

Higher Living

Quarterly E-mail Newsletter



We're Still Here

As Summer gives way to cooler temperatures and more stable air, The team at Executive Flight Training is renewing our efforts to remind you to get out and fly this fall.

With that in mind, be sure you fly safe. Safety is of the utmost importance at EFTS. If you find a safety concern with one of our aircraft, please bring it to the attention of one of our aviation ambassadors immediately. Aviation is a fun, exciting, and fulfilling pastime, but it's safest when we work together to keep it that way.

This quarter we've added some new features to our newsletter including a regulatory review by aviation attorney and EFTS CFI Mark Kolber. We've also added an instructor's corner with important information from EFTS instructors on

training and safe operations of aircraft. This month, EFTS instructor Carson Willis highlights "The impossible turn". Having recently survived an engine failure on departure, I can assure you that the tips Carson offers in his piece are extremely valuable to you and your loved ones.

We've also updated our website and scheduler. Everything is now in one handy place. If you haven't seen it yet, check out ExecFT.com to view the new content and to schedule your next flight.

If you have suggestions for EFTS, or would like to join our team, please contact us so we can provide you with the opportunity to apply your love of aviation to help us accomplish our mission of making aviation accessible to even more people.

Contact Us Today to
Schedule your next
aviation adventure!

Executive Flight Training
1-919-986-9696

info@execFT.com

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Upcoming Events

- 10 October - AOPA Fly-in. Tullahoma Regional Airport (THA)
- 10 October - Raleigh Executive (KTTA) Open House
- 17 October - Harnett County Airshow (KHRJ)

Social Flight App

Looking for somewhere to go, or fellow aviators to fly with? Check out the "Social Flight" App on Apple and Android devices

A KINDER, GENTLER FAA?



This article is for general informational only. It is not legal advice. If you have a legal matter, consult with an attorney licensed to practice in your state.

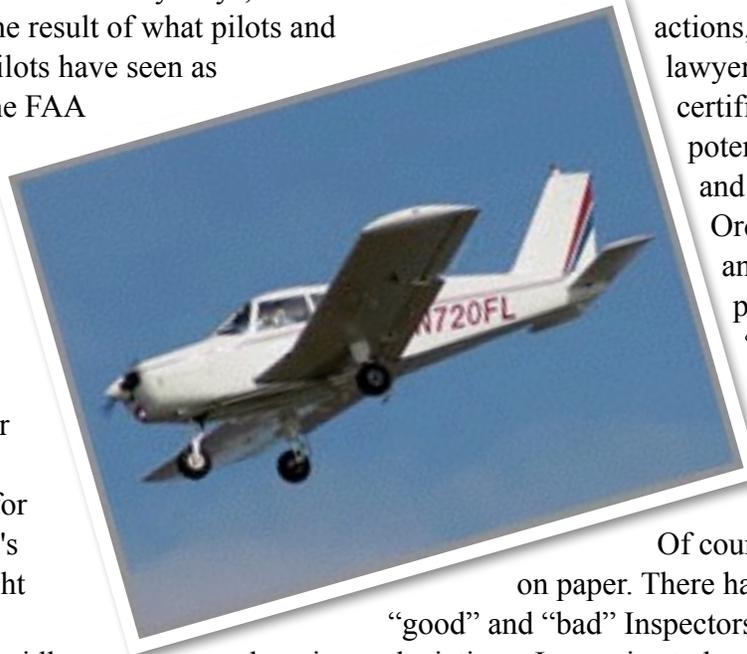
Despite the risks inherent in flying an airplane, many pilots are more fearful of hearing the dreaded words, “Take down this number, call the Tower” after some infraction of the rules, whether runway incursion, airspace violation or error in complying with an altitude instruction. In many ways, that fear is at least in part the result of what pilots and lawyers representing pilots have seen as an over-emphasis by the FAA on punishment.

On June 26, 2015, the FAA published Order 8000.373, setting out the FAA’s “Compliance Philosophy.” The Order describes itself as “the overarching guidance for implementing the FAA’s strategic safety oversight approach to meet the challenges of today’s rapidly changing aerospace system.” It is a short 2-page document that is the FAA’s public announcement of a change in that philosophy, officially recognizing that “some deviations arise from factors such as flawed procedures, simple mistakes, lack of understanding, or diminished skills. The Agency believes that deviations of this nature can most effectively be corrected through root cause analysis and training, education or other appropriate

improvements to procedures or training programs....”

The FAA has a number of ways to handle deviations. Two are “administrative actions” and “enforcement actions.” “Administrative actions” typically involve recurrent training or a “warning notice” similar to a written warning sometimes given for motor vehicle violations. They are handled at the local FSDO level. They do not involve certificate suspensions, allow a “no” answer to “have you ever been found in violation of an FAR?”, and are removed from the pilot’s record

after two years. “Enforcement actions,” involve FAA lawyers, suspensions of pilot certificates (or worse), and a potentially lengthy hearing and appeals process. The Order can be seen as an announcement of a preference for “administrative actions” when violations are unintentional.



Of course, that’s what it says on paper. There have always been “good” and “bad” Inspectors in their approach to deviations. It remains to be seen what long-term effect the announcement will have on the real enforcement culture of FSDOs and FAA Inspectors. But, from the little I’ve seen in the past year or so, this publication is, at least in part, an announcement of a change that has already been in the works.

The Order can be read at <http://tinyurl.com/ngn7dfx>

THE IMPOSSIBLE TURN



Recently, while conducting a Biennial Flight Review, I had the chance to do something that is often discussed but rarely practiced or attempted – The Impossible Turn...a complete engine failure on departure while climbing through 500' AGL and attempting to return to the opposite direction runway. While we often discuss what to do and where to land if ever

pattern. In an effort to spice things up, the other pilot and I discussed how we were going to attempt the “impossible turn”, yet do it in a safe, training type setting. We also took bets on how much altitude we would lose in the turn and if we thought it was going to be possible, or if we would be doomed.

We climbed up to a safe altitude of about 1,500' AGL before attempting the turn (remember, altitude is your safety net, but we needed to replicate sea level engine performance for the abrupt power loss). Once we were ‘ready’, we sharply reduced power to idle and the maneuver began. The pilot immediately



faced with an engine failure, magically, this often occurs while somewhere very near the downwind leg of the traffic

lowered the nose to achieve best glide speed, then almost simultaneously entered a left turn back towards the runway. One

thing to remember: it's not a 180 degree turn you need to make... it's about a 210 degree turn, followed by a 30 degree turn to align with the runway.

Student Spotlight



Congratulations to Ryan Miller who earned his Private Pilot's License in N720FL on 8 August. Ryan is a student of David Williams. David says Ryan is an excellent student who learned quickly from experience and will make an excellent addition to the EFTS family! Ryan will put his new license to work as he attends Embry-Riddle University's Aeronautical Program.

So did we make it??? Get with a fellow pilot or with an instructor and see the results for yourself! You'll be a safer, more educated pilot after doing so.