

Seasons Greetings

This update is to introduce the NEW CIRCUIT ALTITUDES at WOODLAND effective 1st JANUARY 2014.

As pilots we hate change... even more than our Lady friends being told you cannot make Dinner at her favorite restaurant tonight because a long lost friend has just arrived in town and .. you know the rest of the story !!!!

Why are we changing ? After much discussion over the pros and cons of our current Circuit and some mis understands, its a Good time change.

Get the thing clearly in our mind for the new year...

**CIRCUIT HEIGHT FOR WOODLAND WILL BE BASED ON ALTITUDE ABOVE MEAN
SEA LEVEL.
700 feet MSL**

**What does this mean ? If you have an adjustable Altimeter you will set the
CLARK TMA QNH
and FLY THE CIRCUIT AT 700 feet INDICATED on your ALTIMETER.**

There will be a Instruction board at threshold of 08 and 26 instructing pilots without adjustable altimeters to **set 100 feet** on your altimeter prior to departure....

**OVERHEAD JOINING TRAFFIC AT WOODLAND WILL OVERFLY AT
900 feet MSL**

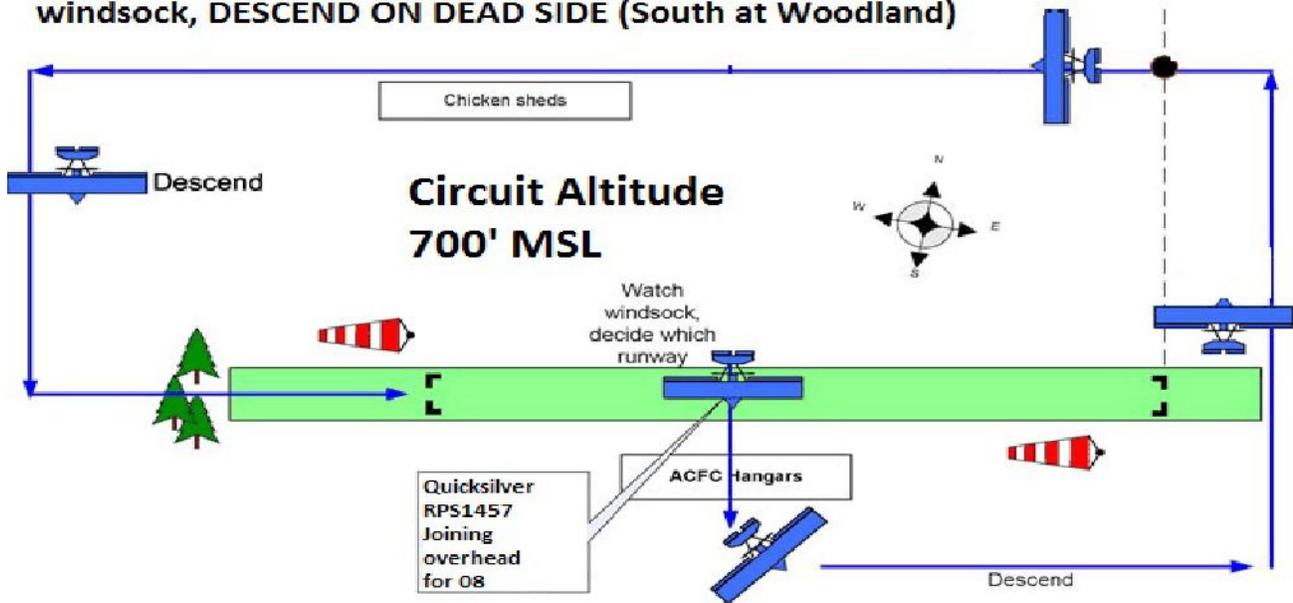
Updated circuit graphics will be uploaded to Pilots Corner Landing Pattern tab

<http://www.angelesflying.com/officialstuff.html>

If you are a private aircraft operator and you prefer to fly on QFE that is your choice provided you understand the traffic pattern height and fly at the published Altitude.

