

# Re: Off Topic: Aviation discussions!

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*Source:* <http://sci.tech--archive.net/Archive/sci.med.dentistry/2005-04/msg01248.html>

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- *From:* Robert Morien <[PhD\\_failure@xxxxxxxxxxxxxxxxxxx](mailto:PhD_failure@xxxxxxxxxxxxxxxxxxx)>
  - *Date:* Mon, 18 Apr 2005 22:00:07 -0700
- 

In article <426420a2@xxxxxxxxxxxx>, "Joel M. Eichen" <[joeleichen@xxxxxxxxxx](mailto:joeleichen@xxxxxxxxxx)> wrote:

> Photos at DentalCom.  
>  
>  
> "Joel M. Eichen" <[joeleichen@xxxxxxxxxx](mailto:joeleichen@xxxxxxxxxx)> wrote in message  
> [news:42641d26@xxxxxxxxxxxxxxxxxxx](mailto:news:42641d26@xxxxxxxxxxxxxxxxxxx)  
>> General aviation is controlled via the FAA for certificated pilots. Non  
>> certificated pilots are entitled to fly ultralight type aircraft only:  
>>  
>> Section 103.1(a) and (e)(1) through (e)(4) define, in pertinent part, the  
>> term "ultralight vehicle." For the purposes of this part, an ultralight  
>> vehicle is a vehicle that: "Is used or intended to be used for manned  
>> operation in the air by a single occupant; . . . If powered, weighs less  
>> than 254 pounds empty weight; . . . has a fuel capacity not exceeding 5  
> U.S.  
>> gallons; . . . is not capable of more than 55 knots calibrated airspeed at  
>> full power in level flight; and . . . has a power-off stall speed which  
> does  
>> not exceed 24 knots calibrated airspeed."  
>>  
>> This is done by the FAA as a matter of public safety if nothing else.  
>>  
>> Entry level or General Aviation pilots have to go through a standard  
>> training of about forty hours of flight time and then take a written and  
>> flight test. They are entitled to travel with a very limited number of  
>> passengers, never for hire, they can't fly in clouds or bad weather, they  
>> can only fly single engine aircraft and they must follow some very strict  
>> guidelines. Any properly trained entry level pilot is put through the  
> gambit  
>> before they are allowed a license. The instructor will do things like flip  
>> the plane upside down on them, make them put on a "hood" and fly by the  
>> instruments only, put the plane into a spin (stall of aircraft where plane  
>> goes to ground in a corkscrew motion), etc. Perhaps one has to be a bit of  
> a  
>> sadist to be an instructor but in a different light; it's for the  
> student's  
>> own good. Some never go beyond that mark and needless to say, a lot don't

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>> make it that far.  
>>  
>> In order to be able to fly in any bad weather or in low visibility  
>> conditions, pilots must then get an instrument rating which is much more  
>> rigorous than a GA rating. From there they can proceed to their  
> instructor's  
>> rating, twin engine ratings, commercial pilot's ratings and finally the  
> "J"  
>> or jet rating. Unlike a driver's license, pilots must pass physical  
>> examinations every two years which include things like drug tests. People  
>> with health problems simply are not allowed to take control of an  
> airplane.  
>> The FAA is an enormous autocracy which oversees any and all parts of  
>> aviation, general or otherwise. (Example: if a pilot has a DUI while  
> driving  
>> a car, he loses his pilot's license.)  
>>  
>> "Fly by wire" systems have always been a wonderful concept. These systems  
> in  
>> theory assist in preventing human error and 95% of all plane crashes are  
>> human error. There are times when the pilot earns his money and no  
> autopilot  
>> will ever replace a seasoned professional. Small aircraft can and do get  
>> sucked up into thunderstorms and they do come down in little bitty pieces.  
>> In my 11,000+ hours of flight time I've discovered that hailstones and  
>> lightning bolts are no fun and that mountains have been known to hide in  
> the  
>> clouds.  
>>  
>> I believe that NASA is doing a wonderful thing for aviation with AGATE but  
> I  
>> don't believe any of those engineers have seen what kind of people are  
>> driving on the freeways today. Something about tailgating, cell phones,  
>> putting on makeup, yelling at the kids and eating a burger while flying an  
>> airplane just scares the hell outa' me.  
>>  
>> billkatz  
>> View Public Profile  
>> Send a private message to billkatz  
>> Send email to billkatz  
>> Find all posts by billkatz  
>> Add billkatz to Your Buddy List  
>> #2 Today, 08:46 AM  
>> Joel344  
>> Member Join Date: Oct 2004  
>> Posts: 3,471  
>>  
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> > <http://www.jalopnik.com/cars/futuri...raft-032434.php>

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> > ..

