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CFIDarren Newsletter

MedXPress, Complex Defined, Another Merger?

Issue #43

April 10, 2012

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Quote of the Month

"I fly because it releases my mind from the tyranny of petty things."

- Antoine de Saint-Exupéry
(1900-1944)

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Thank you for taking the time to read this safety message

The new online FAA Medical application system has been announced and will probably be required for your next FAA Medical. has escaped your attention. This edition also brings some detailed photographs of the FA-18 Crash into an apartment in Virginia Beach just after take-off. You'll need to be logged into your Facebook account to access the photos. We start the issue with the responses from last month's newsletter about iconic airline brands.

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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

Mail Bag: Iconic Airline Brands

An experiment in newsletter content yielded the largest number of responses a single newsletter has ever received. You weren't shy about responding to my stab at listing some iconic airline brands over the last 50 years. And I thank you.

Many quickly noticed a missing brand: Eastern Airlines. Many of you also offered great tidbits of your own. Here's what you said:

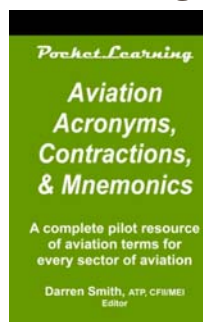
- *I enjoyed the airline memories. In reading your motto for Continental Airlines as well as seeing the picture, I couldn't help but think of their motto from the 1960's. "The Proud Bird with the Golden Tail." Lyle W.*
- *Loved this issue! Philip K.*
- *You include an airline whose maintenance and*

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operations practices should have lead to a permanent revocation of their operating certificate and a ban of their senior management structure from involvement with any another airline (and by the way, Valujet bought/merged with AirTran, not the other way around, so they could dump the Valujet name and certificate), and exclude one of the most storied and professional airlines in aviation history, Eastern Air Lines? Stick with what you know, and refrain from showing your ignorance in things you don't. George Kerr, rEAL Pilot, Clearwater, FL

- *Your picture is of "New Braniff". Tom Braniff's airline did not fly 320s or 737s. I flew L188s, BAC 1-11s and 727s for Braniff International. The DC 8s were Florida based and flew to South America, the 747s initially only flew to Hawaii then number 2 went to London. After that the 747s showed up all over the place and the Airline went bankrupt due to many causes. David D. Braniff Class of September 6, 1966*
- *Glad to see Braniff made the list. Eastern should have been included also. Grant S.*
- *Northwest was Northwest Orient for a long time. That is more iconic to me. Collin L.*
- *You Forgot the REAL #1 - EASTERN AIRLINESThe Wings of Man! marksbrownie*

Marty W wrote, "Thought you missed a big one when you left out Eastern Airlines!"



Marty continues, "Morphed into being from the Pitcarin company in the mid-1920s and owned at one time by WWI ace Eddie Rickenbacker, this Airline dominated east coast corridors, was one of the first to fly us hearty New Englanders directly to Walt Disney world in Orlando and was groundbreaking for starting the first multi-daily trips between JFK & BOS creating the "shuttle" concept so accepted today. And with corporate offices at Rockefeller Center, then bankruptcy and collapse in 1991, the Eastern story is one of the brightest and darkest of any airline. Close to seventy years of proud service. A damned shame."

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



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Save Money, Get the Most

Mike M offers a correction to PeopleExpress being the first to offer open seating. He writes, *"PeopleExpress started operating in '81, when Southwest had been using open seating [since 1976]."*

Ben offers a correction regarding launch customers of the 747. While Northwest Orient was the launch customer of the 747-200, Ben writes, *"PanAm was the launch customer for the 747... And the first to fly it.. (I was on N747PA prior to its first flight in 1970...)"*

EC Bennett sent two photos of National Airlines, which was one of the two "big" airlines at my hometown airport back in the 70's (Eastern & National). He writes, *"Number eight should be National Airlines. They had names on the planes like 'Cheryl - Fly me.' I remember it well. [Here is a picture of] 'Elaine - Fly me.' "*



Indeed, National operated from 1934 to 1980. The National Airlines route network expanded west to Houston, Texas and north to Boston, Massachusetts in 1956. National was in the end acquired by Pan Am in 1980 and its operations were merged into those of the larger carrier. Pan Am continued to utilize the former National Miami maintenance base and headquarters building until Pan Am itself ceased operations in December 1991. During their 46 years in business, they operated DC4-DC6-DC7-DC8-DC10, Boeing 747-100, Curtiss c46, Convairs, and Lockheed's Electra, Lodestar, and Constellation.

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Thank you for sharing your tidbits on the airlines mentioned. As 'marksbrownie' sums things up in his email, *"The Wings of Man!"*

Pilot's Rules of Thumb the Ultimate Checklist



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April Special - Half Price Stuff!

It's time for the Annual Half Price Sale -- just in time for the Summer training season. Up for grabs this year is half price Visi-Hold and half price Safer Approaches.

