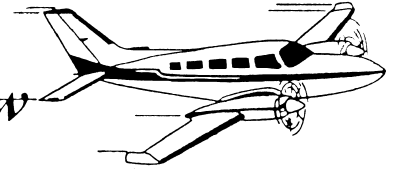




# Arizona Airman Aviation Safety Review



WP07FS21

January 2002

## Title: It's the "Little Things" that add up. By: Mike Halloran FAA Aviation Safety inspector

In the previous newsletter I briefly explained how to "decode" some of the mystery behind the Flight Review, and offered some things to think about. In this month's article, I'd like to share with you some of the "little things" I've found that make proficiency and currency flying more enjoyable and, when included in any kind of a flight check, adds that little extra to safety and professionalism. Ready, here we go.

"Little Thing" Tip #1: When flying with applicants for various flight checks, I often hear how extremely important it is that a pilot keep a vigilant attitude both inside and outside the cockpit when flying. I hear all about scanning techniques including the fact that you can't do enough to make sure the area is completely clear before starting any maneuver - all good advice. The clearing turn is accomplished, either two 90 degree turns left and right, or a 180 back the other way, their head on a swivel looking all around. However, a funny thing often happens after the obligatory clearing turn is done. The pilot seems to think that he/she has just cleared the entire state of all traffic and proceeds to take more than ample time setting up for a maneuver. The result is that the maneuver is accomplished *far* outside the area that they had just cleared! When this happens my response to them is, "Why do a clearing turn at all?" Now, I'm not advocating doing away with the C-turn, but, if you are going to go to the trouble of clearing the area, make it worth your while and stay in the "space" you've cleared. A pilot that can set up for a maneuver (as much as possible/practical) as they accomplish a clearing turn, shows that he/she can do two things at once. The end result is greater efficiency of time, as well as staying within the immediate area that was cleared.

"Little Thing" Tip #2: There's little time in the day that the sun is directly above us. Many times it's either rising in the east, or setting in the west. In either case we Arizonans see this heat lamp far more than others do in the U.S.. Unlike a car that's trapped on a particular heading by roads, we aircraft drivers can alter our course to get the sun out of our eyes. By flying paths in

a Northern/Southern direction will help us keep the sun directly out of our eyes while accomplishing a maneuver. There are a number of tasks in the PTS that require us to hold a heading within + or - 10 degrees of a selected heading and it's somewhat reassuring when we can see the heading indicator (and other instruments) without squinting and holding a hand in front of our face as we fly. Being out of the direct sunlight will also cause us to look out of the aircraft more often, thus increasing our collision avoidance awareness.

"Little Thing" Tip #3: It doesn't matter what Practical Test Standard you are dealing with, they all have tolerances, that if continually exceeded, are grounds not receiving a certificate/rating, or not completing a flight review. If the examiner or instructor, (or a flight partner) doesn't know what; altitude, heading and airspeed you are starting the maneuver on, they cannot establish limits for that maneuver. I'd heard of a case where an applicant had failed his test because the examiner thought he was trying to maintain one altitude and heading, and the applicant was flying another; (the applicant lost out and had to re-test that task.). Do yourself a favor and use all available resources in the cockpit to establish a starting point. For example, use the compass rose on the ADF indicator to remind yourself of the heading you'd chosen to maintain. Write down, or announce the altitude and airspeed you are flying as you start. Point to a prominent landmark along a runway as a planned touchdown spot on your landings.

All of these things (albeit very basic) have helped on past flight checks I've given and taken. Hopefully, when applied will help you too.

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Know of a meeting that could be turned into a "Wings" qualifying program? Contact this office at least three months in advance so that the proper arrangements can be made and we'll advertise it here?



What's Inside this Issue

**“It’s the little things that add up“  
Aviation Safety Seminar Notices**

**Special Events:**

**Saturday, January 26, 2002, 5:00 p.m.**

**Subject:** The 30<sup>th</sup>. Annual Industry Awards Banquet.

**Presented by:** Aviation Safety Advisory Group, Arizona Flight Standards District Office

**Sponsored by:** Federal Aviation Administration, Aircraft Electronics Association, National Association of State Aviation Officials, ARSA, AOPA Air Safety Foundation, Women In Aviation, National Association of Flight Instructors, Helicopter Association International, NATA, NBAA, GAMA, EAA, Professional Aviation Maintenance Association.

**Where:** Double Tree Guest Suites 320 North 44<sup>th</sup> Street, Phoenix, Arizona

**Aviation Safety Seminars**

The Arizona area seminar and special event schedule for January 2002 is as follows: These are WINGS qualifying.

**Honeywell Quarterly Safety Seminar.**

**When:** January 10, 2002

**Where:** Honeywell Plant, 19<sup>th</sup>. Ave. entrance south of Deer Valley Rd. Cafeteria Conference room.

**Subject:** Various safety related aviation issues.

**Sponsored by:** The FAA Aviation Safety Program.