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CFIDarren Newsletter

Spin Refresher, Promoting GA, Revisiting US1549

Issue #48

June 19, 2012

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Quote of the Month

"I learned that danger is relative, and that inexperience can be a magnifying glass."

- Charles A. Lindbergh

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Thank you for taking the time to read this safety message. We all face the challenges of flying less (due to cost) and regulatory complexity increasing. This newsletter is meant to stay in touch with those interested in general aviation, airport operations, and flight safety. I hope that it keeps you in touch with your love of aviation.

This newsletter brings your final comments on radio phraseology, the first of a two part feature on stalls & spins, a new photo gallery essay on the shuttle you didn't know about (the X-37B), promoting General Aviation in Virginia, and finally Revisiting US Airways 1549.

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Thanks for your continued support... Darren

Mailbag - Radio Phraseology

The radio phraseology in the last newsletter kept you talking (pun intended) and a flood of good responses came in.

This one from Jim P, a self-described "old-timer" who writes, "I notice that military and new graduates from some university flight schools use, 'All others in the area please advise.' It doesn't do any good to send them to the AIM 4-1-9g as it only results in an argument." So Jim +1 for you! Then he writes, "Since I learned to fly in the 50s, 'No joy' and 'Tally Ho' were common in usage, as they drifted from England. They are quite specific and clear, though I realize the FAA will never concur. If you hear 'Tally Ho' out in Kansas it may be me." Woops! -1 now Jim. I agree with Jim that sometimes its difficult to keep up with the times -- because of habits or the rapidly changing landscape of general aviation.

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Quick tips for *SAFE* Winter Flying

Some of your notes were supportive, such as Lonnie's who writes, "Great big **Roger That** on your list of radio sins. Another variant I have heard on the useless phrase 'Any traffic in the area please advise', was when a pilot announced his position and intentions then ended with 'Any traffic in the area BE ADVISED'."

Some of you warned of impending doom. Dave L in California writes, "Now you've done it, you have opened the door to every CFI or 'super pilot' who will defend their non-standard phraseology and refusal to follow the book." Well Dave, you were right. While I may not personally agree with everything in "the book", I do try to follow it (bad habits and all). The book Dave is referring to includes the "[Pilot/Controller Glossary](#)" which is a bargain from Amazon at \$5.

Ehud, from Tucson, writes, "While 'with you' is not found in the manual, neither is 'good morning', 'so long', 'thanks for your help' or other polite phrases that make ATC communication more human. Well Ehud, I've used them all (except "with you") so I know what you're saying.

Without knowing Ehud's comment, Paul a retired Delta pilot laments the polite phrases we all have used on the air, "Poppycock! I don't want to hear someone's 'good morning' while I'm trying to declare minimum fuel. The radio has a defined bandwidth, save your chattering for your cellphone."

Tim, an instructor at a large aviation university wrote to me, "Unfortunately we have a large number of foreign pilots training in the US and they rely on standard phraseology from FAA publications and have a literal understanding of their contents. Nonstandard phraseology is not only confusing for them, it could be dangerous." I agree Tim and I forwarded a clip of your email to Connie, an instructor at another university aviation program who defends the use and teaching of "no joy" and "tally ho" to her students. She states that it can get a little "robotic".

Thanks for the responses. This is certainly a topic that generates controversy as everyone's got a version "radio phraseology" they like and a different opinion than the next person. For those that are looking for "the standard", check out the [FAA's Pilot/Controller Glossary](#).

It's not in the book, but here's a line from Billy, one of my favorite controllers from Tampa Approach: "Good day to you!"

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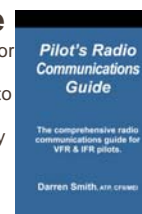
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Promoting General Aviation

I was recently taking a student on an [IFRadventure](#) and we came to one of my favorite approaches -- a complicated LDA approach in Virginia. We stopped at the airport and had a casual conversation with one of the line guys at the FBO. In the conversation he mentioned the [Virginia Aviation Ambassador Program](#).

As he revealed the details, I began to appreciate the novel approach that Virginia Department of Aviation has come up with to promote aviation in Virginia. The Virginia Aviation Ambassadors Program is designed to encourage pilots to fly to all of the airports in Virginia as well as visit aviation museums and attend safety seminars.

A "passport" is given to participants and each time you visit a Virginia public-use airport, aviation museum, or safety seminar, you get your passport stamped. The airport fixed-base operator will have the appropriate stamp. By doing these things:

1. Visit all 66 of Virginia's Public-Use Airports
2. Visit four (4) aviation museums in Virginia
3. Attend one (1) safety seminar in Virginia
4. Attend the Virginia Regional Festival of Flight

You'll earn the "gold" level of participation which earns you a leather flight jacket. Probably the most costly jacket you could ever own, but I learned that you can fly OR drive to any of these events to fill the passport.



