The Alameda Aero Club Newsletter

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"Line Up and Wait" in Preparation for Takeoff By Liz Sommers

"Position and Hold" Soon to be History!
Notice Number: NOTC2485

"Line Up and Wait" in Preparation for Takeoff

You do it at the movie theater, the supermarket, as well as your favorite coffee shop on the way to work: You line up and wait. And, after September 30, 2010, you may also be asked to do it at your local towered airport.

Designed to help simplify and standardize air traffic control (ATC) phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards, U.S. controllers will use the term "line up and wait" in place of "position and hold" when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. Both current and future versions of the phrase are used when takeoff clearance can not immediately be issued, either because of traffic or other reasons.

Why "line up and wait?" The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers who can sometimes confuse "position and hold" with similar-sounding phrases like "position and roll," "position at hold," or "hold position." Misinterpretation of this instruction can have serious consequences. Using "line up and wait" helps avoid ambiguity and keeps the global aviation community accountable to the same standard.

Here's an example of the phrase in use: Tower: "Cessna 1234, Runway Three Four Left, line up and wait."
Pilot: "XYZ Tower, Cessna 1234, Runway Three Four Left, line up and wait."

At press time, this change was expected to take effect September 30, 2010. The specific date and additional details will be communicated via updates to the Aeronautical Informational Manual (AIM) and Pilot/Controller Glossary, both located under the Air Traffic section of www.faa.gov.

Other changes have also made their way into standard ATC lexicon. Effective June 30, 2010, air traffic controllers no longer use the term "taxi to" when authorizing an aircraft to taxi to an assigned takeoff runway. Now, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared

to cross before controllers can issue the next runway-crossing clearance.

As you may recall, previous "taxi to" clearances authorized pilots to cross any runway along the assigned route.
One exception to the new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the "taxi to" phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase "taxi to" when instructed to taxi to the gate or ramp. However, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route.

Remember, if you're unsure of any ATC instruction or clearance you've heard, contact ATC immediately. It's always better to check and be certain. And, remember to "line up and wait."

For More Information:

Pilot/Controller Glossary
http://www.faa.gov/air_traffic/publications/atpubs/PCG/pcg.pdf
Aeronautical Informational Manual (AIM)
http://www.faa.gov/air_traffic/publications/ATPubs/AIM/AIMbasic2-11-10.pdf
Aeronautical Information Publication (AIP)
http://www.faa.gov/air_traffic/publications/atpubs/AIP/aip.pdf

Liz Sommers
Chief Pilot

05D Update

By Liz Sommers

The good news is that we spent a lot of money to install the engine analyzer in 05D. The bad news is that it tells us what's going on with the engine, and so it is still offline until we get the problems solved.

The easiest solution would be to just take out the engine analyzer, then we wouldn't have the issues we are having. Just kidding.

05D has had a history (about 5 years at least) of running hot. After finding 2 cracked cylinders, our mechanic, along with our chief maintenance offer, and Stan (also a mechanic) have put in 1 new cylinder, 1 rebuilt cylinder, and 2 overhauled cylinders. Also, they have installed new valve guards, a new exhaust valve, new pistons, and new rings. Yet, in test flights, although the oil temperature is still high (not in the red line, but about one needle width below the red line), the cylinder head temperatures (as diagnosed by our engine analyzer) are too hot. They are showing around 500 degrees, when they should be 450 degrees or below.

They are working in conjunction with Cessna owners, the owner of the Cessna shop in Petaluma and others to solve this problem. One solution may be moving the oil cooler to a different location, as it is in 9UL. (Cessna had decided to move the location from where it was on 9UL to where it is on 05D.) Another solution is to add a metal sheet to the bottom of the cowling to increase the venture effect, and allow more air cooling. They are in the process of working on this to solve the problem.

FYI, to cool the engine in-flight, use the following techniques: lower the nose, richen the mixture, and lower the RPM.

We'll keep you posted.

Meanwhile, does anyone think we should install an

engine analyzer in 9UL? Ha, and no, I don't really want a reply to that question.

Safe flying,

Liz Sommers
Chief Pilot,

Erik Brambila is the MAN!

By Drew Kemp

It didn't matter that it was pushing 100 degrees. It didn't matter that 27L was closed. It didn't matter that it was evening rush hour with all the Fedex feeders crammed onto 27R, along with all the business jets, and assorted other GA aircraft. Oh, no... This evening, Erik Brambila launched into the fray without the dead weight and annoyance of his instructor aboard, and demonstrated that he truly was pilot-in-command of his aircraft and executed 3 beautiful takeoffs and landings despite all the fracas. On his second approach, after extending his downwind darn near to downtown San Leandro to accommodate a jet, he realized he was quite high on final and deftly slipped to the flare, and a perfect touchdown on the first stripe after the numbers.

