

INSTRUCTOR'S WING



Courtesy Fabricio Jimenez

"TRANSITION TRAINING"

As I reviewed the numerous manuals and study guides around me it was time to formulate a game plan. I had flown the 767 prior to my stint on the 737 and already had the type rating from the late 1990s, however there would still be an "oral" examination and "checkride" to endure. Having been through numerous aircraft training programs and now the proud holder of nine type ratings, I have found a "method to the madness" so to speak in preparing for a checkride. Let's take a look at how you can apply some of these tips to prepare for a transition to technologically advanced aircraft or other general aviation airplanes.



SR20 has 12 (go figure).

"Memory" items or "red box" items (as they are sometimes referred to) are checklists that need to be accomplished initially without reference

First on the list of items to complete is having the basic limitations committed to memory.

Next is the lengthy task of being able to recite "memory" items on demand without hesitation. Our airline's 767 has 6 emergency memory items that need to be recited without reference to a checklist. Our flying club's Cirrus



Welcome

Learning a new aircraft can be fun and easy if certain techniques are practiced. In this issue we will take a look at some of these sure fire ways to enhance your training.

Due to a busy summer schedule this will be the June-July issue. Our next issue will be in August. Have a great summer!

Safe Flying

Ruben Alconero

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to a printed copy. When an engine fails at 500' during take-off there is no time to pull out the checklist.

Certain tasks specific to turning off fuel and electrics as well as flying a specific speed need to be accomplished without reference or hesitation.

To the novice it would appear the easiest way to commit these "items" to memory would be simply reading them aloud again and again. While this process will eventually beat your brain into submission the results will not be as effective or last as long if there is not a correlation in what the pilot is expected to do with each procedure.

Physically touching the switch, turning the knob, finding a designated "flow pattern" is a valuable part of the training program.

At the airlines we have what is called CPTs, or cockpit procedures trainers. It is a full scale mock up of a specific aircraft. It allows the students to sit as if they were in the airplane and perform checklists while physically reaching and touching the respective items.

While the cost of building one of these CPTs can be prohibitive there is nothing stopping the pilot from simply sitting in the airplane and reviewing the checklists.

At our flying club we have an external power source available that allows students to turn on the avionics and start learning the "switchology" of the Cirrus. This is a great time to practice the "memory items" and correlate what is actually happening.

If you do not live near your local training airport or the aircraft are not readily available for you, a simple picture can suffice.



I encourage primary students to take a picture of the instrument panel. Almost every smart phone has a built in camera these days.

Enlarge the photo, print it out and use that when you "chair fly" at home. Along with a copy of the checklist you have just created a mini CPT for a few dollars. These posters can be purchased through companies like Sporty's, however why not have a picture of the actual instrument panel you will be using.

I encourage all students regardless of experience to "chair

fly". My airline issues these enlarged photos of the flight deck as they realize the value to the pilot and the reduced training cost down the road.

While cheaper than most places our Cirrus at \$145 an hour wet (based off tach time not hobbs) is still too expensive to be fumbling around trying to find where items are located in cockpit while the engine is running. Be prepared early.

Another tool in preparation for flying are the software packages available to pilots.

Cirrus pilots can purchase the required manuals directly through Cirrus, and for an additional cost an avionics simulator CD specific to the avionics package you will be using.

While the initial costs of these "simulator" training CDs sound expensive, the cost vs. learning the avionics while in the air is a huge savings.

I recently had a client in the Cirrus for his first flight who had purchased "all" the extra training CDs and software. He was far ahead of the game compared to a former client who simply printed a POH off the internet. Being cheap is not always the least expensive way.

If you are in a Cessna or Piper that has a Garmin 430 installed you are in luck as well.

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Garmin has free software available for the 400 and 500 series GPS. Visit the Garmin website or goto <http://www.garmin.com/include/SimulatorPopup.html>.

