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Your Own Airport, Top2011, NAVAIDs

Happy New Year!

Issue #36

January 4, 2012

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Welcome to a new year of flying and we celebrate the completion of our 2nd year of this newsletter. Thank you for taking the time to read this safety message and we raise our glasses to the 3rd year.

Two articles this month should raise your eyebrows regarding our NAVAIDs. Read the two articles on VOR Shutdown & Over-Reliance on GPS. This month's **video of the month** is a tragedy near Manila International Airport. For the multi-engine pilots, you'll recognize this engine out scenario -- the deadly result of a VMC roll.

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Thanks for your continued support,
Darren

January Special - Winter Flying

Just in time for Winter!

A brand new book for a brand new year. New to the line-up is "Winter Flying" which offers you quick tips & techniques so that you can get the most out of your winter flying - safely.

This 50 page guide offers quick tips & techniques so you can get the most out of your winter flying - safely. Includes information on Winter Preflight,



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Quote of the Month

*"What is that mountain goat
doing way up here in the
clouds?"*

- Gary Larson, *The Far Side*

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Quick tips for *SAFE* Winter Flying

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December Special: \$6

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From the Mailbag

A few of you had some strong opinions from last month's instructional article, [You're in the Driver's Seat](#). Sam D, a Flight Instructor puts it best:

Amen. Weak initial training along with minimal recurrent training requirements (only required to do any training every two years), are probably the greatest contributors to our high GA accident rate. I've seen pilots get tail wheel endorsements, then be told not to fly a TW without a CFI (one such pilot proceeded to go out and total a J-3). What is the point of the tail wheel endorsement if you are not good enough to act as PIC? I've heard from MEIs who run "quickest" MEL course that their graduates should normally not fly as PIC until they build up experience... yet the new certificate does not contain such a limitation. Heck, most insurance companies will not touch a MEL pilot with less than 20 hours ME, yet we will sign them off for a check ride with less than 5 hours??? I have lost business because I refuse to cut corners, but I sleep well at night. The question I ask myself before someone takes a check ride is, "Do I feel comfortable with this person taking my child around the pattern?" The answer should be yes. Join the discussion on [Facebook](#).

Your Own Airport

Who hasn't dreamed of having your own little airport to fly from anytime you want. Well here's a dandy little airpark, complete with a home. And one little feature... a missile silo.





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Pilot's Radio Guide



Situated in the scenic Adirondack Mountains of New York, this silo and air park were operational for a short time in 1961. Hundreds of these Atlas F missile silos were built across the U.S. in the 1960's in anticipation of attacks on the country.

As if the promise of moving into your very own missile silo isn't tempting enough, Sotheby's has recently dropped the price from \$4.6 million USD to a mere \$750,000. Not a bad deal if you're looking to save money on your lair so you can splurge on that death ray you've always wanted.



Click the picture to see the website for it...

Top Stories from 2011

Based on your feedback, likes, and views, here is a list of the top 5 stories of 2011 that we covered in this newsletter.

#5 Constant reauthorization battles between Congress and the FAA. And don't forget the 4000 employees who temporarily lost their job this summer. The saga continues on [Facebook](#).

#4 Boeing 787 goes live. First flight pictures. Interesting trivia: the 787's historic flight took place on the 53rd anniversary of the day the 707 first carried fare-paying passengers.

#3 Economic factors which hit every facet of aviation, from 7 day instrument ratings, to how often you can buy a \$500 hamburger. Yes, many of us are not flying as much anymore, so here's to a 2012 with at least a little flying. After all, you never know when your last flight is.

#2 US Aviation Industry - sold to Asia & the Middle East - and they bought it with OUR money. One item we didn't cover, Teledyne sold Continental Motors to a Chinese



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Pilot's Rules of Thumb the Ultimate Checklist



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company at the end of 2010. But we covered in depth, the sale of Cirrus to the Chinese Government through a Sham Chinese company. And we briefly covered the sale of Diamond Aircraft of Ontario to a Dubai financial firm. #1 The GPS vs Lightspeed fiasco. The FCC sure put a lot of unneeded anguish into the pilot community. And it's not finished! Here we are building a fancy next generation radar system with ADS-B and we allow the FCC to monkey with GPS. This story isn't dead, and neither are our frustrations.

