

The content in this preview is based on the last saved version of your email - any changes made to your email that have not been saved will not be shown in this preview.

eMENTOR

NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS NEWSLETTER



NAFI News - May 25, 2011



Instructional News

[AOPA: Aviation Community Can Help Improve Flight Training](#)

[EAA: Aviation Showcased on International Learn to Fly Day](#)

[AOPA Successfully Rallies Senators to Protect GPS](#)

[NATA Concerned With Environmental Group's](#)

Sporty's Celebrates 50 Years at Its Annual Fly-In

This past weekend NAFI's executive director, Jason Blair, travelled to Sporty's to join the Sporty's team in the celebration for its 50th anniversary, along with its annual fly-in to commemorate International Learn to Fly Day.

With some tough weather over the past weeks in the Ohio River Valley, Friday and Saturday cleared just in time for a great turnout and a great day of sharing aviation with the Batavia, Ohio, community.

Sporty's has been a longtime supporter of NAFI, the flight-instruction community, and aviation training in general. We'd like to congratulate Sporty's on its success and wish its entire team many more.



NAFI Founder Presents SAFECON Award

Meeting for another year of competition, college and university aviation programs from around the country attended the National Intercollegiate Flying Association (NIFA) SAFECON this past week at Ohio State University in Columbus. NAFI's founder, Jack Eggspuehler, was on hand at the final awards banquet to present an award to the winner of an event sponsored by the NAFI Education Foundation and to recognize



the amount of work competitors put into their preparation for SAFECON events.

With high scores in categories covering both ground and flight events, top school honors at the end of the week went to Southern Illinois University, with the University of North Dakota and Embry-Riddle Aeronautical University (Prescott) following in second and third places. Review the full list of individual and school awards [here](#).

[Actions on Avgas](#)

[IAFTP: 'What's in It for Me?'](#)

[Indonesian Institute to Double Pilot Production in 2011](#)

[WSJ: A Web Presence Without a Website](#)

Help support NAFI by purchasing products from companies that support NAFI!

By logging into the members only section of the NAFI website you can purchase products at a discount from supporters such as ASA and Sportys. Both of these support NAFI based on the orders members place!



[NAFI Flight Instructor Insurance Plan offered by Falcon Insurance Agency](#)

You earned your flight instructor certificate, now protect it! The NAFI flight instructor insurance plan offers the best protection for flight instructors in the industry. Offering not only hull and liability insurance, this plan also even offers legal defense and professional liability coverage. Learn more about this plan today to protect yourself as an instructor. [Click here to learn more.](#)



Clermont County/Sporty's Airport
1.800.SPORTYS sportys.com

Flight Instructor Store

NAFI MEMBERS SAVE 20%

- Pilot Training Videos
- Lesson Plans and Syllabi
- Instructional Tools
- Sporty's Flight Gear Collection

Shop Now

NAFI, Industry, FAA Review Airmen Testing Concerns

Earlier this month, we joined FAA staff, other industry representatives, and university experts in Oklahoma City to review how the agency creates airman knowledge-test question banks—a process that corrected problems in the recently revised Fundamentals of Instruction test.

Testing-process experts from university aviation-education programs, including Embry-Riddle Aeronautical University, Liberty University, the Professional Aviation Board of Certification, Western Michigan University, and the University of North Dakota, attended the meeting at the request of NAFI and AOPA, as a follow-up to discussions held several weeks ago. The group specifically addressed the Fundamentals of Instruction test; rates of failure for that test have increased significantly since the bank of questions used to create the test was updated on February 14, 2011, said NAFI Executive Director Jason Blair.

"We took a closer look at the specific questions that were added to the test bank and evaluated the test question structure, answer options, and reference for each question," Blair said. "Eight questions were identified for removal from the test bank, and a few others were identified for revision. The FAA immediately addressed those questions, and it will review the results of applicants who failed the test on the basis of these questions."

Those applicants will be contacted directly by an FAA staff member, and a revised knowledge test score will be issued, Blair said.

