut.

You gotta be kidding me! The CFI should terminate the student immediately. If the CFI lets the student slide on the pre-solo aeronautical knowledge requirement, the CFI's certificates are on the line. Sooner or later that student will ball up the helicopter and only the magical wizard of torque





\$15 [More Info](#)

[Buy Now](#)

Protect Your Investment



\$15 [More Info](#)

[Buy Now](#)

Pilot's Rules of Thumb the Ultimate Checklist



\$4 [More Info](#)

[Buy Now](#)

Safer Approaches with CANPA tool



\$8 [More Info](#)

will save him from his just fate. It begins innocently enough doesn't it? Here's an example from Jeff, an instructor from Georgia who reports that he took on a new student from another instructor. The old instructor and student report that all the requirements have been met and is ready for a checkride immediately. The student told Jeff, "All I need is those 3 hours to get the signoff for the checkride." After a few hours of training in his 2005 Cirrus, it became obvious the student would never pass a checkride with the old-timer examiner in the area. Jeff reports that the student couldn't even identify a VOR by morse code let alone fly a VOR approach without a graphical map showing him how to do it. Clearly, following a single needle CDI wasn't taught yet he'll need it on his checkride. The student was real ticked off when Jeff wouldn't sign him off immediately. I say good for you Jeff, never sell out to a lower standard just because a student is pressuring you. And I don't blame you, I wouldn't want the failed checkride on my instructor record either.

Remember, when the student flies into the mountain, there will be a thorough examination of the pilot and his training. The FAA is depending on the CFI to ensure that certificated pilots are qualified to operate aircraft over the heads of the unsuspecting public. As the gateway to aviation safety, the CFI holds all the responsibility to train to the standards and then some.

Advice for the Student: Make it Happen, Make it Right

Whatever your method of ground training... whether it be DVD-based or a class taken at the local airport, you'll need to meet the standards of the PTS. You'll never be able to use the excuse that your instructor didn't teach something to you because you're fully aware of the PTS for your rating. As the informed consumer, you drive the process of your training. Your own follow-up is the key to your success, more so than anything an instructor could ever do for you. As such, you are responsible for obtaining the proper resources to help you meet those standards. Want the easy way? Enlist the help of your instructor to find the right materials and learning experiences to get you up to checkride quality.

Whatever your method of flight training, you'll be expected to perform the various tasks from the PTS properly. That's not only on the day of your rating but all the days of your flying career. You'll be expected to stay current and get additional training to ensure you meet the standards for as long as you hold the pilot certificate. Or ground yourself.

If you screw up, you'll die and you'll kill others in the process. I can't put it any more politely than that. Are you searching for the cheap deal? Are you searching for the quickie shortcut? Are you looking to do the minimum to get by? Then you'll get exactly what you're looking for and

[Buy Now](#)

Learning IFR Charts

Learning IFR Enroute Charts

The quickest way to teach or learn IFR Enroute Chart Symbolology

Darren Smith ATP, CFI/MEI

[\\$10 More Info](#)

[Buy Now](#)

Visi-Plotter - THE Best VFR X/C Plotter



[\\$15 More Info](#)

[Buy Now](#)

Nip Holding Problems in the Bud



[\\$10 More Info](#)

[Buy Now](#)

Guaranteed Pass Helicopter Flashcards



then some.

Where are the germs on jetliners?

By Scott McCartney | *The Wall Street Journal*

It's a common complaint: Fly on a crowded plane and come home with a cold. What's in the air up there?

Air travelers suffer higher rates of disease infection, research has shown. One study pegged the increased risk for catching a cold as high as 20%. And the holidays are a particularly infectious time of year, with planes packed full of families with all their presents-and all those germs.

Air that is recirculated throughout the cabin is most often blamed. But studies have shown that high-efficiency particulate air (HEPA) filters on most jets today can capture 99.97% of bacterial and virus-carrying particles. That said, when air circulation is shut down, which sometimes happens during long waits on the ground or for short periods when passengers are boarding or exiting, infections can spread like wildfire.

Strategies for Reducing the Risk:

- Hydrate
- Clean your hands
- Use a disinfecting wipe
- Avoid seat-back pockets
- Open your air vent
- Change seats
- ...[Read more](#)

Video of the Month



Boeing 737 Start to Finish

\$25 [More Info](#)



[Forward email](#)



This email was sent to darren@cfidarren.com by darren@cfidarren.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Darren Smith, CFII/MEI | Box 17307 | Mpls | MN | 55417