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CFIDarren Newsletter

Radio Sins, Desert P40, Privatized Approach Design

Issue #46

May 22, 2012

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Quote of the Month

*From a newsletter subscriber:
"I love flying in the clouds!
Flying in clear sky is for the
birds."
- Tom Gilmore*

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Thank you for taking the time to read this safety message. This newsletter is meant to stay in touch with those interested in general aviation, airport operations, and flight safety.

We continue the theme from the May 8th Newsletter. In this one we tackle radio communications blunders. An American-made P40 was found in the Egyptian Desert. The story, video, and photos are included in this issue.

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Thanks for your continued support... Darren

Radio Sins - Say you don't do these...

An interesting post from Flying Magazine's facebook account. They have a poll going... "Which of these 7 deadly radio sins (from Sporty's Pilot Shop) are you guilty of?"

1. Saying "With you" when switching to a new controller
2. Saying "Roger"
3. Starting every transmission with "ah..." or "and..."
4. TMI (too much information)
5. Using local landmarks for position reports
6. Using IFR fixes at a non-towered airport
7. Saying "Any traffic in the area please advise."

May Special - 33% off Radio Book

To support your efforts in improving your Radio Phraseology, this month the book is 1/3 off.

Pilot's Radio Communications Guide

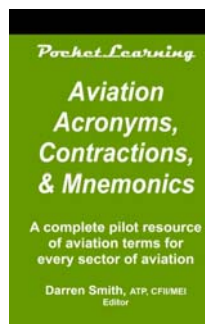


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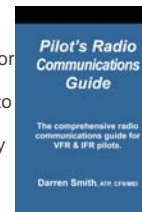
Quick tips for *SAFE* Winter Flying



This 70-page review guide is designed as a quick reference guide or radio communications 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"
 Price: \$10 this month only + postage. Sent First Class with Delivery Confirmation Tracking Number.

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FAA Won't Create Instrument Approaches Anymore

A sneaky little thing happened when you weren't looking. The FAA bid out the design of future RNAV (GPS) approaches. According to Aviation Daily, the FAA awarded a contract to ITT Exelis and General Electric's Naverus for the development of instrument flight procedures. This signals a major change in how instrument approaches are developed in the U.S.

The \$2.8 million contract may appear relatively small, but it has significant ramifications. For the first time, private contractors are being charged with designing required navigation performance (RNP) approaches for public use at selected U.S. airports. By doing so, the FAA hopes this will help accelerate the introduction of such procedures.

Previously, third-party designers have been allowed to create instrument approach procedures for specific customers, such as an airline. And only the FAA was able to design public-use approaches that can be used by all operators.

ITT Exelis is the prime contractor on the RNP project, with GE's Naverus the subcontractor. Two RNP approaches will be developed at each of five airports: ANC, DAY, MCI, MKE, and SYR.

The FAA stresses it will "closely monitor" the contractors' work to ensure safety and environmental processes are conducted properly. The effort will supplement the agency's own work to introduce GPS-RNP procedures; the agency has developed 305 so far.

Breaking News... Fake Chinese Parts on US Military Aircraft

More than a million fake electronic parts from China have been found in US military aircraft, posing a risk to national security, an investigation has revealed.



A report by the US Senate uncovered 1,800 cases of bogus

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the NASA form when
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parts - including some in special operations helicopters and the US Air Force's largest cargo plane.

The total number of individual components involved in these cases exceeded one million, the Committee on Armed Services publication said.

"This flood of counterfeit parts, overwhelmingly from China, threatens national security, the safety of our troops and American jobs," committee chairman Senator Carl Levin said.

[Read more at SkyNews](#)

Basic Skills in the Automation Age

I recently flew with a pilot who was trying to finish his instrument rating. His instructor had gotten another job in another city. The student was left hanging with incomplete training. "Can you finish me up?" He had all of his requirements met and felt that he was skilled enough to do the minimum training required to get a signoff (3 hours within the preceding 90 days).

I did a diagnostic flight and found his basic hand flying skills adequate. He owned a brand new Cirrus so he would have to demonstrate full use of the automation as well as all its failure modes for his checkride. This included hand-flown approaches without the computer showing him the way. I found the student's skills with all the automation adequate for a checkride. It was clear he could probably squeak by in a Cirrus but put him in a basic Cessna with a 6 pack of steam gauge instruments and he would surely fail.

