

# GALT TRAFFIC



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## JANUARY 1998

### 100 LL DOWN TO \$1.70

It has always been a sincere objective at Galt to keep the cost of flying as low as possible. GFS is passing on a decline in wholesale prices and 100 LL will drop to \$1.70/gal. on 1/2/98.

How's that for a great way to start the new year?

### EAA 932 MEETING JAN 17

Visitors welcome! The January meeting will be at Galt Sat. the 17th at 10 am after which we'll fly (or drive) to lunch.

### SNOW, SNOW, WON'T GO AWAY!

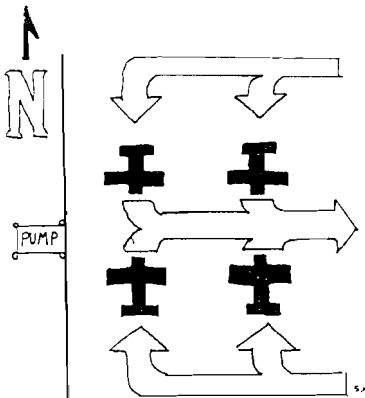
Please be alert for snow plows -- they can not hear you, and they may not see you. Realize that snow is not plowed after hours (5pm to 8am).

### BRET DERBY OFF TO MESABA

Bret starts new hire ground school this month with Mesaba Airlines, a Northwest commuter. Bret will be missed, as real gentlemen always are when they leave a place. Best of luck!

### NEW GAS PUMPS

We will begin using the above ground storage fueling station this month. Eventually the existing fueling island will be removed. There is 75' of hose, so don't try to get closer than feels comfortable. Please park as illustrated:



## "UNCONTROLLED" AIRPORTS

Rarely do two aircraft collide head on at a high closure rate. The vast majority of midair collisions are between converging aircraft or one aircraft overtaking another. The majority of midair collisions occur in clear weather within five miles of an airport and below 3000' AGL. Most collisions in the traffic pattern occur on the downwind leg or final approach with a faster aircraft overtaking a slower one.

The FARs have little to say about operations at nontowered airports. FAR 91.113 cites basic right-of-way rules and 91.126 and 91.127 establish traffic-flow rules. The AIM doesn't have much to say on the subject either, but ACs 91-42F and 91-66A cover the topic in depth. A very good treatment of the subject may be found in the AOPA ASF publication "Operations at Nontowered Airports" single copies of which are available **free** to AOPA members by calling **1-800/638-3101**. The following are some tips from that publication:

Avoid holding in position on the runway while waiting for traffic to clear. You are in a very vulnerable position. Perform your landing checks and be "on speed" before reaching mid point on the downwind leg. Don't forget your traffic calls. Realize that no-radio aircraft, ground vehicles, and aircraft tuned to the wrong CTAF will not hear you! High wing A/C, pick up a wing and look before turning. CTAF should be used for collision avoidance and airport advisories only. (Especially the overcrowded 122.8!) At your departure airport ask about local procedures and noise sensitive areas before departing.

Buy a set of instrument approach charts (available at Galt, Wis & IL, \$4.00+tax, worldwide coverage available). They'll give you a runway/taxiway diagram; the correct CTAF; radio nav information to pinpoint airport location; show you where to expect inbound IFR traffic; list all ATC frequencies; show the location of significant obstacles and more. Use your landing lights -- put them on your landing and takeoff checklists. Use the "sterile cockpit" procedure (see next article).

Use caution on final approach. Where we give our full attention to the landing is where we are most vulnerable! Slower aircraft should fly closer patterns. If you want to over fly the airport for a look-see, do so at least 500' above the pattern altitude, then fly clear of the pattern, descend and re-enter. Remember, even if you're flying IFR, aircraft on an instrument approach have no special right-of-way over other traffic in the pattern.

**Most important of all, please be courteous.**

How about a procedures review for all of us -- both those that *need to be informed* and those that *need to be reminded*!

## STERILE COCKPIT

Ernie Gann described flying as "hours of boredom punctuated by moments of sheer terror". He might have added that most of the boredom occurs enroute and most of the terror on departure or arrival. The airlines once had a safety campaign called "+3 & -8" which warned pilots that about 80% of (air carrier) accidents occurred in the first three minutes or (what would have been) the last eight minutes of the flight. Today the airlines observe what they call the "sterile cockpit" -- no unnecessary activity or conversation while taxiing or on departure or arrival. Flight attendants are instructed not to contact the cockpit during that time except in an emergency.

We in GA might take a lesson from all this. Our passengers are usually most ill at ease at the beginning and end of a flight -- right when we need distractions the least. What defines the "sterile" area and how can one maintain it?