In spite of that correction, the group determined that many of the new questions were drawn from the most recent update of the *Aviation Instructor's Handbook (AIH)*. Some of these questions continue to result in poor application performance, but they're well written and based solidly on the content in the handbook, Blair said. That reinforces that the *AIH* should be used as the primary text for applicants preparing for this particular knowledge test. Review of results from other knowledge tests suggests that both pass rates and overall scores haven't changed enough to warrant further review of other test banks, he said.

"Both the FAA staff and industry representatives strongly support an approach where students study for airman knowledge tests by developing their knowledge of the material, not by studying specific test questions," he said. "We're working together to create an understanding of how to best prepare applicants for tests while improving overall knowledge and safety in our aviation system."



Contacting NAFI

Don't hesitate to contact our NAFI staff at the offices, or even stop by if you happen to be flying in the area of west Michigan and want to see the new offices at K35D.

Our contact information is:

*National Association of
Flight Instructors
730 Grand St.
Allegan, MI 49010*

866-806-6156



Join or Renew Your Membership Online

You can join or renew your NAFI membership online. You can also update your personal data, including your address, e-mail, phone, flight instructor certifications, and more.

To log in to the members section of the NAFI website, use the e-mail address you provided to NAFI and your NAFI number on your first login or for future login the password you created.

If you have any difficulties logging in or using the system, please contact our office and we'll help!

In addition to the test-question review, university experts also addressed test question development and validation, and they provided feedback on some methods of test development that are generally accepted in the university community. The FAA recognizes that it can learn from the education community, Blair said, and as a result, it will continue this discussion with an industry steering committee it expects to form in the near future, which will be composed of educational and industry representatives who can provide feedback on test development and validation.

"NAFI strongly supports the continued effort of the FAA to ensure a testing process that accurately evaluates applicants' understanding of relevant material," Blair said. "We'll continue to offer our assistance and resources to support this effort, and, disseminate information about future changes to the flight-instructor community."

FAA: Review IFR Altitude Deviations

Pilot altitude deviations often occur while flying a published departure or standard arrival procedure, and many procedures have published altitudes that ATC expects the pilot to follow. The FAA recommends instructors review these procedures so they may instill a thorough understanding of the following ATC phraseology and ILS altitude information to reduce deviations and subsequent danger to pilots and passengers.

Standard Terminal Arrival Route (STAR) Phraseology

"DESCEND AND MAINTAIN" instructs the pilot to descend now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. The pilot will disregard all altitudes published on the STAR.

"DESCEND VIA" instructs a pilot to vertically navigate on the STAR and comply with published speeds.

"RESUME THE ARRIVAL" instructs a pilot to rejoin the lateral confines of the arrival only. Previously issued speeds and altitudes are still required.

Standard Instrument Departure (SID) Phraseology

"CLIMB AND MAINTAIN" instructs the aircraft to climb now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. Pilots will disregard all altitudes published on the SID.

"RESUME NORMAL SPEED" instructs a pilot to comply with speeds published on the SID.

"DELETE SPEED RESTRICTIONS" instructs the pilot to disregard all previously issued speeds including speeds on upcoming portions of an RNAV SID.

"RESUME THE DEPARTURE" instructs a pilot to rejoin the lateral confines of the departure only. Previously issued speeds and altitudes are still required.

ILS Altitudes

A precision final approach fix (PFAF) or a glideslope intercept point (GIP) defines the final approach segment (the end of the "feather") as depicted in the profile view on the approach plate. From the PFAF or GIP to the runway, use of the approach mode (APP) is the proper way to navigate the ILS. Without explicit guidance otherwise, there is no provision for capturing the glideslope beyond the PFAF or GIP, and all altitude constraints must be met.

Published altitudes at fixes outside of the PFAF are part of the initial or intermediate segments of the approach, and they provide vertical separation from obstructions or other aircraft. An extension of the glideslope may not satisfy the minimum altitudes published outside the PFAF. The agency recommends reviewing [Chapter 5](#) in the *Aeronautical Information Manual* to refresh your understanding of departure, en route, and arrival procedures.

RIGHT SEAT: NPRM Closer to Target Than 1,500-Hour Rule

By Peter Morton

On May 11, the FAA released a supplemental notice of proposed rulemaking (SNPRM) that overhauled airline air-carrier crew training. The proposal would require airlines to train pilots, flight attendants, and flight dispatchers together in real-life scenarios, using more advanced flight simulators, including training for pilots on how to recover from full stall in flight. The proposal also would require remedial training for pilots with performance deficiencies, such as failing a proficiency test or check or an unsatisfactory performance during flight training or a simulator course.

