EXECUTIVE FLIGHT TRAINING AND SERVICES LLC APRIL, 2016

Higher Living

Quarterly E-mail Newsletter

Spring is in the Air, don't be an April Fool

I hope for your sake it's raining right now, because there's no other reason you should be reading this newsletter instead of flying.

There are plenty of ways to put your pilot's certificate to good use this spring, or plenty of opportunity to earn one if you haven't already. Read about the upcoming AOPA fly-in right in our own back yard on page 5. You can also learn how to get there safely at night, as Gene Conard offers tips for flying after dark. Looking to earn your instrument ticket? Check out Mark Kolber's piece on restrictions for applying your private ticket instrument training requirement time towards your instrument ticket. And brace yourself for the biggest change in aviation training since the designated pilot examiner. EFTS President David Williams discusses the new airman certification standards that take effect this June.

If you haven't been out flying all winter, it's time to kick off some of that extra winter baggage, check your weight and balance, and call an EFTS instructor for a refresher. We can always use more training. Don't forget, your certificate is a license to learn. It was likely training that allowed the pilot of a Piper Arrow to safely set his plane down on I-540 after his engine failed after departing KRDU. You can see more on WRAL's website (see link below).

Keep the pointy end forward, the dirty side down, and have fun!

http://www.wral.com/small-plane-makes-emergency-landing-on-i-540-in-raleigh-pilot-unhurt/15606584/

Contact Us Today to Schedule your next aviation adventure!

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Upcoming Events

- 05 April - IMC Club Meeting (KTTA)
- 09 April - EAA 506th Breakfast (KJNX)
- 15 April - FREE Friday Lunch (KHRJ)
- 29 April - Cherry Point Air Show (Cherry Point MCAS)
- 07 May - Grantham Aero Club Fly-In (6NC0)
- 21 May - AOPA Seminar "Mind over Matter" (KMRH)

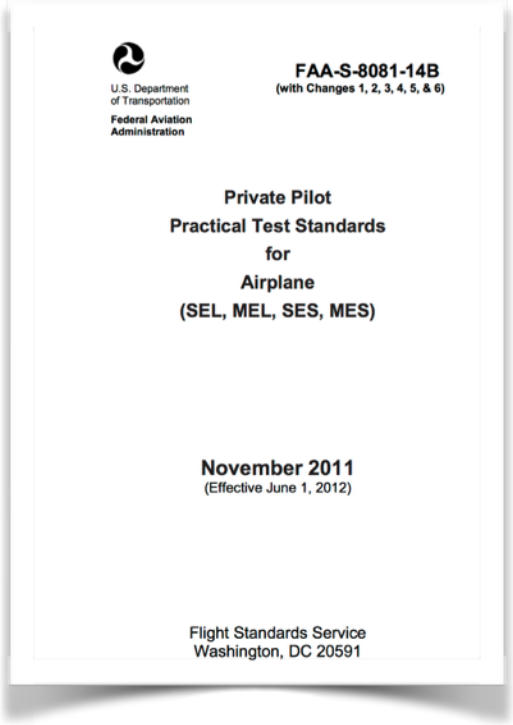
Customer Appreciation Month

To say thank you to our loyal clients, EFTS will offer aircraft rental at the discounted rate of $120 per hour for the entire month of May!

ACS SCHEDULED TO REPLACE PTS

In June the Practical Test Standards, which we have all used both for instruction and to prepare ourselves for check rides, will be replaced and updated. The replacement for the Practical Test Standards (PTS) is to be called the Airman Certification Standards (ACS). The version for the Private Pilot and the Instrument Rating will appear first with others to follow soon afterward.

The ACS is essentially an enhanced version of the PTS. Currently the PTS lists a task that must be learned and the standards for successful completion of the task during a practical test. The new ACS goes further to list the elements of aeronautical knowledge that should be achieved in order to be able to complete the task as well as a list of risk management elements that are associated with it. So for each task, a steep turn for example, the new ACS lists what the pilot needs to know, items the pilot needs to consider and the actual standards for successful completion of the task.


U.S. Department of Transportation
Federal Aviation Administration

FAA-S-8081-14B
(with Changes 1, 2, 3, 4, 5, & 6)

Private Pilot
Practical Test Standards
for
Airplane
(SEL, MEL, SES, MES)

November 2011
(Effective June 1, 2012)

Flight Standards Service
Washington, DC 20591

The ACS provides a set of unique codes for each element of knowledge, skill and risk management for a task and will integrate those codes with the written test results. It will be easier to know which questions were missed on the written test than it is now because the written test results will refer back to those codes in the ACS. At the same time as the new ACS is being developed the knowledge (written) test is also being updated and brought into alignment with the ACS.

This is what the FAA says about the new ACS:

- Provides better feedback to applicants, instructors, evaluators, and inspectors on what the applicant may not understand in order to enable more focused retraining and retesting.
- Allows the FAA to develop test questions that are clearly tied to standards and supported by guidance (handbooks).
- Reduces subjectivity and increases system-wide standardization.
- Through the standards-based coding, enhances safety by ensuring that standards, guidance and testing for airman certification all work together effectively.

If you would like to see the new ACS for Private Pilot and Instrument Rating, you can get a draft copy for yourself here: https://www.faa.gov/training_testing/testing/acs/

INSTRUMENT TRAINING REQUIREMENTS

Based on a 35-year old Chief Counsel opinion that CFIs with no instrument rating may give the private pilot training in flight "solely by reference to instruments" it has long been the general view that FAR 61.109 training solely by reference to instruments cannot be used to meet FAR 61.65 instrument training" requirements.

At the end of February 2016, the Chief Counsel put that one to rest. If the FAR 61.109 training is given by a CFII, it can count toward FAR 61.65 instrument training requirements.

