

Blue Sky News!

Blue sky trip April 24, 10am, fly up the lakeshore and over to Pilot Pete's www.pilotpetes.com at Schaumburg Airport, K06C, <http://www.airnav.com/airport/06C> for lunch. Please email cindy@blueskyaero.com to let me know if you are interested so I can get a head/seat count and warn the restaurant we are coming ☺ If you want to rent a plane for the trip, please book it now!

EAA/Blue Sky Aero Airport Open House Sat, May 15! Free fun for the whole family! Aircraft displays, rides and more. Details soon on the Blue Sky and EAA Chapter 95 websites!



Renter Corner

Aircraft Manuals, Wt. and Balance info, Syllabus', resources and more at

<http://www.blueskyaero.com/locked/members.htm> **User ID and password** are at the bottom of your statement.

The Ins and Outs of Traffic Patterns

The most critical time to look for other aircraft occurs when the workload is the highest; i.e. take off and landing. Sometimes assumptions are incorrectly made that a) other pilots are flying the correct pattern b) that they are announcing what they are doing and c) that they are looking for you. Although you can't predict what some other pilot will do, treat the pattern, especially on a pretty weekend, like you are in a Wal-Mart parking lot on a Saturday before Christmas ☺

Ever see someone fly over the middle of the airport at pattern altitude, or even worse, a low-wing, descending and then turn left to enter a downwind. How about someone announcing they are entering the pattern in the crosswind, while you are climbing upwind in a high-wing. Both of those scenarios happened to me. Both times I had to take evasive action to avoid being hit. Both times the other pilot was oblivious. In the first example the pilot may have thought he was all clear because he requested that "anyone in the pattern please advise" not considering that I didn't have a radio. (BTW, that phrase has been heartily denounced by the FAA recently, probably just for that reason).

Happens all the time, but can they really do that? Although the FAA recognizes that situations may occur to change what is recommended, such as obstacles or weather, pilots should adhere to the FAA established procedures if possible. (see links to FAR/AIM references on the back)

When arriving enter the pattern on a 45 to downwind at pattern altitude, not in a descent. Announce the following points: on a 45, turning downwind from a 45, turning base and turning final. Can you make a long final to land? Yes, but you can't use it to "break line" if someone else is in the pattern and they would have to alter course for you. If you announce long final and someone reports turning base at the same time, he has the right of way. On departure to leave the pattern, continue your climb on upwind to *pattern altitude*. Once at pattern altitude, either fly straight ahead or *45 to the left*. Do not turn further to the left as you will possibly be climbing in the same spot someone else is descending on their 45 to downwind! Once 500 or more above pattern altitude you are free to turn on course in any direction. (At this point I prefer to turn right if the pattern and its traffic are to the left). Staying in the pattern after departure? Climb on upwind to 300 below pattern altitude before turning crosswind.

Would you like more info on traffic pattern procedures?

Check out this excellent article on the subject by AOPA Air Safety Foundation:

http://www.faa.gov/airports/runway_safety/awp/media/education/safety%20advisor%20non-towered%20airports.pdf

See page two of the newsletter for more links! www.blueskyaero.com/newsletters/2010/april/april2.pdf