

DEDICATION

This book is dedicated to all the pilots of the world — from the student to the professional airline captain — who must struggle with that truckload of rules, regulations, and aerodynamic realities every day in the battle to stay legal... but most importantly... ALIVE.

I must also (or she would kill me) pay tribute to my wonderful, beautiful, and very sexy wife, Darlene, who has supported me throughout all of my careers. Without her, life would be *extremely* boring.

About the Author

Richie Lengel is an Airline Transport Pilot with type ratings in the DC-3, Falcon 20 (DA20), and Citation (CE-500). He has been involved with aviation for over 50 years, and has accumulated well over 11,000 hours of piston and jet time in all forms of passenger and freight operations.

Born and raised in Bridgeport, Connecticut he first took to the air in the 1950's long before he was legal to drive a car. His dad, a private pilot since the end of World War II, introduced his son to flying at a very young age with a variety of aircraft starting with an Ercoupe, several C-140s, a C-172, and finally a Mooney.

The lack of aviation employment opportunities during the mid '60s somehow led to a very successful music career as the lead guitarist for an assortment of high profile Rock-'n'-Roll, Rhythm-&-Blues, and Jazz-Funk recording acts, while renting or borrowing airplanes for transportation to performances around the country whenever possible.

In the mid '80s, Richie segued into a full time aviation career starting as a line pilot, then company instructor/check airman, then Chief Pilot and/or Director of Operations of various on demand Part 135 operations in the Southeast.

Richie has designed and supervised all aspects of training, training manuals, operations manuals, etc., and served as FAA approved check airman for several different types of aircraft.

A sizable portion of his time was accumulated flying freight in DC-3s, but he also has extensive experience in C-402s, BE-18s, King Airs, Turbo Commanders, Citations, and the Falcon 20.

He now lives on the Catawba River in Charlotte, North Carolina and continues to write, fly airplanes, train pilots, water ski, mountain bike, and occasionally hit the stage to jam with a local band just for fun.



Darlene and Richie — chillin' out by the river on Riverside Drive

EVERYTHING EXPLAINED

for the Professional Pilot

Introduction

Learning the intricate physics of flight is just a very small bump in the road to becoming a pilot.

Early on, in pursuit of my flying career, I was struck by the massive amounts of legal rhetoric I was expected to assimilate, and the often seemingly impossible job of locating, deciphering and interpreting the legalese.

The FAA has a unique way of saying one thing and meaning something totally different. Why do they do that? Personally I think 90% of this garbage is a “make-work” conspiracy to ensure job security.

Why can't they just write this crap in ENGLISH?

Sometimes I wish I could take them out back and slap 'em around a little to bring them back to reality. More complicated words do not necessarily mean fewer accidents, but they certainly ensure more violations if you're not perfectly in tune with the current set of commandments and the most current interpretations.

These rules often intertwine into an astounding labyrinth of contradictions virtually impossible to grasp. Highly paid lawyers, with very large boat payments, argue over the meaning of these words every day. It's been said the FARs are written by lawyers for the express purpose of promoting violations and lawsuits!

Also... one must remember, the literal interpretation of a particular regulation very often depends on which FAA you're talking to at that particular moment ... and ... what kind of mood that FAA happens to be in that day. (e.g., “Careless and reckless” can mean just about anything if you piss off the wrong person.)

I've worked with a multitude of FAA personnel throughout the years. For the most part, they are all fair and outstanding people working hard at a difficult job. However... there is an amazing diversity of opinions on many issues, and each inspector can be extremely adamant about his or her particular perspective. When opinions do not agree, the precedence of case law history takes over. Hopefully the extensive research conducted for this book will bring together some of these points of view.

Many, many years later, when I finally felt that I had somewhat sorted out this mind-boggling maze of information, I found that it was way too much for my little peanut-sized brain to remember at any one time. Plus the rules kept changing!

So... I set myself to the task of organizing and cataloging the material so as to have it at my fingertips whenever I needed it, and updating it as the FARs changed. That collection of somewhat secret information has evolved into this book.

This is an attempt to cut through the legal jargon and get ALL the information in one place, up-front and accessible to the mainstream general aviation or professional pilot. It has necessitated a re-write of many of the regs in PLAIN ENGLISH so that a mere mortal (someone lacking a law degree) might understand.

WARNING — You will find occasional sarcasm, tongue-in-cheek irreverent opinions, lousy jokes, politically incorrect humor, what some might consider sexist humor, cheesy clipart, and artfully bleeped expletives that are included both for comic relief and as a teaching tool. Some will question the “professionalism” of this tactic. Well... you just can't please all the people all the time. This book was not intended for children or the emotionally immature. You'll find much worse on network TV. Do not read any further if you're an overly sensitive boy scout, girl scout, choir boy, or self-righteous PC Police [person;-]. This is NOT your normal aviation book. You have been warned!

If bad grammar and creative punctuation annoy you, get ready for a real treat.

This book is written for PILOTS... NOT lawyers!