

IFR from Uncontrolled Airfields

At most uncontrolled airfields, when a controller issues you an IFR clearance, he/she needs to work you into the overhead flow of traffic using procedural separation – non-radar. That means you'll get either a clearance void time or a hold for release. Do you know the difference?

VOID TIME

A clearance void time means you have a window of opportunity to get into the flow of traffic whenever you want – as long as you do it before the void time expires. That means there are no inbound IFR flights or other departures ahead of you in the airspace within that time.

HOLD FOR RELEASE

A hold for release means there are others inbound or outbound ahead of you that will require you to receive explicit permission to depart. Once they cancel their IFR clearance – another airplane can enter the airspace IFR



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Fly like a professional? Yes we can and should!

By: Marty Sacks, CFII

Most of us are not commercial pilots nor do we fly as our profession so it would be very easy to immediately move to the next section of this newsletter thinking this article doesn't apply to us. I would argue that flying like a professional does matter. Instead of thinking that professional flying is for those with lots of hours or ratings, I want to encourage you to approach your flying with the attitude of a professional. From Merriam-Webster: *A professional is characterized by or conforming to the technical or ethical standards of a profession.*

Here are three reasons why I suggest you think this way:

The feeling of accomplishment.

It is a proven fact that when we approach things thoughtfully, with purpose and a plan we are much more likely to succeed. Isn't that what we all want? The feeling that comes from a flight well planned and conducted? I think we would all answer yes.

The safety that will result.

Flying is serious business and there are many ways to end up hurting ourselves or the airplanes we fly. If we're more deliberate about our flying - as the pros are - we are much more likely to emerge from flights safely and that's a requirement if we want to continue to enjoy this privilege we all have.

Our reputation and the example we set.

Like it or not, we're being watched. Other pilots at the airports we visit and encounter enroute, air traffic controllers, people standing at the airport fence and people that watch our ADS-B data are all aware of what we're up to. Each of us have the opportunity to add to or subtract from our reputation as pilots on every flight. It is important to fly well whether we are being watched or not.

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Congressional

Flying Club

Principles for our Newsletter

The newsletter is being reintroduced for the benefit of the club members – that's you!

I'm starting this off as issue number 01, since I think that we're starting fresh for everyone involved. I want to invite the entire club to participate in the newsletter process. If there are topics of interest that you wish to have in the newsletter, please let me know and I'll research and include them as I can.

The main reason I wanted to restart the letter was to broadcast the activities of the club and give another chance for people to be connected. If you have the inclination to write a story that involves anything about the club, please feel free to make a submission.

Lastly, this issue is a little light on content that I hope to change in the future. Thanks to Marty Sacks for volunteering to write the opening story – I hope to have a safety story included also.

So what?

It is said that exhortation, without education that leads to implementation, produces frustration. With that in mind I will share two things that will help us become better pilots:

Being aware about our skills today.

We need to know where we are beginning our journey to have the best chance of getting to our desired destination. Improving a skill like flying is no different. How are we flying now? What are we most pleased about our skill level today? What do we think we need to improve? Have we had a close call recently? Is there an aviation concept that we don't quite get? The answers to these questions are all clues that a good detective can use to assess today's reality. By the way, we all have areas like this.

Bob Gawler, a pilot I greatly admire, told me once that when we stop learning (and improving) we should hang up our headset!

Becoming intentional about growing.

There are so many ways to grow as a pilot. Perhaps this topic is best divided into activities we can do on our own and those we can do with others.

Individually:

We can learn so much from credible sources like the FAA, AOPA and Flying Magazines and many others. I particularly like Max Trescott's podcast aviationnewstalk.com. All the FAA pubs including textbooks that many of us used to prepare for the Private pilot written and practical tests (e.g. Airplane Flying Handbook and Pilot's Handbook of Aeronautical Knowledge) are available as PDFs for no cost. We have a collection of great aviation books in the CFC trailer. Ask your flying pals for recommendations.

So many resources so little time! The nice part about the individual approach is the "what and when" are up to you and your schedule.

Group:

Learning in a group can be a powerful classroom. Consider signing up for FAA Wings and AOPA seminars held in numerous venues in our area where other pilots come together to learn and discuss. Be a part of a CFC group fly-out where we head to a nearby aviation event together. We can learn from each other. Consider a flight with a club CFI to work on an area that you identified above.