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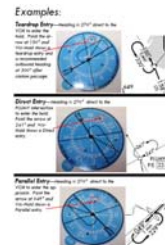
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Darren Smith, ATP, CFII/MEI

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8500-8, which is the information necessary to renew your FAA Medical. Once the form is completed online, it will be transmitted to the FAA and be available for your AME to download and review at the time of your medical.

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The online form cannot be filled out more than 60 days prior to your medical, and no one at the FAA reviews the information on the form until your AME submits your final physical. Check out the web site at <https://medxpress.faa.gov>.

The Next Mega Merger?

Editor's Note: Over the last five years, there's been a significant consolidation of the top 6 airlines. Delta-Northwest, then United Continental. Now USAir-American?



At a recent aviation industry conference in Dallas, US Airways Chief Operating Officer Robert Isom confirmed that US Airways has hired advisers to monitor American.

"We want to always be mindful of changes in the industry that we can either take advantage of or changes in the industry that will affect us, and we need to react to," Isom said.

US Airways itself is the result of airline consolidation. Most of the airline's current leadership is from the former America West Airlines. In 2005, America West acquired US Airways out of bankruptcy. They kept the more recognized US Airways name and then phased out America West.

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Video of the Month

Who wants to take bets this is a mylar balloon? Watch the video and decide for yourself, click the picture.



UFO Caught From Airplane
Seoul, South Korea - 4/7/12

A new video has surfaced that some claim shows a saucer-shaped UFO zooming past the window of a passenger airplane flying over Seoul, South Korea.

In the video, the unidentified passenger is filming the otherwise uneventful view from the plane's window. Suddenly he makes a startled sound as the white saucer-like image comes into view.

"That merger has allowed different assets to really come together and produce results that neither could have achieved on their own," Isom said.

US Airways is now profitable and has made significant improvements in airline quality rankings.

Another merger could reap big rewards for US Airways. The Wall Street Journal reports that US Airways estimates a merger with American could generate \$1 billion in addition revenue and \$500 million in cost savings. Other published reports say US Airways is courting American's creditors and union leaders.

"We've been aggressive in our pursuits, and we've been mindful of those things that make the most sense for our stakeholders, our customers, our employees, and the markets that we serve," Isom said.

What is the official definition of complex and high performance aircraft?

Q: What is a complex aircraft and high perf? -- Doug A

A: A complex aircraft is one which has manually or automatically controllable pitch propeller, flaps, and retractable landing gear. To be legal to fly a "complex airplane" under 61.31, you need a sign off by a flight instructor.

FAA Order 8710.3E defines a complex airplane for the airplane single-engine land or airplane multiengine land rating as one that has a retractable landing gear, flaps, and controllable propeller. A complex airplane for the airplane single-engine sea or airplane multiengine sea rating is one having flaps, floats, and a controllable propeller. A controllable propeller may be controlled manually by the pilot or automatically controlled by a full authority digital engine control (FADEC) system.

List of complex aircraft includes: Arrow, C172RG, Cardinal RG, Seminole, Dutchess, and Diamond Twinstar.

A: A high performance aircraft (according to 61.31) is an aircraft with an engine of more than 200 horsepower. List of high performance aircraft includes: Cessna 182, Cirrus SR22. Note that these aircraft do not have retractable gear.

Complex AND high performance examples include: Socata Trinidad, C182RG, C210, C310, Piper Seneca & Aztec.

Q: To act as PIC of a Culver Cadet....that has retractable landing gear, but no flaps or a controllable propeller... Do I need to have a Complex Endorsement? Thanks...Mike

ANSWER: No. The aircraft does not meet the definition

of a complex aircraft -- it must have all three.

Q: Is the Diamond Twinstar DA42 Complex?

ANSWER: Yes. Because it has FADEC, the propellers are automatically controllable by the computer. Airplanes such as the DA42 are equipped with a retractable landing gear, flaps, and FADEC meet the definition of being a complex airplane.

Examples of aircraft above are not intended to be an exhaustive list.

Navy Flight Recorder Located

VIRGINIA BEACH- Navy investigators on Monday said they have recovered the flight incident recorder of the doomed F/A-18D that crashed into a city apartment complex last Friday. The recorder has been sent to Naval Air Station Patuxent River in Maryland for analysis. Meanwhile, the Navy continued to sift through the wreckage at the Mayfair Mews apartment complex where five buildings were damaged or destroyed.

No one was killed or seriously injured in the crash, as the pilots aimed the plane for an open courtyard and several residents were away at the time.

The aircraft's wing section and parts of the fuselage were moved Monday. The engines will remain at the site for further study before being moved. Pieces of the aircraft are being moved to a hangar at Naval Air Station Oceana for examination by experts.

The Crash Survivable Flight Incident Recorder on the fighter jet is similar to a flight data recorder on a commercial airliner. It records flight cautions, advisories and other data. However, it does not include cockpit voice communications.

If you have Facebook, see the stunning pictures in the Photo Galleries (above left column). To learn more about this, keep reading at:

<http://www.chicagotribune.com/news/nationworld/dp-nws-virginia-beach-jet-recorder-20120409,0,7748188.story>

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