

# American Flyers Newsletter



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American Flyers · Addison Airport · 16151 Addison Road · Addison, TX 75001 · 972-407-0295

## Rancher Seeking Aviation Career

Josh Vaught is an interesting combination of rancher and pilot. He grew up on a ranch taking care of cattle and still does it around his flight training. He's been working on his



Instructor ratings one-on-one at Fort Worth American Flyers.

With 30 credit hours left to graduate college, Josh had an accident that required two years of reconstructive surgery. When he mentioned getting back into flying, something he'd started before college but never finished, Josh's surgeon, Dr. Bill Runyan Jr. told him to talk to his good friend Scott Millet, AF assistant chief instructor, and Josh ended up taking an IntroFlight. Since he had lost his logbook, he decided to start over. He's accomplished his Private, Instrument, Commercial and Multi-engine so far, driving back and forth from the ranch.

Once he got his Multi-engine certificate Josh had the opportunity to fly his uncle's KingAir to South Florida. His uncle also owns a Citation V Ultra which will be a fantastic opportunity for Josh. He's looking forward to working in Charter someday.

Josh's advice to student pilots is, "Always use a checklist, know the current weather. Make sure you get adequate sleep and eat enough, because you can't apply your knowledge without it."

## Tips From the Tower

By Alvin DeVane  
Manager, ADS ATCT

What would you do after landing if no specific instruction to cross the hold lines or taxi onto Alpha is provided? The pilot controller glossary defines an aircraft exiting or taxiing across a runway as clear of the runway when all parts of the aircraft are beyond the runway edge and there is no restriction to its continued movement beyond the applicable holding position marking.

The AIM advises to taxi clear of the runway unless otherwise directed by ATC. In the absence of ATC instructions the pilot is expected to taxi clear of the landing runway by clearing the hold position marking associated with the landing runway even if that requires the aircraft to protrude into or cross another taxiway or ramp area.

The Controller handbook states "Instruct aircraft where to turn off the runway after landing, when appropriate, advise the aircraft to hold short of a runway or taxiway if required for traffic". The Order further requires ground control and local control protect a taxiway/runway/ramp intersection if an aircraft is required to enter that intersection to clear the landing runway.

The answer to the question is always taxi across the hold line after clearing the runway unless specifically told otherwise by the tower. If you are unable to enter the taxiway for any reason, or if you have any questions about what you should do, ask the controller for clarification.

## Controlling Your Blood Pressure

By Richard R. Grayson, M.D.

A pilot came to my office for his flight physical one morning with a blood pressure of 184/120. He had no previous elevations of blood pressure. Upon questioning him, it turned out that he had a big argument with

his 17 year-old daughter just before he left the house. He was still enraged. The next day and ever since then his blood pressure was normal.

One of the most common discrepancies that might ground you at the flight physical is your blood pressure. You might have to negotiate an FAA aeromedical obstacle course after that, so let's review a few pearls of information.

### Blood pressure tips:

- ★ Look up white coat hypertension. Some people have a phobia for the doctor's office and it raises their blood pressure beyond the normal range.
- ★ Buy your own automatic digital battery operated blood pressure outfit (sphygmomanometer) and do your own testing at home.
- ★ Get the kind that goes on the upper arm, not the wrist or finger.
- ★ Choose the type that blows up the cuff automatically.
- ★ If you have a large arm, you might need a large cuff.
- ★ Take your blood pressure repeatedly over 5-10 minutes if high.
- ★ Breathe deeply.
- ★ Relax your arm.
- ★ Anxiety releases adrenaline and raises the blood pressure.
- ★ Normally nobody ever thinks of margin of error when measuring blood pressure because the blood pressure varies from moment to moment.
- ★ I always tell folks who have a home machine to bring it to the office and calibrate it against the doctor's machine. Theoretically, an old fashioned mercury manometer is the gold standard, not the aneroid type. I used to have a metal "Y" tube to channel the cuff air to two gauges simultaneously to see if both gauges were the same.

