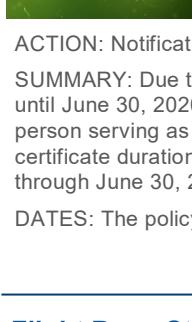




DCT COVID-19 Update



Our aviation goals have been slowed as we navigate the Covid-19 shut down. We will continue to communicate the latest updates. As of now, there has not been an extension to the shut down date. There are currently no extensions being given for certificates or written tests.

As new information surfaces we will keep you all informed. Below, please find the latest update on Medical Certificates.

From the Federal Register / Volume 85, No. 63 / Wednesday, April 1

Subject: Enforcement Policy for Expired Airman Medical Certificates

ACTION: Notification of enforcement policy.

SUMMARY: Due to extraordinary circumstances related to the Novel Coronavirus Disease (COVID-19) pandemic, until June 30, 2020, the Federal Aviation Administration (FAA) will not take legal enforcement action against any person serving as a required pilot flight crewmember or flight engineer based on noncompliance with medical certificate duration standards when expiration of the required medical certificate occurs from March 31, 2020, through June 30, 2020.

DATES: The policy described herein is effective from March 31, 2020, through June 30, 2020.

Flight Bag - Student / Pilot News



In this issue we are focusing on Advanced Avionics:

A short Garmin video on the G5 and its features.
Good for students who fly Warriors too:
<https://www.youtube.com/watch?v=pywscB0Le7Q>

From King Schools. Helpful and short:
<https://www.youtube.com/watch?v=cbnjoVP1kj0>

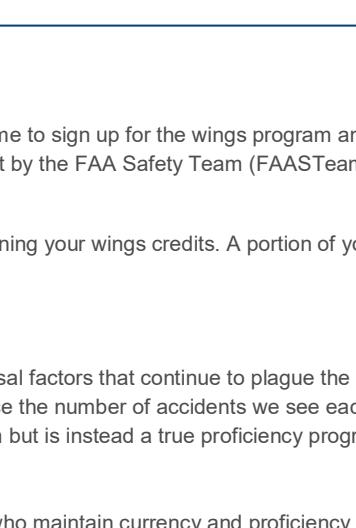
This is also from Garmin. It is about the GFC 500:
<https://www.youtube.com/watch?v=tLRn8gpOxv0&t=137s>

Here are some good Tips and Techniques

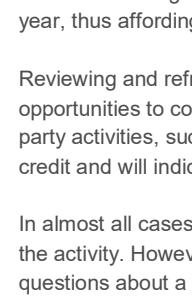
[Push to Safety - Upset Training](#)

[Stall Recovery in Unusual Attitudes](#)

[Spin Training](#)



Chief Instructor's Corner



DCT Instructors and Students,

As mentioned in last weeks newsletter, now is a great time to sign up for the wings program and start earning wings credits. Below is a publication put out by the FAA Safety Team (FAASTeam). It contains the details and benefits of this program.

Please take the time to create an account and begin earning your wings credits. A portion of your flight training will count towards the credits you need.

WINGS - Pilot Proficiency Program

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

In almost all cases, arrangements have been made with the FAASTeam to automatically provide WINGS credit after the activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact faasafety@faa.gov

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!!

In addition, we have two excellent resources to help you navigate the WINGS Program: the FAA Advisory Circular on the WINGS – Pilot Proficiency Program, AC61-91J, and a WINGS User's Guide.

Here is the link to get started: <https://www.faasafety.gov/login/reg/Register.aspx>

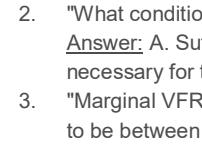
Your Friend In Flight,

Kevin Winship

Chief Instructor

DCT Aviation

Maintenance Minute



This Issue's Maintenance Minute is focusing on Carburetor Heat.

- [Operating Manual for Lycoming O320](#) - see page 25 - Section 3, Part 8 subsection a (5) Specific to Carb Heat use in Landing approach.
- [FAA SAIB](#) (Special Airworthiness Information Bulletin) on Carburetor Icing Prevention
- [NTSB Safety Recommendation Letter](#)

Check-ride Ready



See how you measure up to FAA standards with these questions from the AOPA Pilot Information Center:

1. "True or False? A pilot must have at least a commercial pilot certificate to tow gliders for compensation."
2. "Dangerous altimeter errors occur when flying in air that is substantially colder than standard. The magnitude of such an in-flight error most depends on the:"
 - A. Density altitude.
 - B. Indicated altitude.
 - C. True altitude.
 - D. Altitude above the station providing the local altimeter setting.

3. "During the preflight runup and magneto check, a pilot inadvertently turns off both magnetos. What should be done before returning the magnetos to ON?"

4. "Upon landing the front passenger (180 pounds) departs the airplane. A rear seat passenger (204 pounds) moves to the front passenger position. What effect would this have on the center of gravity? (CG)"

- A. The weight changes, but the CG is not affected.
- B. The CG could move forward approximately 30 inches.
- C. The CG could move forward approximately 3 inches.

5. "True or False? Pilots should not refill oxygen tanks intended for use in an aircraft with medical oxygen because it contains water vapor that could freeze at altitude and interfere with the flow of oxygen"

Answers from last edition's questions:

1. "True or False? A student pilot is limited to fixed gear, single engine, non-complex airplanes under 200 HP for initial flight training."

Answer: False. Although that defines the typical training airplane, student pilots are not limited to simple, fixed gear airplanes. (FAR 61.87[n] and 61.89)

2. "What conditions are necessary for the formation of thunderstorms?

Answer: A. Sufficient water vapor, an initial lifting force, and an unstable lapse rate are the three main ingredients necessary for the formation of thunderstorms.

3. "Marginal VFR (MVFR) conditions are forecast when the ceiling to be between 1,000 and 3,000 feet, and visibility to be between three and five statute miles."

4. "VFR approaches to land at night should be accomplished..."

Answer: B. As the terrain is the same-and the aircraft doesn't know its dark.

5. "True or False? A VFR pilot experiencing two-way communications failure may enter Class D airspace, circle the airport, and wait for a light gun signal from the control tower."

Answer: True. According to the AIM, the pilot should remain outside Class D airspace until determining traffic direction and flow. The pilot may then join the traffic pattern and watch for a light signal.