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> > Joel344

> > View Public Profile

> > Send a private message to Joel344

> > Send email to Joel344

> > Find all posts by Joel344

> > Add Joel344 to Your Buddy List

> >

> > #1 Today, 08:37 AM

> > Joel344

> > Member Join Date: Oct 2004

> > Posts: 3,471

> >

> > Flying Personal Aircraft

> >

> >

> >

> > <http://virtualskies.arc.nasa.gov/na.../tutorial9.html>

> >

> > Tutorial

> >

> >

> > 9. Airways

> > In order to keep air traffic flowing smoothly and safely, the

> > nation's

> > air traffic management system has for years been using "airways" in the

> > sky.

> > An airway is a designated space of air through which aircraft are directed

> > to fly by air traffic control. Above 18,000 feet they are referred to as

> > jetways. Picture these as large imaginary traffic lanes or corridors in

> > the

> > sky. This ensures that air traffic traveling in one general direction

> > moves

> > smoothly through the controlled airspace system maintaining a safe

> > distance

> > between each aircraft by having them fly at certain flight speeds and

> > flight

> > levels or altitudes.

> >

> >

> >

> >

> >

> > These airways are indicated on aeronautical charts and are used

> > regularly by all aircraft large and small flying through controlled

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>> airspace. When flying cross-country on a commercial jetliner, that  
> aircraft  
>> is actually one aircraft in a line of aircraft heading in the same general  
>> direction at the same altitude. This is much like cars on the highway  
>> travelling at the posted speed limit while maintaining a 3-carlength  
>> distance between the car in front and the car behind while driving along a  
>> one-lane highway.  
>>  
>> NASA Research  
>>  
>> In the not-too-distant future, there could be a virtual "highway in  
>> the sky," as the average person could take to the sky in small, safe,  
>> affordable, easy-to-fly personal aircraft, while traveling four times the  
>> speed of today's cars.  
>>  
>> NASA has selected a team of industry partners to help develop the  
>> highway in the sky system, a key element of the government-industry effort  
>> to revitalize general aviation in the United States.  
>>  
>> Dubbed "highway in the sky," the cockpit display system includes a  
>> computer-drawn highway that the pilot follows to a preprogrammed  
>> destination. The highway is drawn on a highly intuitive, low-cost flat  
> panel  
>> display -- the primary flight display of the future -- that will displace  
>> decades-old "steam gauge" instrumentation.  
>>  
>> The system also includes a multi-function display of position  
>> navigation, terrain map, weather and air traffic information. In addition,  
>> digital (datalink) radios will send and receive flight data, and a  
>> solid-state attitude and heading reference system will replace gyroscopes.  
>>  
>> Together, the displays and other equipment will provide intuitive  
>> situational awareness and enough information for a pilot to perform safely  
>> with reduced workload in nearly all weather conditions.  
>>  
>> In addition to transforming cockpits, the technology developed by  
> the  
>> team will redefine the relationship between pilots and air traffic control  
>> and fundamentally change the way future general aviation pilots fly. This  
>> technology is expected to significantly increase freedom, safety and  
>> ease-of-flying by providing pilots with affordable, direct access to  
>> information needed for future "free-flight" air traffic control systems.  
>> Pilots will have the ability to safely determine their routes, speeds and  
>> proximity to dangerous weather, terrain and other airplanes.  
>>  
>> Development of the highway in the sky system has been fostered by  
> the  
>> Advanced General Aviation Transports Experiment (AGATE) -- a consortium  
>> created by NASA in 1994 to develop affordable new technology -- as well as  
>> industry standards and certification methods -- for airframe, cockpit,  
>> flight training systems and airspace infrastructure for next-generation

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>> single pilot, four-to-six seat, near all-weather light airplanes.  
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>>  
>> Currently Active Users Viewing This Thread: 1 (1 members and 0  
> guests)  
>> Joel344  
>>  
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>> You may edit your posts  
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>> vB code is On  
>> Smilies are On  
>> [IMG] code is On  
>> HTML code is Off  
>>  
>>  
>>  
>>

WOW

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• *Follow-Ups:*

◆ *Re: Off Topic: Aviation discussions!*

◇ *From:* Vaughn

• *References:*

◆ *Off Topic: Aviation discussions!*

◇ *From:* Joel M. Eichen

◆ *Re: Off Topic: Aviation discussions!*

◇ *From:* Joel M. Eichen

- Prev by Date: *Re: Dentures (was: Radical Extraction Called For)*
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