What's your comfort level? VFR: certainly at least the time in the traffic pattern should have your undivided attention. Some would say a 5 mile radius of the airport, some might say 10 miles. IFR or at a busy airport: a 20 or 30 mile radius might be prudent (the area in which you'll be working local radar/tower/ground).

A good preflight briefing will go a long way toward alleviating problems. (Maybe a little briefing before descending into the arrival area, too.) Being nonchalant may be cool, but it won't settle a nervous nelly's nerves. A sensitive explanation of what is going to happen may. Be observant, some people can be quite apprehensive yet hide it well. Think long and hard before talking somebody into going who really doesn't want to fly. (If you succeed, most likely a bad time will be had by all!) Explain why you will be busy during departure and arrival -- not because you're in danger, but because your attention is required to make what you're doing truly safe. Explain that sometimes you'll not have time for casual conversation. Beware of interesting things -- the more interesting, the more distracting. Say, "that's really interesting, we'll talk about it as soon as we complete our approach and landing and shut down".

A good pilot in command learns how to maintain cockpit discipline in all phases of flight. He or she can let passengers know that this is not a carnival ride but serious business that is safe because it is conducted by a serious pilot in a professional manner. They'll enjoy the flight more, and have more respect (maybe even awe) for you as a pilot.

## SPEAKING OF MINORITIES...

There are about 538 thousand pilots (private or higher) out of an estimated 267 million people in the U.S. Being only 2/10 of 1%, maybe we should stick together.

## 'N' NUMBERS

Where did that Lear with the funny 'N' number come from? It doesn't start with an N, so it doesn't live here. Here, for fun, is a partial list the registration prefixes of several countries:

AN-	Nicaragua	AP-	Pakistan	A7-	Qatar
B-	China	C, CF-	Canada	CC-	Chile
CP-	Bolivia	CR, CS-	Portugal	CU-	Cuba
CX-	Uruguay	C6-	Bahamas	D-	Germany
EC-	Spain	EI, EJ-	Irish Rep	EL-	Liberia
EP-	Iran	F-	France	G-	United Kingdom
HB+	Switzerland	HC-	Ecuador	HK-	Columbia
HP-	Panama	HR-	Honduras	HS-	Thailand
HZ-	Saudi Arab.	I-	Italy	JA-	Japan
JY-	Jordan	LN-	Norway	LQ, LV-	Argentina
N-	U.S.A.	OB-	Pert	OE-	Austria
OI-	Finland	OK-	Czechoslov.	OO-	Belgium
OY-	Denmark	PH-	Netherlands	PP, PT-	Brazil
RP-	Philippines	SE-	Sweden	SP-	Poland
SU-	Egypt	SX-	Greece	TC-	Turkey
TF-	Iceland	TG-	Guatemala	TI-	Costa Rica
VH-	Australia	(Most starting with <u>V</u> are Caribbean Island nations)			
VR-B	Bermuda	VR-H	Hong Kong	VR-U	India
XA, XB, XC-	Mexico	XV-	Viet-Nam	YI-	Iraq
YK-	Syria	YS-	El Salvador	YU-	Yugoslavia
YV-	Venezuela	ZA-	Albania	ZK, ZL, ZM-	N. Zealand
ZP-	Paraguay	ZS, ZT, ZU-	So. Africa	3A-	Monaco
4X-	Israel	6Y-	Jamaica	9H-	Malta
9K-	Kuwait	9M-	Malaysia	9V-	Singapore

Most countries use letters instead of numbers to keep registrations at four places (more possible combinations.)

## THOUGHT FOR THE MONTH

"...General Aviation airports (are) disappearing from the landscape at the rate of more than one a week..."

"...The number of FBOs declined from 10,000 in 1980 to 3,800 today." (Both from *AOPA PILOT*, Jan. '98.)

The need is real and you can help by supporting AOPA and EAA -- they're bucking the tide. If you already belong, get a friend to join, or give a gift membership.

**JOIN NOW: AOPA 1-800-USA-AOPA**

**JOIN NOW: EAA 1-800-JOIN EAA**

## 1998 PLANNER

**Apr 19 - 25 Sun 'n Fun** Lakeland, FL  
**Jul 18 & 19 United States Airshow** Dayton, OH  
**Jul 29 - Aug 4 Oshkosh '98** Oshkosh, WI  
**Sep 7 - 13 Farnborough Int'l. '98** U.K.  
**Sep 17 - 20 Reno Air Races** Reno, NV  
**Oct 23 - 25 AOPA Expo '98** Palm Springs, Ca.

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