What a neat way to promote aviation and I've got to give special recognition to the staff at the Virginia Department of Aviation for their efforts to continue and extend the program. If your state department of aviation is doing something special to promote GA, would you let me know?

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Ground School: Spin Refresher

A spin is an aggravated stall that results in autorotation in which the aircraft follows a helical path downward.

In order to get a spin, you must stall the aircraft and be uncoordinated.

Three Phases:

- 1 - Incipient phase is the transition between a stall and fully developed spin.
2. Steady State - the spin is fully developed, and break the stall, and return to level flight.

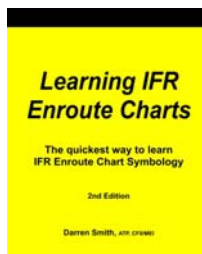


Spinning a C-152

3. Recovery - In the absence of specific recovery techniques

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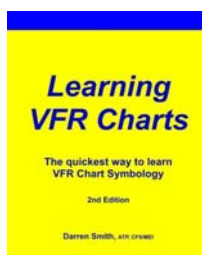
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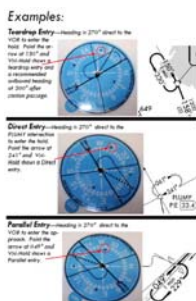
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in the POH for the aircraft you fly, follow these steps:
 P - remove power as it aggravates spin characteristics and causes additional loss of altitude in the recovery
 A - Ailerons neutral
 R - Rudder, opposite direction of spin to slow the rotation
 E - Elevator, forward to break stall

As rotation stops, neutralize rudder, add power, return to level flight.

If the aircraft you fly is not specifically approved for spins, then attempting them can be extremely dangerous. You should assume the aircraft will be uncontrollable and unrecoverable in a spin. To be certified for spins in the normal an airplane must be recoverable from an incipient spin (less than 1 turn)

Revisiting US Air 1549

This past week marks exactly 3 1/2 years since the January 15, 2009 accident in which birds took down an Airbus 320. I came across this animation of the incident which boils the short flight down to the essentials. Take particular note of radio usage by the flight crew, and the fast moving controller who is still juggling several other aircraft while handling the 1549 emergency. Note that an emergency was never "declared" but it was obvious when punctuated by the word "unable" and "we're going to be in the Hudson". Also of note is the human dynamic when the controller started calling the flight 1529 during the tense moments prior to a controller's most dreaded phrase during an emergency: "Radar contact lost."

[Read the Wikipedia entry](#)



Hudson US1549 Animation Water Landing

During the ensuing investigation, considerable effort was put into options not taken. Here, the map shows us the action flight path with alternates to Teterboro (blue) and LaGuardia (purple). Hindsight has perfect vision so it's usually not the right option to second guess decisions made

Helicopter Flashcards



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

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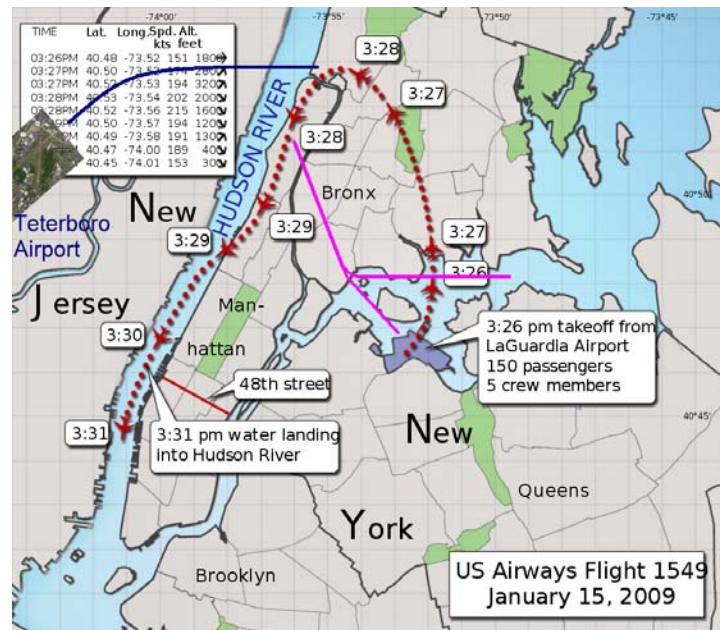
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under pressure, but note the low level flying required to make the other 2 airports. It confirms the Hudson River was probably the only safest place to set down.



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