Meanwhile, there is a good article on blood pressure in Wikipedia which will surprise you with the notion of intra-arterial versus ambulatory recordings.

Questions and comments welcome: Richard@DoctorGrayson.com

American Flyers is pleased to introduce Dr. Richard Grayson, a new contributor to our newsletter. Dr. Grayson of Geneva, Illinois graduated from University of Illinois College of Medicine. He completed additional training at School of Aviation Medicine Randolph Air Force Base, San Antonio, Texas as well as Washington University School of Medicine at Barnes Hospital, St. Louis, Mo., 1958. He's been on the Delnor Hospital staff since 1963 and has been a Senior Aviation Medical Examiner for 48 years. He has an impressive list of publications and a very interesting web site doctorgrayson.com. His office number is 630-377-7073.

## Did You Know...



That using earplugs allows your ears to discriminate voices from background sounds better than using nothing at all. It would seem that blocking your ears with

earplugs would muffle all sound, but actually you can hear voices better. Try this experiment in a high-noise environment: when you're conversing with someone, stick your fingers in your ears and notice the difference. Just make sure the other person knows what you're doing – otherwise they might think you're a little weird!

ground incapable of understanding it or doing anything about it.

Source: Tom Bispo for <http://www.mozeyoninn.com/Aircraft/Stories/PilotWisdom.htm>

## Safety Tip

The "runway heading" clearance you get after takeoff means that the controller wants you to maintain the compass alignment of the departure runway. ATC doesn't want you to correct for wind or track the extended runway centerline.

## Laugh Out Loud...

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City.

*KC Approach:* "Malibu three-two-Charlie, you're following a 727, one o'clock and three miles."

*Three-two-Charlie:* "We've got him. We'll follow him."

*KC Approach:* "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

*Delta 105 (long pause and then in a thick southern drawl):* "Well... we've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."

Source: <http://www.chris.brady.ukgateway.net/pilotjokes.htm>

## Ask the Pilot Professor...

By Dr. Michael Bliss

**Q:** Before that accident in Kentucky, I'd have said that I would never take off from the wrong runway. Now I'm not so sure. How can I avoid making a mistake like that?



**A:** The recent accident involving a Comair regional jet has been a tragic reminder of how important it is to follow proper procedure. The CRJ-100 was cleared for takeoff on the 7000 foot Runway 22 at Lexington, KY. Instead, the crew mistakenly took off from the 3400 foot runway 26. The CRJ typically needs 5000 feet for takeoff under normal takeoff conditions.

Contributing factors were that the accident took place in darkness with a light rain. Unfortunately, lining up on the wrong

runway for takeoff or landing is not all that uncommon. Thankfully, the mistake is usually caught before the takeoff or landing occurs. Even in those instances when the mistake is not caught beforehand, the outcome usually does not result in damage to anything more than pride, or whatever the subsequent visit with the FAA entails.

However, this accident reminds us that occasionally such a mistake can be very unforgiving. How can it be prevented? The FAA is looking for the solution in the installation of multi-million dollar high tech systems. The answer can be much simpler. It involves following procedure that each of us should have been taught at some point in our training. As a final check, when lined up on the runway for either takeoff or landing, check the DG to verify that you are aligned with the proper runway. This should be done every single time without fail, even if you are familiar with the airport.

Of course, these kinds of mistakes should be caught well before taxiing onto the runway. Always have the airport diagram in hand, especially anytime when visibility is hindered. Don't assume you know where you are. Verify it with the airport diagram. Also, pay close attention to all runway signs and markings. Enlist the aid of the copilot or passenger eyes as well. It is unfortunate that reminders to follow proper procedure come at such a high price. The only thing that would be more tragic is to not learn from the mistakes of others.

## Words of Wisdom

Never fly in the same cockpit with someone braver than you.