Flashcards and study guides are also great tools to help study aircraft systems and limitations. If there is not a study guide available for your aircraft, then make one.

I have found that when I created my own guides it forced me to better understand the systems so I could summarize them in a logical condensed order.



Last but by no means least, learn from others. On a recent trip to my airline's flight academy I picked up a "technique" in preparing for flying multiple approaches. My instructor called it the "ABCs" of flying approaches.

A- ATIS. Get the weather and see if you are legal to fly the approach.

B- Build and brief it. Build the approach in the

FREE FAA PERIODICAL



airplanes FMS or GPS, and then brief the approach.

C- Checklist. Complete any approach or descent checklists that have not been accomplished.

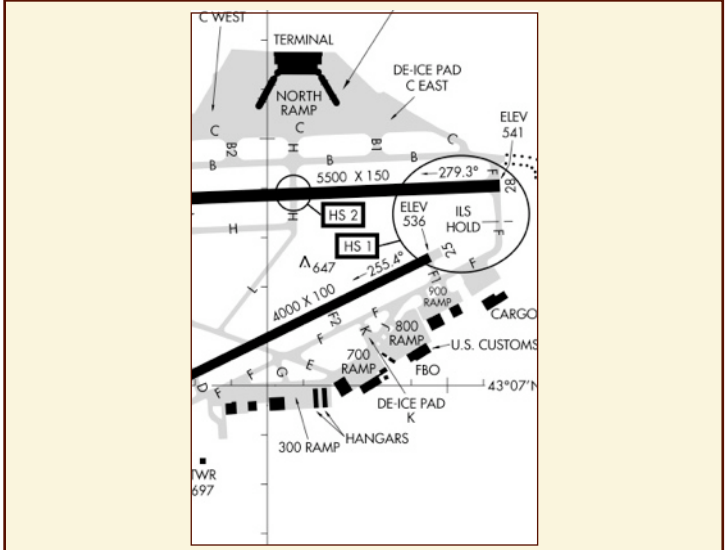
In all the years that I have been flying and training it still amazes me what I can pick up from other pilots. The above ABC technique in preparation for an approach works just as well in our Cirrus as it does in the training environment of the Boeing 767.

Sometimes a cup of coffee and some good old "hangar flying" can glean insights that you may never find in the manuals.



http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/navservices/gnss/library/satnav/

Train Like A Professional, Fly Like a Professional



Hot Spots

Hot Spots are locations on an airfield that pilots need to use extra vigilance while taxiing around. They are locations where pilots can easily confuse their location and accidentally taxi on to an active runway. NACO (NOS) and Jeppesen now publish these Hot Spots on their taxi diagrams. An example of Hot Spots are pictured above at Rochester NY named HS 1 and HS 2.

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Conversion.

Uh oh, you forgot to charge your iPad or iPhone and now you have to figure out how to convert Celsius to Fahrenheit without an app or calculator. No problem!



Here's a trick for converting Celsius to Fahrenheit in your head:

- 1) Double the Celsius temperature
- 2) Subtract one tenth of this value
- 3) Add 32

EXAMPLE: let's use 30 degrees C.

- 1) Double the Celsius temperature (2 x 30 = 60)
- 2) Subtract one tenth of this value (60 - 6 = 54)
- 3) add 32 (54 + 32 = 86 degrees F)

To convert from Fahrenheit to Celsius, use this equation:

$$C = (F - 32) \times 5/9$$



Ask the Instructor-

Do you have a question you would like answered in the next issue?

Please contact:

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Next Issue: Corporate Flying

Join me on a five day cross country tour in a Citation 560.

As a career airline pilot that routinely has everything from flight plans, customs forms and catering prepared for me I will see how the other side of aviation lives.

As if you needed a reminder, AirVenture 2011 (Oshkosh) is July 25th-31st. My wife and I will be attending, camping out under the wing of our flying club's Cirrus SR20.

Tailwinds and Blue Skies

