This program is divided into three training modules. Each module will describe a specific case where the possibility of thunderstorms was questionable and resulted in a crash with other official and unofficial National Weather Service (NWS) guidance. For each case, we'll first identify the forecast(s) and then integrate other meaningful guidance into the analysis to show that the questionable forecast was truly unreasonable with respect to the development or lack of development of thunderstorms. Instrument rated or not, this program is designed to show the pilot how to recognize a bad convective forecast early in the process.

ICING

This is NOT Nice Part 1 workshop is designed to promote situational awareness when structural icing is a flight risk. This program provides a protracted discussion on the factors associated with structural icing and presents the latest tools and techniques that can be incorporated by pilots to gain the most utility from their aircraft throughout the year without compromising safety. Ice is NOT Nice Part 1 contains over two and one-half hours of unprecedented training for general aviation pilots wanting to learn more about how minimize their exposure to structural icing.

This CD-ROM contains eight training modules and one preflight planning case analysis using real weather data and guidance captured from the Internet.

TERMINAL AERODROME FORECASTS CD

Learning to read a terminal aerodrome forecast, better known as TAFs, requires more than simply understanding an unfamiliar code. Pilots need to have an appreciation for its inherent limitations that are largely imposed by NWS directives and local forecast rules. Meteorologists consider terminal forecasts to be point forecasts. Consequently, the relatively small size of the terminal area strongly influences how a forecaster will construct or amend the TAF. Knowing how to properly incorporate these highly detailed forecasts into a pre-flight briefing requires the pilot learn how to look beyond the coded text to read between the lines of a TAF.

INTRODUCTION TO THE SKEW-T LOG DIAGRAM

Thermodynamic charts such as the Skew-T log (p) diagram are one of the best kept secrets in aviation. It represents the absolute best power tool in the pilot's aviation weather toolbox. Specifically, the Skew-T log (p) diagram will often highlight adverse weather better than any other single chart or diagram available. Icing potential, cloud bases, cloud tops, cloud layers, turbulence, non-convective low level wind shear, haze, instability, thunderstorm potential, precipitation type, cloud type, fog and visibility are just some of the weather elements that can be inferred by this diagram.

BEYOND THE WEATHER BRIEF

The Beyond The Weather Brief program on CD-ROM takes the average pilot to that next level in their preflight weather briefings. This workshop is designed for a pilot who desires to use and integrate many of the new or unfamiliar tools found on the Internet with the traditional products to evaluate the location of adverse weather for your planned departure whether it is three days or three hours away. This premium workshop consists of 8 training modules that include the following topics: Surface analysis, Numerical weather prediction models, Constant pressure charts, Thunderstorm forecasts, Precipitation forecasts, Icing forecasts, Turbulence forecasts, Terminal aerodrome forecasts (TAFs)

Ebook

This book explains in detail the process to determine the weight and balance of any aircraft. This edition, has been completely updated to include information on new Light Sport Aircraft (LSA) and Very Light Jet (VLJ) categories. Applicable to both airplanes and helicopters, this book is a primary reference for all FAA Knowledge Exams for both pilots and mechanics. Soft cover, glossy, indexed, full-color illustrations.  

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AIRPLANE MAINTENANCE & REPAIR

This unique resource covers aircraft maintenance program development and operations from a managerial as well as technical perspective. Readers will learn how to save money by minimizing aircraft downtime and slashing maintenance and repair costs. Plan and control maintenance – Coordinate activities of the various work centers. Establish an initial maintenance program. Develop a systems concept of maintenance. Identify and monitor maintenance problems and trends.

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