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

Flying the airplane is more important than radioing your plight to a person on the

## How Savvy Pilots Stay Sharp

As we rush through our lives, some of us are lucky if we get into a cockpit even a few times between flight reviews. Even those of us who get to fly frequently will likely admit that we could be a more skillful pilot. Here are four suggestions that will make you a safer pilot and will keep your skills sharp.

- Take at least one hour of dual every year. Be open to your instructor's suggestions, there is surely something you can learn or improve on.
- Fly with precision. It's not good enough to fly near your altitude – be on it. Catch yourself as soon as the airplane wavers from it. The same goes for your heading.
- Make it a habit to plan ahead. Whenever you catch your mind wandering, which you will, bring it back to anticipate the next few actions you'll be required to perform.
- Go out and earn an additional rating or endorsement. How about a few days to get your seaplane rating? Or, for real precision flying, get your instrument rating. As a confidence builder, some dual acrobatic training can do wonders or take an advanced navigation course for fun.

## Announcing Your Intentions the Right Way

Designated Examiner, Gail LaPook, talked to a group of pilots and student pilots at a "Meet the Examiner" seminar in West Chicago recently. One of her tips was about

avoiding a fairly common phrase that we've all heard and possibly used, "Traffic in the area, please advise."

Pilots self-announce their position, intended flight activity, or ground operation on a designated CTAF frequency. Instructors and students also self-announce in designated practice areas. The AIM tells us, "Pilots stating, 'Traffic in the area, please advise' is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition."

The AIM provides some examples of recommended self-announce phraseologies:

**Inbound:** Strawn traffic, Apache Two Two Five Zulu, (position), (altitude), (descending) or entering downwind/base/final (as appropriate) runway one seven full stop, touch-and-go, Strawn. Strawn traffic Apache Two Two Five Zulu clear of runway one seven Strawn.

**Outbound:** Strawn traffic, Queen Air Seven One Five Five Bravo (location on airport) taxiing to runway two six Strawn. Strawn traffic, Queen Air Seven One Five Five Bravo departing runway two six. Departing the pattern to the (direction), climbing to (altitude) Strawn.

It should be noted that aircraft operating to or from another nearby airport may be making self-announce broadcasts on the

same UNICOM or MULTICOM frequency. To help identify one airport from another, the airport name should be spoken at the beginning and end of each self-announce transmission.

## How to Improve Safety by Using Checklists

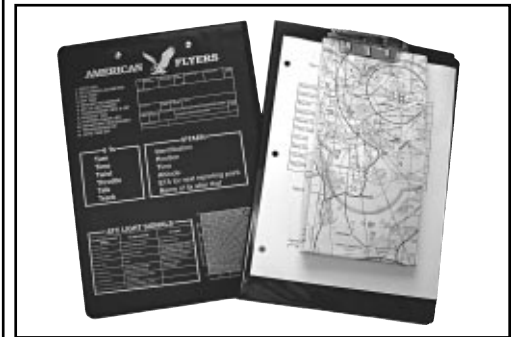
By David Menconi,  
Chief Flight Instructor

Airplane operational checklists can and often do present a significant distraction to pilots, especially when conducting a single pilot operation. Pilots understand the importance of using checklists in the operation of their airplane but often do not because they have not established an organized method of incorporating them into their normal and emergency operation.

There are three methods that can be used to safely use a checklist. One method is to use the checklist prior to an operation.

Examples include, take-off and landing checklists. With this method the pilot reviews the checklist prior to executing a maneuver because it would be impractical to use a checklist during the actual take-off or landing. A second method would be to use the checklist during the operation.

Examples include preflight inspection, engine start and the before takeoff checklist. With this method the pilot reviews the checklist as the maneuver or task is being completed. This method has also been called the command and response method. Most checklists are formatted in this manner. In a multi-pilot crew, it is common for the non-flying pilot to call out the command and the flying pilot to execute the task and give the proper response. In a single-pilot operation the pilot does both. This method requires more time and should be used when the necessary time is available. A third method is to use the checklist after a task or maneuver. Examples include climb, descent, and emergency checklists. With



Many pilots have an American Flyers' clipboard handy so their charts and checklists are readily available.

this method the pilot reviews the checklist immediately after a maneuver or task is completed. Memorizing checklists should be accomplished when dealing with time critical maneuvers or tasks such as those found in the emergency procedures.