In 1979, the FAA Chief Counsel issued a formal opinion stating that a CFI-A without a CFII was permitted to give student pilots flight instruction on "the control and maneuvering of an airplane solely by reference to instruments" required by FAR 61.109 for the private certificate. The stated reason: this instruction is not considered to be "instrument training" (which must be given by a CFII) as defined in the regulations.

The resulting view of most both inside and outside the FAA has long been that the FAR 61.109 "solely by reference to instruments" instruction could not be used to meet the "instrument training" required for the instrument rating in FAR 61.65. This was the view whether the CFI giving the instruction toward the private certificate was as CFII or not. For those who recall it, this was the position of the "Part 61 FAQ," a document discussing pilot certification requirements in detail once made publicly available by FAA Flight Standards but since withdrawn and disowned.

Whatever the logic in that view, it was officially put to rest last month. In the February 24, 2016 Rohlfing Interpretation, the FAA Chief Counsel clarified the relationship between the two types of training:

Flight instructors who provide flight training on the "control and maneuvering of an airplane solely by reference to the instruments" in §61.109 are not required to have an instrument rating on their flight instructor certificate…. Therefore, the 3 hours of flight training on "the control and maneuvering of an airplane solely by reference to instruments" in §61.109(a)(3) … may not be applied toward the 15 hours of instrument training unless the flight instructor who provided the flight training under § 61.109(a)(3) held an instrument rating on his or her flight instructor certificate and otherwise meets the requirements of §61.65.

The letter of interpretation may be read online at http://1.usa.gov/1pUqCny.

A caveat to CFIIs and their primary students. The FAA has a general policy of not automatically permitting the use of the requirements of one certificate or rating to others. For example, the FAA insists instrument training given under FAR 61.65 that will also be used to meet instrument training requirements for the commercial certificate under FAR 61.129 be documented as being used for both. The "otherwise meets the requirements of §61.65" language in the Rohlfing Interpretation should suggest to CFIIs we do the same when giving FAR 61.109 instrument instruction intended to apply to FAR 61.65.

DON'T KEEP YOURSELF IN THE DARK

Last quarter we discussed aircraft lighting requirements. In this issue we're highlighting currency requirements for pilot in command (PIC) with respect to flying at night. According to FAR 61.57 (b) : Night Takeoff and Landing Experience. (1) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three (3) takeoffs and three (3) landing to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and -
(i) That person acted as sole manipulator of the flight controls, and (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).

The FAA defines night as "the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *American Air Almanac*, converted to local time."

Evening civil twilight begins when the sun disappears over the horizon. It ends when the center of the sun falls to 6 degrees below the horizon. Morning civil twilight begins in the opposite fashion, when the center of the sun is 6 degrees below the horizon. When the sun reaches the horizon, morning civil twilight ends.

There are two numbers that are important for pilots to remember when flying at night. The first number is, 10 seconds. The second is, 30 minutes. It takes approximately 10 seconds for the average pilot's eyes to adjust from the darkness to the light.
On the other hand, if you were sitting in the cockpit all acclimated to the dark, and you were to inadvertently stare into the landing light of another aircraft taxiing nearby, your night vision could be affected considerably. You would have to begin the process of acclimating to the darkness all over again. It can take up to 30 minutes for the eye to fully adapt to the low light levels available at night. A half-hour is a long time to fly semi-blind through the night. Slow down, let your eyes adapt to the darkness, keep your cockpit lighting low, and avert your eyes from bright lights that might adversely affect the physical process of adapting to the darkness. Remember, while it takes our eyes as much as 30 minutes to adapt to the dark, looking directly into a bright light can reset our eyes back to daylight mode in a matter of seconds—forcing us to repeat the entire process.

Preflight

The first rule for a night preflight inspection is to do it during the day whenever possible. Many problems are more difficult to spot at night, and a flashlight does not replace the sun. One item essential to your night preflight is to check all aircraft lights—taxi and landing lights, rotating beacon and anti-collision lights, position lights, cockpit lights, and flashlights. Since electrical power is of the essence, be sure to check the alternator belt for obvious defects and proper tension.

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Every year in early spring when the weather starts clearing, temperatures rise, we trade in our sweaters and scarves for tee shirts and shorts. As pilots, we begin researching our new adventures for the proverbial $100 hamburger. Well, this year holds a special treat for those of us lucky enough to live near the coast of North Carolina; AOPA is hosting the 2016 Beaufort Fly-In on May 20-21. Beaufort is not only the third oldest town in NC, but it's one of the most beautiful approaches you'll ever make. The outer banks, wild horses on Shackleford Banks, Cape Lookout Lighthouse, The Crystal Coast...it's all there, only one flight hour away or 2.5 hours drive (if you have to). Don't miss one of the few great fly ins that AOPA offers and be within arms reach. Check out http://aopa.org/fly-in for details and we'll see you at the beach!

Night Flight from page 4

While preflighting the aircraft is crucial, don't forget the importance of preflighting yourself. Night flying can be demanding, especially when things start to go awry. So be conservative and remember that some unique medical factors come into play at night. The most important concerns your vision. Your eye (retina) has two types of receptors. Cones provide clear, focused vision in well-lighted conditions. Rods, while they don't see as clearly, adapt more readily to low-light conditions. It can takes 30 minutes or more for your eyes to adapt to low light, but 20 minutes in dim red cockpit lighting will provide a moderate degree of adaptation.

Altitude also degrades your night vision because the eyes' demand for oxygen increases as the light dims. If you smoke or have inhaled carbon monoxide, your vision will be even thinner. For this reason, some experts recommend the use of oxygen for night flights above 5,000 feet.

Executive Flight Training