Will the FAA ever relax the rules on portable electronic devices?

By Ed Hansberry | *InformationWeek*

Alec Baldwin recently made a fool of himself by refusing to put down his iPad during takeoff so the plane full of dozens of other people could make it to their destination on time. The rules of stowing electronics during takeoff and landing aren't made by airlines, rather the Federal Aviation Administration. The rules seem a little absurd for many devices. However, given FAA bureaucracy, even if it is reviewing the issue, don't expect to be allowed to read an ebook while taxiing, taking off, or landing.

Even though the rules have been around a long time, they do seem to have been put in place when these devices came into use. No studies existed on how these devices could interfere with the plane's electronics. It seems the rules remain in place because, well, just because.

...[Read more](#)

What's Happening to the VORs

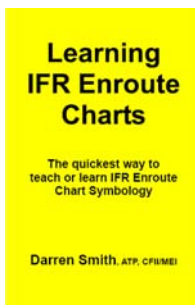
As LORANs were starting to be shut off, they were approaching the accuracy of GPS, and I remember using LORAN as a great cross-check of VOR and GPS accuracy.

A familiar tune is playing now with VORs as reported by AvWeb:

As part of its strategy to upgrade the National Airspace System, the FAA last week proposed to reduce the number of VOR facilities to a "minimal operational network" by 2020. The agency said the minimum network would enable aircraft anywhere in the continental U.S. to proceed safely to a destination with a GPS-independent approach within 100 nm. The FAA will convene a working group to consider which VORs will be shut down. "Each facility will be evaluated on its own merits," the FAA said. The group will use "relevant operational, safety, cost, and economic criteria," along with input from industry stakeholders and the public, to reach its conclusions.

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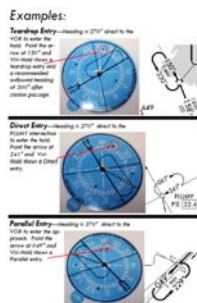
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This proposed transition of the NAS navigation infrastructure aims to enable performance-based navigation as part of the Next Generation Air Transportation System, which will be based on GPS and WAAS, the FAA said. The FAA plans to transition from defining airways, routes and procedures using VORs and other "legacy" navigation aids to using "Area Navigation (RNAV) everywhere and Required Navigation Performance where beneficial." The FAA said it plans to retain an "optimized network" of DME stations along with the minimum operational network of VOR stations "to ensure safety and continuous operations for high and low altitude en route airspace over the conterminous US and terminal operations at the Core 30 airports." The FAA is accepting comments on its proposed policy until March 7.

We're Over-Reliant on GPS

The article above points out that VORs are being drastically reduced in number. Iran recently captured our drone by hijacking the GPS -- reportedly. Are we over-reliant on GPS?

A recent article by Flying Magazine:

by Robert Goyer / Published: Jan 03, 2012

I was intrigued by the capture of a U.S. drone aircraft by Iranian forces last month, who claim to have done it by spoofing the GPS signal that guided the drone, fooling into thinking it was landing back in Afghanistan when it was actually touching down in Iran.

I have to admit that what intrigues me is not the admittedly important military and political ramifications of the incident but the practical ramifications of it to United States National Airspace System (NAS) plans.

As you hopefully know our Next-Gen airspace plan (frankly, I'm a bit tired of this term; isn't everything planned for the future next-gen in some way?) is one that is based largely on GPS. With WAAS enhancing our primary means satellite navigation system, that plan seems to make sense. But the Iranian incident raises a critical question: If GPS can be so easily manipulated, do we really want an airspace system that is based entirely on it?

Read more at flyingmagazine.com

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Video of the Month



chilling video of VMC roll in
Manila, Philippines
(December 10, 2011)

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