Crosswind takeoff and landing practice anyone? Joining Civil Air Patrol is a great opportunity to learn flying techniques in a group setting.

Whichever method(s) you choose, keep a journal of what you're learning so you can periodically go back and review.

Summary:

All of us can get better when we approach our flying with the attitude of a professional. Please be safe up there!



Aviation Safety: Comm

ASRS's award winning publication CALLBACK is a monthly safety newsletter, which includes de-identified ASRS report excerpts with supporting commentary in a popular "lessons learned" format. In addition, CALLBACK may contain features on ASRS research studies and related aviation safety information. Editorial use and reproduction of CALLBACK articles is encouraged.

The article to the right is reprinted from Issue 471 of NASA's CALLBACK website

A Cirrus SR22 pilot "heard" the Controller's instruction to turn and thought that it made sense. It was later learned how the small communication error resulted in a deviation from the clearance that the Controller issued.

I was traveling direct and under Air Traffic Control. I was descending from 7,000 feet to 4,000 feet in IMC to avoid weather buildups. During the descent ATC contacted [me], and I understood [that they] told me to turn west to 290 degrees. I started the turn, and the Controller continued to say, "Turn," but they were very excited, repeating the instruction. I kept reporting back that I was turning 290. I began and completed my turn to 290 [degrees] as I was descending to 4,000 feet. I thought that I understood their instructions correctly, as I was just west of Class B airspace and it made sense to me to turn away from it.

If there was any aircraft near [me], it did not show up on my TCAS, so it would have been a few miles away and not in direct conflict. I later found out the Controller was saying, "Turn left to 090." The "to" caused me to understand 290. I did not hear the "0." The Controller was very busy and hard to understand,...very excited, and talked very fast.

Communication on a busy frequency can be challenging at the least. Wanting to quickly and accurately communicate with the controller can cause some of us to "hog the channel" and block others. Alternatively, it can cause us to abbreviate our message in the hopes that others will understand.

In reality, neither approach is best. The Aeronautical Information Manual includes the Pilot/Controller glossary and is peppered with example phraseology for communications with others while flying. Learn these examples and use them while flying. Communications have a rhythm in ATC – learn it.

Some advice the AIM offers is:

Listen before you transmit. *Many times you can get the information you want through ATIS or by monitoring the frequency. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, the keying of your transmitter will be futile and you will probably jam their receivers causing them to repeat their call.*

Think before keying your transmitter. *Know what you want to say and if it is lengthy; e.g., a flight plan or IFR position report, jot it down.*

All of us want to sound like professionals on the frequency. That can be accomplished by understanding what is being said and why. Voice messages come and go in ATC according to a formula that can be learned and anticipated. I realized this early in my career while working at Oakland Center. I was watching the controller working the low altitude en route sector feeding San Jose airport

The controller cleared flights into the terminal area for the ILS when each aircraft checked on the frequency. They all received the exact same message in the exact same order. There were no surprises for the pilots or controller.

Even when you are on Unicom, you know that a call for turning onto downwind will be shortly followed by a call for turning to base. The expectation and rhythm of the calls helps you build a mental picture of the airspace around you – exactly what it's supposed to do.

A truly proficient pilot is one who knows what message to expect and when to expect it. Experience will teach you most of what you need to know, but a good review of the AIM and **Section 2. Radio Communications Phraseology and Techniques** will broaden your understanding.



Upcoming Events

- **EAA AirVenture – July 22-28, 2019**

[Click here for the details of the EAA AirVenture](#)

- **Young Eagles Rally At Minute Man Air Field**

Jul 13, 2019 9:00 AM - 12:00 PM

- **Wings & Wheels Extravaganza**

Jul 13, 2019 9:00 AM - Jul 14, 2019 5:00 PM

371 Airport Road, Bethel, PA, 19507

Thirteenth Annual Fly-In, Vintage Automobile Show & Big Band Swing Dance

- **2019 Cleveland National Air Show**

Aug 31, 2019 12:00 AM - Sep 2, 2019 11:59 PM

1501 North Marginal Road, Cleveland, OH, 44114

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