



Flight Plan

WIFC Monthly Newsletter

August 2017

From the Manager: Well summer has been great in the weather department except for maybe the BC fires which have sent up some hazy conditions over the past week. This is expected to clear out first of the week and get us back our normal summer weather. What is perplexing is to find a nice summer evening with all three planes tied down and nobody flying. The Arrow has finally arrived and is on line. Insurance requirements need 100-hour minimum total time, 25 hours of complex time, or 10 hours make and model. We have had many solo's recently and a newly minted private pilot. In addition to not canceling flights in Schedule Master when your plans change we have had a few other preflight errors that have been costly in the maintenance department. More to follow on that subject. If you need to cancel a flight and cannot postpone it please put the reason why in SM when it asks. If you forget to cancel there is a fee which is attached to not cancelling just like there is with "no shows." We will be having a BBQ plane wash coming up in the next few weeks in addition to some Youth Flight Camps. Let's get some summer flying in while the weather is good.
Fly Safe

From the Chief Pilot: "Nit-picks and Niggles."

Checklist Redux! The most important thing about a checklist is *REMEMBERING TO USE IT* in the heat of battle! I see pilots who won't start the engine without using a checklist but forget to initiate a landing checklist until they are trying to land the plane if they do it at all. It is not uncommon to see pilots completely neglect even an abbreviated takeoff checklist on subsequent takeoffs, touch-and-goes and stop-and-goes. The landing checklist should be initiated on the 45. Granted, it is pretty hard to mess up a landing check in the 172 with essentially one item but the habit pattern needs to be established so that when a pilot moves up to more complex planes, proper checklist usage is ingrained. Executing a checklist is not an end, rather, **the checklist is a tool to help the pilot fly safely.**

Proper care of our "airforce." One quality all our planes share is good clear glass. It is our responsibility to keep them that way. Make checking windshield cleanliness part of your preflight and be prepared to clean it before you fly - bug bodies come off much easier if they aren't baked on for a week. **The cardinal sin** in cleaning a plastic windshield is not using a soft, clean cloth. **Paper towels are a no-no** as they will scratch the plastic, as can dirty rags. I would like to see a milk carton in club house with all the necessary equipment for cleaning. If there is no dedicated cleaner such as Plexus or Pledge available, plain water works fine. Be very careful about putting items such as headsets and kneeboards on the glare shield. The hardware on these items will scratch plastic.

General observations. Much of our flying can be accomplished using routines, done the same

way each time so that they are second nature. Examples are your pre-start, start, post-start, run-up, cruise level-off and pattern level-off routines. One thing I see often is a level-off where upon reaching cruise altitude while still at climb attitude and airspeed, the pilot immediately pulls the power back to the cruise setting then allowing the plane to accelerate slowly while make several power and trim adjustment. Much better, on reaching cruise altitude, pitch the nose down to level flight attitude, roll in some nose down trim, hold the altitude with the nose for a few seconds until cruise airspeed is reached, then set cruise power. You get to cruise airspeed sooner with fewer trim and power adjustments. By contrast, while in the pattern, bring the power back to a pattern power setting pretty much soon after level off so that you don't accelerate above the white arc. Another common mistake I see is when pilots enter the pattern at cruise speed they will typically reduce power – often by too much – to slow down, then get busy with checklists and figuring out the pattern and what happens? They end up losing 200' instead of just slowing down. A technique that will prevent this is, first have a pattern power setting in mind, don't just pull off a handful of power. About 2200 RPM works in both the 172 and -140. Then roll in some nose-up trim right then even though it may require briefly holding the nose so the plane doesn't climb. Now, when the pilot becomes engrossed in doing the checklist, setting up the pattern, looking for traffic and making radio calls, the plane will be much more likely to stay on altitude and no power adjustments will be required until the abeam reduction.

Come out and fly soon. Be prepared and fly good.

Welcome New Members... James Malcolm III, Victor Valencia, Noah Esparza, Kyle Fishburn, Christopher Radka!

From the Book store ... Seattle Sectional charts will be in soon! We are in the process of updating our bookstore to better support pilot's needs. If you have ideas of what you might like to see in the book store please let us know.

Significant Accomplishments... Over the past couple months, we have had a few students solo. We would like to congratulate Chad Lemrick, Travis Beets, Daniil Nazarov and Sean Meyer! Sean solo'd on his 16th birthday at the Cascade Summer BBQ in Anacortes.

Upcoming Meetings & Events....

Aug 15-18 Youth Flight Camp

Aug 22-25 Youth Flight Camp

Aug 19 FATPNW Aviation Day (KRNT) 9am

Sep 16 Skagit Community Aviation Day