Here's the bad news: there was no way he was ready for a checkride. The PTS surely dictates that the applicant using a technically advanced aircraft will need to demonstrate all the fancy features but not at the expense of basic skills. It's a trend I'm finding with students who come to me with Technically Advanced Aircraft (TAA). Your instrument rating PTS will still require you to:

- Be able to manually tune in a navaid and identify it by morse code.
- Perform instrument cockpit checks on airspeed, attitude, heading, altimeter, turn coordinator, slip/skid ball, VSI, and compass.
- Perform any approach with and without the use of an autopilot if installed.
- Perform any approach with and without the use of graphical GPS display.
- Perform ILS, LOC, and VOR approaches without automation of any kind.
- Perform a GPS approach and identify RNP modes, RAIM availability, and properly identify correct minima.



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Pilot's Rules of Thumb the Ultimate Checklist



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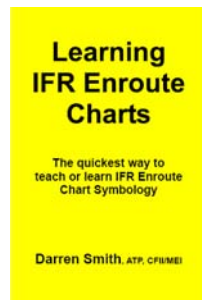
Safer Approaches with CANPA tool



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Learning IFR Charts



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Whatever your method of 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 that to you because you're fully aware of the PTS for your rating. As the informed consumer, you drive the process of your training. And as such, you are responsible for obtaining the proper resources to help you meet those standards.

Mandatory Occurrence Report

The NASA form is more important than ever. A few short months ago, a new policy came into being which is affecting GA pilots. Since January 30th, controllers are now required to submit Mandatory Occurrence Reports (MOR) if pilot actions were a factor in an ATC safety "occurrence."

This isn't the only FAA Order that went into effect changing the way air traffic controllers report safety issues. The FAA also recently implemented Electronic Occurrence Reporting (EOR) for lateral deviations.

This one is particularly important as "loss of separation" and "altitude deviation" messages are automatically logged and routed to supervisory controllers. Those supervisors will query the controller to determine the cause of the deviation. The supervisor will determine if the alert was an ATC or pilot error.

Both types of reports are sent to a regional quality assurance service center for processing. The report then goes to the FSDO for handling if a pilot deviation occurred.

The overall effect has been to cause an increase in the number of pilot deviations. If you become aware of a deviation, file a NASA report within ten calendar days. As airspace becomes more complicated, and ATC looking hard at pilot deviations, your ticket is at risk.

For more information about NASA reports, see:
<http://cfidarren.com/r-nasa.htm>

Source: 7210.632- ATO Occurrence Reporting (ATOOR)

Training Discount

For a limited time, a \$500 discount is available to pilots based at El Monte (CA) Airport or training originating in Baldwin Park, California.

[7-Day Instrument Rating](#)

Video of the Month

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Bargain Hunter

If you're in the market for a printed PTS, I found a bargain for you on Amazon. Instead of paying \$6, Amazon has these listed for \$3.99 and if you are a

Prime member, you get free shipping. Also of note is their **4-for-3 Promotion** where if

A fighter plane from World War II that crashed in the Sahara 70 years ago has been unearthed, and holds clues to a missing pilot.

The Telegraph reports that the intact American-made Curtiss Kittyhawk P-40, which had remained untouched since its crash landing in 1942, was discovered by a Polish oil company worker, Jakub Perka, who was exploring a remote region of the Western Desert in Egypt, about 200 miles from the nearest town.

It is believed that the airman, Flight Sergeant Dennis Copping, 24, initially survived the crash, because a parachute found at the scene looks to have been used as a makeshift shelter. But no trace of the body was found, leaving experts to believe the pilot walked away from the flight, then walked to his death in a hopeless attempt to find civilization.

A military historian, noting that there would be no reason on earth to have found the plane in the middle of the desert, hailed the find as "a quite incredible time capsule, the aviation equivalent of Tutankhamun's Tomb."

The Canadian website Vintage Wings of Canada said the plane was in "incredible condition," but worried about looters to the site, which happens to be on a dangerous smuggling route between Sudan and Libya.

Vintage Wings also notes that the serial number appears to be ET574, a plane previously flown by Canadian pilot Stocky Edwards. The website adds, "To say we, at Vintage Wings, are excited by this find in an understatement."

A search is planned to locate the missing pilot's body, but officials don't believe that remains will be found. Eventually, the aircraft will be moved to London's Royal Air Force Museum.



Crashed Airplane in the Desert

you purchase 3 books, the 4th one is free. Here are the links:

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