Muchas felicitaciones to Erik, AAC's newest Solo Student Pilot!

Drew Kemp CFII

Annual Board Meeting: October 16

By Will Golden and Liz Sommers

Do to logistics we are proposing a meeting at our hanger on October 16 perhaps we could do something like this to make this a fun, interactive and educational meeting:
3:00PM: engine cowling open, and questions/answers regarding the engine (could we get Mark to do this?),
3:30PM: noise abatement presentation
4:00PM: ask the controller questions
4:30PM: general meeting
5:00 PM BBQ & hangar talk

Liz and Will

Membership Matters (where your great ideas help us all help you)

1) When flying the Piper: only, the airplane needs to be refueled after every flight to the tabs. The "control lock" must be installed. OK, since there is no control lock, the seatbelt is used as a control lock. If you're not familiar with how this works, please contact an instructor. This only has to be done when the Piper is parked on the ramp, and not in the hangar. Also, when parked on the ramp, the tie down chains need to be fastened.

On all aircraft, be sure to NOT over tighten the oil dipstick. It should be only just slightly snug. When you over tighten the oil dipstick, the oil expands as it is heated during flight. This causes 2 problems, 1, it is extremely difficult for the next pilot to open, and 2, it tends to crack the seals.

Also, please ensure the pitot tube is installed, and chains on. Do not fasten the chains so tightly that it is impossible to get them unfastened!

Thanks for keeping the airplanes neat for the next pilot! Your effort is appreciated!

Liz Sommers
Chief Pilot

2) The incidence of "flatting" tires on the 172s is very high: already both tires on 05D need replacing due to flat spots, and I just put a new tire on 7UL for the same reason. So far I have never replaced a club tire due to normal wear, the cause has always been flatting. The issue is not a tire quality issue but one of technique: the only way to put a flat spot on a tire is to lock a brake while moving. I suspect

the principal culprit may not be landing with the brakes on but hitting the brakes hard on rollout to make the nearest turnoff instead of just continuing on to the next turnoff.

Replacing a club tire runs about $120 - $50 for a tire and $70 for me to get the airplane over to the hangar and make the change. As expenses go that's not that much, about $1.20/hr if the airplanes get as much as 100 hrs before flat spots force replacement, but if it's something that can be remedied via instructor initiatives it would not only save some unnecessary expense but would also reduce strain and shock to the airframe at the main gear leg box. The brakes would last longer, too, between puck replacements.

Just a thought from your friendly neighborhood mechanic.

Mark

3) Liz Sommers CFII: Just a reminder, when filling out the paperwork, the tach time since last refuel should be put on the NEW slip for the NEXT pilot, on both the dispatch sheet, and the flight slip. This allows the pilot flying to pick up the flight slip/look at the dispatch sheet, and see how much fuel has been used. It's a much better indication of how much fuel is left in the tanks than the finger dipstick test.

Also, remember to put all tiedowns on, wheel chocks in, fasten seatbelts, "dress" the prop (put it in a horizontal position), put the control lock in, and pitot tube cover on. While not required, if you pick up a lot of bugs on the windshield, it's a nice gesture to clean them off after your flight. Newly deceased bugs are much easier to clean off than crusty old ones. There should be cleaner in the back of each airplane. If you find there is no cleaner, please contact the plane captain.

Thanks,

Fly fun and be safe!
Liz Sommers
Chief Pilot

4) We'd like to track the usage of how much oil goes into each aircraft. Please log all oil used and note for which aircraft used on the log sheet located by the box of oil.

Mark and Ben moved the oil cooler in 05D to the location where it is in 9UL. They also added an extra "baffle" to the lip on the lower side of the cowling, to increase the low pressure, to increase the flow of air to the engine for engine cooling. This seems to have resolved the problems of the cylinder head temperatures, which are now reading in the normal range of 450 degrees or below on the engine analyzer. HOWEVER, the OIL TEMPERATURE is now running in the red line. They were going to take out the oil temperature sensor today and check that.

Meanwhile, if you are an instructor, or flying with an instructor, or are a seasoned pilot, you MAY fly 05D for the time being. Remember, all engine break in procedures apply: straight mineral oil, 2500 RPM, no touch and goes, no maneuvers. Great for x-country or IFR flights. Reduced rate of $90/hour.

I'll let you know as soon as I hear the update on the oil temperature sensor.

Liz Sommers
Chief Pilot

Comics

Flight Lesson #5: Basic Equipment

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Questions/Comments/Stories?

Submit for the next newsletter at least one week from month's end.

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