



# Flight Plan

WIFC Monthly Newsletter

August 2016

## *From the Manager:*

A lot of things have happened over this past month; Cheryl has retired, Kellsey has been promoted to Office Manager and Lauren is back. The weather has been great and is expected to be fairly good for some time yet though there will be the occasional cloudy day or rain showers. There still is some summer left in the forecast. Get out and fly! It's depressing to see the aircraft sitting on the ramp all day and night when the weather is bright and sunny! Take a friend and go eat some pie! The simulator is in drastic need of usage if we are going to keep it. It is more than just for instrument flying. It is an awesome situational awareness tool to practice with. Can you keep the plane on the runway if you had a blown tire on landing? Can you land with a stuck left flap? Get with a CFI and find out. Please don't get distracted on preflight/post-flight. I'm still trying to figure out how N15121's fuel dip stick got on the yellow taxi line in front of the aircraft and it had been crushed by an aircraft taxiing over it. Please use the checklists when you fly. You will notice N7426G has changed a bit over the past week. It has gotten new wing tips and front 4 point harnesses. It has an appointment for 100 inspection coming up where it will receive a new PlanePower alternator, a new Tempest vacuum pump, and Rosen Sun visors. Hope to see some of you at the AOPA Fly-in in Bremerton this weekend! Fly safe.

***Attention: Runway 11-29 will be fully CLOSED on Aug 25<sup>th</sup> from 10a.m. to 4p.m. for safety area grading project. Taxiway C will remain fully CLOSED through Sept 30<sup>th</sup>. Please be advised and fly safe!!***

## *From the Chief Pilot: "Nit-picks and Niggles*

### *Verbosity on the radio.*

This time of year with lots of good flying weather, the airways are full – sometimes to overflowing – and many pilots are using way too many words to say way too little. The first rule is to think about what you're going to say and how you are going to say it *before* keying the mike. For experienced pilots this is generally nothing more than taking a couple of seconds to review what they want to say. For a student flying up to BLI for tower work, it may require sketching out a communications plan on – gasp – paper (doesn't work too well with a tablet).

When checking in with NUW approach on a sunny Sunday afternoon, you should anticipate that the controller will be very busy so be ready. On initial call up be ready with a concise transmission that includes who you are, where you are, where you are going and what you want. Be ready to write down or set in the squawk he will likely reply with, before answering back. In fact, if the controller is very busy, don't say anything – the transponder reply will tell him all he needs to know and will save air time. Another acceptable shortcut in acknowledging a transmission is to simply respond without including his call sign first, e.g. *Controller: "Skyhawk 26G, turn right to a heading of two-six-zero." Cessna 26 G: "26G, Right two-six-zero."*

Pattern calls can be shortened up as well. When making an in-range call it is not necessary to give your life history, simply say something like "Skagit traffic, Cessna 26G, 8 South for full stop (or touch and go or whatever you plan) 29, Skagit. You don't need to describe in detail how you are getting there, and note, it is not necessary to append "traffic" to the second "Skagit" – it is there simply to reaffirm what airport you are at or going to for the benefit of those who did not pick up on the initial part of the

transmission.

The recommended 45 call: Should not be made 5 miles out. Two to three pattern widths is sufficient. The typical "Cessna 26G on the 45 for the left downwind, runway two nine, touch- and-go Skagit traffic" can be replaced with "Skagit traffic, Cessna 26G left 45, two nine, touch-and-go, Skagit. 15 words replaced with 10. It is understood that if you are on a "Left 45," you will turn on a left downwind.

Be prepared and fly (and talk) good,

**R.W.Harrison**

CCFI

1) Members,

Cascade Aviation is starting a Membership Drive and on Oct 15<sup>th</sup> we are having an Open House at the Chief's Club at NAS Whidbey from 10:00am until 1:00pm. If you have any friends that are at all interested in learning to fly, please bring them to Open House. Everyone is invited and if you have any questions you can call me.

2) Members,

We are starting a PVT Pilot Ground school on 12<sup>th</sup> Sept. Rusty Pilots are invited at no cost. Plan on Monday and Thurs at about 6:00pm – 9:30pm for 6 weeks. Please sign up at Office or email.

Bob Fraser

***From the Book store ...*** Let us know what books you need for your training, and we will be happy to order them per your request. This includes any books you may need for ground school/training such as the Jeppesen Private Pilot textbook and ground syllabus.

***Significant Accomplishments....*** Welcome new members from July: Peter Muriithi, Brennin Colegrove, Travis Beets, and Malcolm McCutcheon, and from August: Scott Brazelton, and Scott Holmly!

***Flyer's Restaurant .....*** The weekend of August 26<sup>th</sup>-28<sup>th</sup> we are paring up with Flyer's to do Date Night! Bring a sweetheart and enjoy a flight over the beautiful San Juan islands before enjoying a delicious prime rib dinner provided by Flyer's. The price is a steal at \$249.00! Call our office to reserve by Tuesday August 23<sup>rd</sup>.

***Upcoming Meetings & Events....***

- ***September 12<sup>th</sup> PVT Pilot Ground School***
- ***September 17<sup>th</sup> Skagit Community Aviation Day***
- ***October TBD Cascade Aviation 3<sup>rd</sup> Anniversary Celebration***
- ***October 15<sup>th</sup> Membership Drive/Open House @ CPO Club***
- ***Safety Meetings 1<sup>st</sup> Saturday of August, November, February, May***