Checklists serve as an important safety aid to pilots. Developing good cockpit management techniques, which includes the habitual use of checklists, will result in a safer operation.

## What is "Elbow Grease"?

By Rick Freidinger,  
Director of Maintenance

Elbow grease is something that all of us have but don't use often enough. I'm talking about using a little time and effort in cleaning your aircraft.

Depending on your environment you should wash your aircraft every couple months and more often in coastal areas where salt air can cause corrosion. Even if you don't fly your plane it is subjected to the harsh elements and pollution in the air. Prior to washing your aircraft de-bug the leading edges and struts with soap, a nylon wrapped sponge and "elbow grease". These sponges be purchased at most auto supply stores, they are usually used on windows but the soft nylon is good for removing the bugs without

scratching your paint. Next degrease the belly with a grease cutting liquid such as 409 or Simple Green and "elbow grease".

Now you're ready to wash your plane. Use a mild detergent or automotive soap and, you guessed it, more "elbow grease". Make sure when washing and rinsing the aircraft that you do not get water in your static ports or pitot tube. A good coat of wax applied with "elbow grease" (again be careful not to get any in your static ports) a couple times a year will not only keep your aircraft shiny but the slick surface will be easier to clean and will stay clean longer. A little "elbow grease" will go a long way in keeping your aircraft looking good. There is no documented proof but I'm sure a clean airplane flies better than a dirty one.



## Calendar

### Ground Schools & Events

|                  |        |        |        |
|------------------|--------|--------|--------|
| Private          | Nov 3  | Dec 1  | Jan 5  |
| Instrument       | Nov 24 | Dec 15 | Jan 26 |
| Commercial       | Nov 10 | Dec 8  | Jan 12 |
| CFI Revalidation | Nov 18 | Dec 9  | Jan 20 |
| CFIA & FOI       | Nov 24 | Dec 15 | Jan 26 |
| CFII             | Nov 11 | Dec 2  | Jan 13 |
| ATP              | Nov 4  | Dec 2  | Jan 6  |
| Barbecue/Seminar | Nov 4  | Dec 2  | Jan 6  |

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| COURSE             | NOV | DEC | JAN | SEE    |
|--------------------|-----|-----|-----|--------|
| Private Written    | 3   | 1   | 5   | \$295* |
| Instrument Written | 24  | 15  | 26  | \$295* |
| Commercial Written | 10  | 8   | 12  | \$295* |

\*Exam fee and manuals not included

**972-407-0295**

**Free BBQ & Seminar**

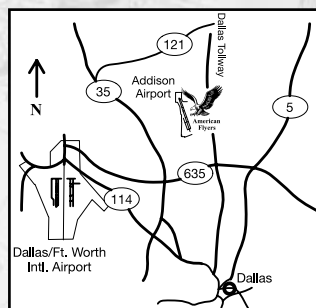


**"Great Food and  
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If you haven't heard yet, there's a gathering of Dallas area pilots once a month in our hangar. Free food, hangar flying and informative seminar. You and your friends are invited. No cost or obligation to attend.

**Next Scheduled BBQ's**

- ★ Saturday, November 4<sup>th</sup>
- ★ Saturday, December 2<sup>nd</sup>
- ★ Saturday, January 6<sup>th</sup>



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**Get Involved... Introduce  
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Kinny Faul, a Commercial/Instrument client, wanted to introduce her neighbor, Denise Heap, to flying. Kinny brought Denise to American Flyers for an "IntroFlight" as well as the two hours of free simulator. They both took advantage of our free lunch / seminar and enjoyed a great day at the Airport.

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