



Flight Plan

WIFC Monthly Newsletter

October 2017

From the Manager....

What a summer it has been! There is still more great weather to fly on the horizon. Take this time to go "aviate." We have had a number of recent student pilots solo and a few recent private pilots as well. Bravo Zulu to them all! The Cherokee and the Cessna just came out of 100-hour inspections so we have lots of time on them to fly. Depart the pattern and go have lunch at Ellie's in Arlington or the Hub at Tacoma Narrows. They both have great food. As you can tell we have a CFI shortage and that is due to the pilot shortage. If you schedule and you need to cancel please do or reschedule so as to free up the CFI for other pilots wishing to schedule them. CFI Kris Jones should be back in the pattern real soon.

Fly Safe

From the Chief Pilot: "Nit-picks and Niggles." Think night flying!!

This is maybe the best time of year to go night flying. The sun is setting right about 1900 or (7 PM for you civilians) and the weather is still good. Before launching out, be prepared. Familiarize yourselves with the lighting switchology in the aircraft. Use an adequate flashlight for your pre-flight and carry at least one light on your flight. Cap visor or headband red lights work very well in the cockpit as about the best thing you can say regarding the installed lighting is that it is poor. Plan to take a hand-held radio with you. In the event of a COM failure, you need to be able to turn on runway lights. Last but not least, make sure your landing light is operating if you are planning on leaving the pattern...it would be really nice see where you are landing in the event of an engine failure.

Pattern observations. Many pilots, both rated and students, have a chronic tendency to overbank on crosswind and downwind turns with bank angles of 35 degrees common. Nose up, overbanked and slow at 700' AGL on a hazy late Fall afternoon (or night) is an invitation to disorientation and/or stall/spin. My recommendation is that you target a 25-degree bank for these turns. Another tendency I see is to pull off too much power and lose altitude on the downwind. Some of you are way too tentative in initiating your base turn, then reduce bank part way through the turn thus dragging out the turn and shortening the base leg. The purpose of the base turn is not pattern adjustment, but to get around to the base leg (not angling away from the runway) and quickly assess what glideslope corrections – if any – are required. ***Touch and goes:*** Too many folks are not rotating in a timely manner, letting speed build to as much as 80 MPH before lifting off. Remember, when you touch down, you are only about 10 mph below rotation speed. ***NOT ENOUGH FLARE!!*** Nose wheels are weak and not designed to be landed on. ***Inadequate rudder coordination,*** particularly on bumpy days. Folks don't realize how much they move the yoke when it is slow and turbulent. Not using plenty of rudder in coordination with roll inputs results in the nose wallowing around and making the plane control sloppy. ***Pattern Radio calls:*** Folks are still not putting direction of turns in their 45, downwind and base calls (left, all runways at BVS). "...on the 45 downwind..." is a confusing call...are you on the 45 or the downwind? They are different locations.

Fly good!

R.W. Harrison, CCFI

Welcome New Member... Jeshua "Jesse" Gabelein to Cascade Aviation!

Rusty Pilot Seminar....

Cascade Aviation will be hosting an AOPA Rusty Pilot Seminar on Saturday, Oct. 21st from 1-4 in the Port Hearing Room. If you are an AOPA member the course is free if not the cost is \$69 and gives you a year's worth of AOPA membership. You can sign up online or here at Cascade Aviation. Seats are limited to 45.

From the Book store ...

Please let us know if there is something you would like to see added to the book store. Seattle Sectionals and Chart Supplements seem to be the most popular to keep stocked. If you let us know in advance we can make sure we have one for you when the order comes in.

Significant Accomplishments...

We would like to congratulate Student Pilots Logan Engle, Harley Monk and Andrew Igl on their recent solo's; and Chad Lemrick as our newest Private Pilot!

Private Pilot Ground School....

Our next Ground School will be starting on Monday, Oct. 16th at 6:00pm and will run from 6-8 on Mondays & Wednesdays. The Price is \$239. If you need a Private Pilot book kit please let the office know so they can order one for you. Cost of the kit runs \$215 plus tax.

Cascade Aviation Christmas Party....

Mark your calendars now if you plan to attend this year's Christmas party which will be held at Flyer Restaurant on Tuesday, Dec. 12th. We will be limiting the attendance to 60, first come first served on tickets. Price and menu will be determined in the next week. If you have ideas or requests please let the office know.

Upcoming Meetings & Events....

October 16th, - Private Pilot Ground School

October 21st - Rusty Pilot Seminar

December 12th- Cascade Aviation Annual Christmas Party