



Flight Plan

WIFC Monthly Newsletter

May 2016

From the Manager: Greetings, the weather has been getting better and the sun has been staying up later, two good things that help when planning a flight. We have had more pilots come out of hibernation and trickle in to fly. Last weekend's safety meeting covered flying the San Juan Islands from the 'locals' perspective. Knowing where Point Caution is, calling abeam Neck Point or approaching False Bay to name a few. For those pilots not safety current and who didn't attend the safety briefing can take ASI safety course "Know Before You Go," <https://www.aopa.org/training-and-safety/online-learning/online-courses> that can be accessed through AOPA. Take the course, save the certificate and email it to the office staff. With summer on the horizon we have lots of exciting activities and events in store this year. The first being our "Open House" on Friday, June 10th starting at 5:30. Bring a friend and drop on by. Fly Safe!

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

The brand new private pilot certificate is as much as anything a license to learn. The new pilot needs to fly regularly, not just to enjoy the privilege but to increase his skills.

I very recently received an e-mail from a new private pilot with whom I had a just flown a re-currency flight. He had been pretty rusty and suggested that I use him as an example of what can happen to one's newly acquired piloting skills when one is not able to fly for several months following the completion of the private pilot check ride. He further said that I could use his name in the article. There is no reason to do that and his reason for not flying was due to problems with his medical, not because of any culpability on his part.

His first problem was with the fuel truck driver who had fueled N8737N to the tabs. When the pilot dipped the tanks, fuel only registered "8" on the tube - under fueled, right? Wrong. The trusty instructor pointed out the dipstick was a generic one that required the use of a conversion card (attached to the tube) to determine the number of gallons "8" represented. Problem solved.

The flight proceeded normally until the first landing. His pattern and procedures were exemplary up to that point. Working with a right crosswind on RW 11 at BVS, he satisfactorily corrected but forgot to flare sufficiently, touching down three points. Because he had some right wing down and left rudder for the (correct) crosswind, the rudder input combined with the natural tendency to go to the left headed 37N towards the runway edge lights - not good. I interject at this point that the plane has to be flown through the landing and roll-out. In this case, the right aileron needed to be held in and increased and the rudder inputs needed after touchdown needed to be anticipated.

The second pass was not to good either and resulted in a go-around when we ended up about 10' in the air out of airspeed, power and ideas. Then we forgot to bring up the flaps.

A couple of more trips around the pattern and he was check-ride ready. Thank you "Smilin' Jack" for letting me use you as a teaching example. For the rest of you who haven't flown in a while, the investment 30 minutes or so in an instructor if you are feeling rusty is wise.

Note: C-172 N7426G now has a Super Clock in it and is to use for obtaining "Hobbs" times. Also Ken, "Golden Fingers" Davies located what we believe is the cause of the intermittent pilot-side ICS/VHF transmit problems in that aircraft.

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

R.W. Harrison, CFII

From the Book store If you are in need of a book or chart that is not currently in our display case, please ask our office staff to order it for you.

Significant Accomplishments.... Congratulations to Randall Benson oh his first solo on 4-29-16. We would also like to congratulate Mike Rumbaugh on receiving his CFI Instrument rating!!!!

A Team Effort... ...Help support our local airport restaurant, grab a bowl of soup over a debrief or take a growler or burger to go at Flyers.

Misc. Info We have started a Youth Membership program. This program includes Youth groups, youth seminars, events and adventures and field trips. Monthly dues are only \$20 and a one-time initiation fee of \$50. This is for ages 12-18. If you know of any kids that have a passion for aviation, please share this information.

Cascade Aviation is also involved in the new Skagit Women's Aviation Group. This is an awesome group of women from all over Washington with a huge passion for aviation. This group will be in charge of our scholarship program, fundraising and working together with the youth program in future events this summer.

Bob Fraser, retired CFI, will be at the club on Tuesdays to help any members with aviation questions. Free of charge to all members.

Upcoming Meetings & Events....

- Women in Aviation Meeting @ Cascade Aviation May 22nd @ 5:00pm
- "Aeronautical Decision Making" Seminar given by Mike Dyberg, Saturday, May 28th from 10:00am to noon in the Port Hearing Room.
- Ribbon Cutting/Open House June 10th 5:30-8pm @ Cascade Aviation
- Youth Flight Camp, June 21-24th 9am-12:30 daily Tuesday - Friday