This NPRM is, in my opinion, an entirely appropriate action by the FAA to require standards in the training delivered to existing pilots by airlines, an area that Colgan Air was deficient in before the crash of Flight 3407.

The operative quote from [an article](#) on the NPRM is this: "The difference is that rather than just have a pilot execute a ... skill in isolation, the new training will require a more realistic and coordinated effort by the crew as if they were on a real flight," FAA Administrator Randy Babbitt told reporters. "It will be a lot more lifelike."

The area the National Training Aircraft Symposium (NTAS), the Aviation Accreditation Board International (AABI), the University Aviation Association (UAA), and the Pilot Career Initiative (PCI) were working on, with many of us in support, has to do with the initial training and education of non-pilots to the qualification level necessary for them to be hired in their first pilot job as a first officer.

A misguided lobbying effort on the part of the families of the victims of the Colgan crash associated pre-employment training with the accident and asked that the Congress pass legislation instructing the FAA to

require an ATP have 1,500 hours and some specified competencies to qualify for hiring by an airline as a first officer candidate. Some of the competencies specified have relevance, though the means of acquiring them might be inappropriate.

However, the arbitrary 1,500 hours was not justified, because this specifies a quantity and not quality of flight education. In a high-quality program, such as at an accredited university program, the required competencies are developed in as little as 250 to 350 hours, and thus would require a graduate who just acquired the requisite competencies to go out and fly as much as 1,200 or so hours in aircraft and environments that have no relationship to the job as a first officer.

Many students would be deterred from enrolling in flight-education programs in the first place because of the cost of acquiring hours, and candidates that persevered may chose to fly the 1,200 hours in the cheapest possible way, which would be a terrible waste of gas, morale, and talent. We expect another NPRM on this subject to be released on June 8 and are still working on this project, with Part 2 of the NTAS on the first day of the forthcoming AABI summer meeting July 10, 2011, in Norman, Oklahoma.

Peter Morton is president of Peter M. Morton Consulting. Share your thoughts about the flight-training business with other NAFI members by sending them to NAFI@NAFINet.org.

"We Want to Know" Poll Question

Last issue, we wanted to know your thoughts about how to make the next generation of flight instructors more effective; in particular, should the aviation industry emphasize formal mentoring and career-development efforts to groom inexperienced instructors? Would that help the student dropout rate? Sixty-three percent of you said, yes, there's more to teaching than passing the CFI checkride, 24 percent said, maybe, if there were a solid "mentoring" curriculum, no one said inexperienced instructors should be allowed to sink or swim, and 6 percent questioned whether it'd be worth it should young CFIs disappear to other flying jobs. Seven percent said, "Other." Thanks for voting!

This issue, we're working on plans for EAA AirVenture Oshkosh 2011, and we'd like to know your thoughts on hosting some instructor fellowship. Would you be interested in getting together for a meal with the NAFI leadership team and fellow members, assuming you were required to pay your fair share of the meal?

- Yes, I would be interested in attending a NAFI breakfast.
- Yes, I would be interested in attending a NAFI dinner.
- I like the idea, but I probably won't make it to AirVenture.
- No, but thanks.

[Take the Poll](#)

Mentor Requests

In addition to your professional-development, business, and "My View" articles that focus on flight instruction, we also encourage you to submit your experiences with the following topics for upcoming issues of *NAFI Mentor*:

- Developing specialty training
- Teaching specialties (seaplane, helicopter, aerobatic, and glider)
- Selling "utility" to prospective pilots who will fly for business
- Teaching human factors
- Teaching advanced pilots (instrument, commercial, complex, and multiengine)
- Teaching in technically advanced aircraft
- Developing continuing education programs
- Member news
- Flight-school news

For more information, read the [NAFI Mentor writers' guidelines](#).

[Forward email](#)



This email was sent to nafi@nafinet.org by nafi@nafinet.org | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

National Association of Flight Instructors | 730 Grand St. | Allegan | MI | 49010

