

July 2012

T-CRAFT AERO CLUB



The monthly
newsletter of T-Craft
Aero Club

MISUSED RADIO PHRASEOLOGY- JIM HUDSON

Safety – Membership Director

“Breaker-Breaker Nampa Traffic, I’m crossing over and will do a teardrop dive onto 29 for a fly-by touch and go and then head out to the practice area, and then strait to BEE-OH-EYE...”

Last month, I talked about communicating with ATC in general, and also the importance of communicating when passing near the BOI airspace. There is one more reason to contact ATC that I did not mention earlier – TFR’s. I was returning from a BC trip and near Horseshoe Bend and was made aware of a new TRF that popped up in my flight path, a few miles south west of Horseshoe Bend. It was due to a fire they were fighting however, at the time there was no big plume of smoke, but tankers were still working the fire. Had I not contacted BOI ATC, I would have flown right through the TFR. For those members on Facebook, you may have seen the post by Dean Bake of the numerous TFR that popped up all around BOI on July 12th. For those who did not, here is a copy of the view from his iPad.

One more reason to contact ATC, and remember it’s FREE. On a related topic, a recent newsletter by CFI Darren Smith talks about the misuse of communication phraseology. If you’re interested he has a web page and several training items of interest at: <http://www.cfidarren.com/index.htm>. His newsletter follows:

As promised, here's my list of "radio sins" along with solutions. While this is not an extensive list, it is what I've come across among my students.

Roger-This means the transmission has been received and understood. It does not mean "affirmative" and should not be used to respond to a controller's yes or no question.

With You-This should not be used to check in with ATC. The correct check in consists of altitude(s) and level, climbing, or descending. Example: (callsign) Level 4 Thousand

THE BOMB!



Garden Valley

Congratulations to Jim Eyre and his Junior Bombers for sweeping the Flour Bombing and Brent Ross and Jim Eyre for putting it right on the line in the Spot Landing contest at Garden Valley this year!

(callsign) 3 Thousand Climbing 4 Thousand
(callsign) 4 Thousand Descending 3 Thousand

Checkin' In-This should not be used to check in with ATC. The correct check in consists of the phraseology discussed above.

Up To / Down To-This should not be used to acknowledge a controller's altitude instruction. The proper response should be:
Descend and Maintain 3 Thousand, Skyhawk 123AB
Climb and Maintain 6 Thousand, Skyhawk 123AB

Taking the Active-Sometimes used at non-towered airports to indicate the pilot is entering the runway.

This correct radio call would be:
Springfield Traffic, Skyhawk 123AB Taking Off Runway 5, Springfield

Position & Hold (at a non-towered airport)-There are a few problems with this one. Not only has the phraseology changed to "Line up and wait", the other problem is there is no such phraseology at a non-towered airport. In fact it

is inadvisable to delay on a non-towered airport runway for any length of time.

Any Traffic in The Area Please Advise-This is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition. AIM4-1-9(g)

We're Rolling-This is incorrectly used to indicate the pilot is taking off. The correct response is: Cleared for Take Off Runway 5 (callsign)

1200 In the Box-This is incorrectly used to indicate a transponder setting. The correct response is: (transponder code) then (callsign) - OR- "squawking VFR (callsign)"

No Joy-This is incorrectly used to indicate the pilot did not see the traffic called out by a controller. The correct phraseology according to the PCG is:

"Traffic Not In Sight, Skyhawk 123AB"
For me, this sounds too close to "traffic in sight" and so I prefer and teach:
"Negative Contact, Skyhawk 123AB"



Fuel
Reimbursement
for T-Craft

Here's the flash-This is incorrectly used to respond to a controller's request for the transponder's IDENT feature. The correct response is: IDENT (callsign)

And finally, don't even get me started on "tally ho".

(back to Jim)

I've used some of these phrases, and have heard most, even from the big boys on a frequent basis. We should strive to keep our communications brief, specific and meaningful.

As listed in the last newsletter, you can listen to several towered airports, including BOI on www.liveatc.net. For more fun, click on the FlightAware link to watch traffic arrive and depart, or even your own flight if you were on a flight plan. Oh yes, there are smartphone apps for liveatc also. Oh BTW, Jeff A – how was your flight in 64R over the fireworks on the 4th – I was listening

Fly Safe Fly Smart, Have Fun, AND don't do anything Stupid.



Garden Valley Results

Round 1 Flight

Team 1 686 - Jeff Vanhoozer Pilot / Chuck Moore Bombardier

Drop 1 32' 6"

Drop 2 36' 8"

Drop 3 32' 4"

Spot Landing 200' +

Team 2 64R - Jim Hudson Pilot / Steve Turney Bombardier

Drop 1 99' 10" (almost took out some spectators)

Drop 2 15' 4"

Drop 3 42' 0"

Spot Landing DQ - Short

Team 3 93S - John Brown Pilot / Jim Shears Bombardier

Drop 1: 66' 8"

Drop 2: 30' 5"

Drop 352' 5"

Spot Landing: DQ - Short

Team 4 91X - Mark Pfiefer Pilot / Brent Ross Bombardier

Drop 1: 100' +

Drop 2 98' 7"

Drop 3 100' +

Spot Landing: 99'

Team 5 375 - Jim Eyre Pilot / Eyre Grandson 1 Bombardier

Drop 1: 55- 3"

Drop 2 4' 0"

Drop 325' 5"

Spot Landing: On the Line

Round 2 Flight

Team 1 686 - Ben Brandt Pilot / Jeff Vanhoozer Bombardier

Drop 1: 19' 0"

Drop 2: 23' 2"

Drop 3: 5' 0"

Spot Landing: 15'

Team 2 64R - Brent Ross Pilot / Rob Anderson Bombardier

Drop 1: 75' 7"

Drop 2: 56' 0"

Drop 3: 66' 7"

Spot Landing: On the Line !!

Team 3 375 - Jim Eyre Pilot / Eyre Grandson 2 Bombardier

Drop 1: 85' 2"

Drop 2: 25' 0"

Drop 3: 73' 9"

Spot Landing: 26' 0"

Round 3 Flight

Team 375 - Jim Eyre Pilot / Eyre Grandson 3 Bombardier

Drop 1 45' 0"

No Spot Landing

Overall Winners

Bomb Drop

1st Jim Eyre Pilot / Eyre Grandson 1 Bombardier @ 4' 0"

2nd Ben Brandt Pilot / Jeff Vanhoozer Bombardier @ 5' 0"

3rd Jim Hudson Pilot / Steve Turney Bombardier @ 15' 4"

Spot Landing

1st Tie Jim Eyre & Brent Ross @ On the Line

2nd Ben Brandt @ 15'

3rd Jim Eyre 2nd flight @ 26'



Member's Features

These are the kinds of stories that make our club great. The ability to introduce people to flying who have been on the ground far too long. Send in your pictures and short write-ups so we can show case what our members are doing!



Young Aviation Fanatic Taking Flight

Jim Eyre- T-Craft Maintenance Guru

We flew 14 year old nephew from Colorado recently during his spring break. He had never been in a small GA aircraft.

Conor spends a lot of his free time with a flight simulator on his computer & it was apparent by the detailed knowledge he had of the 152.

He has great enthusiasm for anything that flies. Like many of us when we were young, he goes to local airport every chance he gets to watch planes.

Intent on supporting his desire to fly, he is searching for a summer job to help pay for flying lessons.

Male suada
Quis Dolor
Set Ipsum

One of the things he wanted to do on his first trip in a small plane, he wanted to see & take photo of BSU Blue Turf so after clearance from Boise to orbit several times and along Boise foothills,

We flew over Emmett so he could take photo of where he was staying during this visit.

He called his parents after landing to give them the exciting story of how he flew 75% of the time (in fact he did quite well).

Conor plans to finish well in school and wants to go to Air Force Academy. (after getting haircut!).