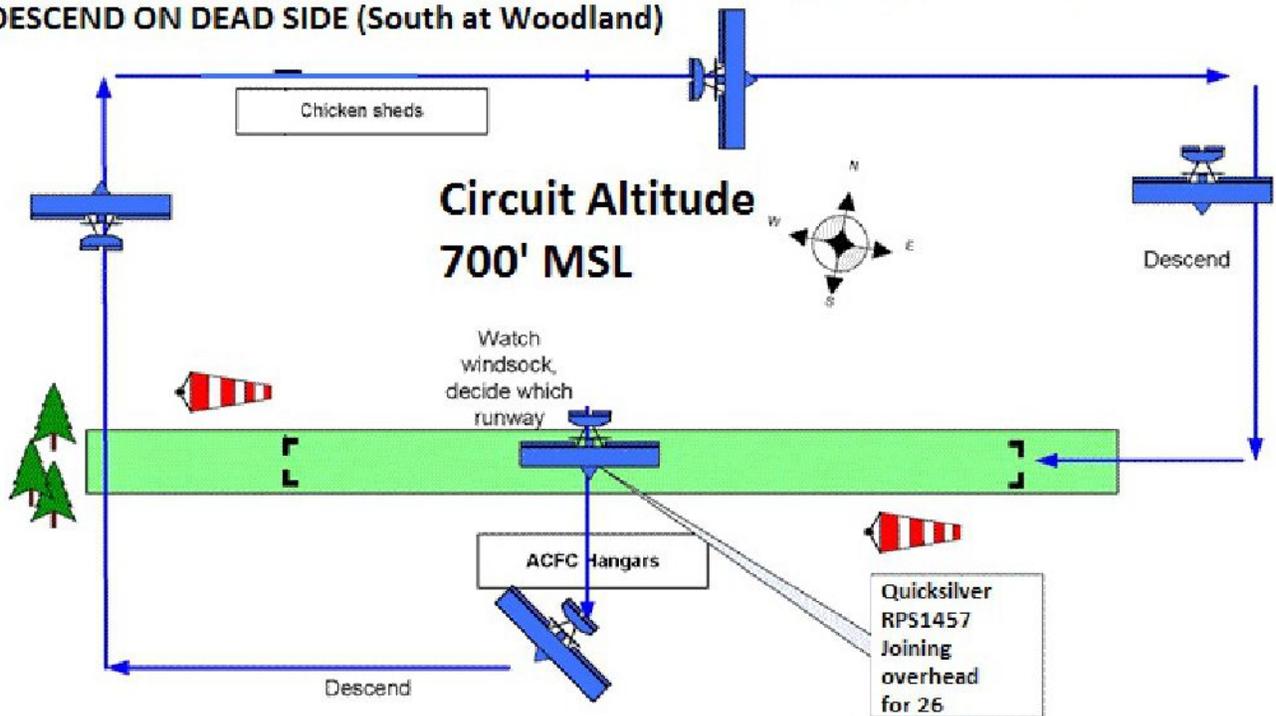
Overhead Joining RWY 08 inbound from NORTH

Maintain 900 feet MSL, Pass over airfield, VERIFY rwy in use by reference to Radio, visual with other traffic (either Airbourne or at Holding point), windsock, DESCEND ON DEAD SIDE (South at Woodland)



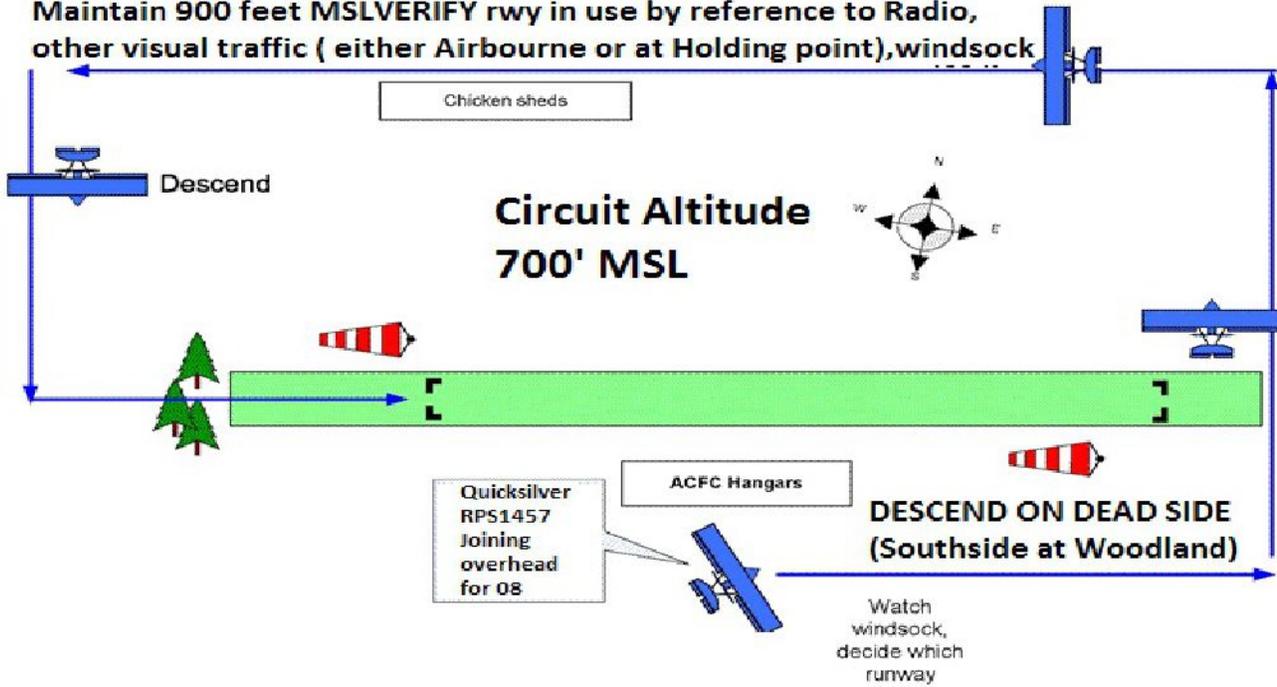
Overhead Joining RWY 26 inbound from NORTH

Maintain 900 feet MSL, Pass over airfield, VERIFY Rwy in use by reference to Radio, visual with other traffic (either Airbourne or at Holding point), windsock, DESCEND ON DEAD SIDE (South at Woodland)

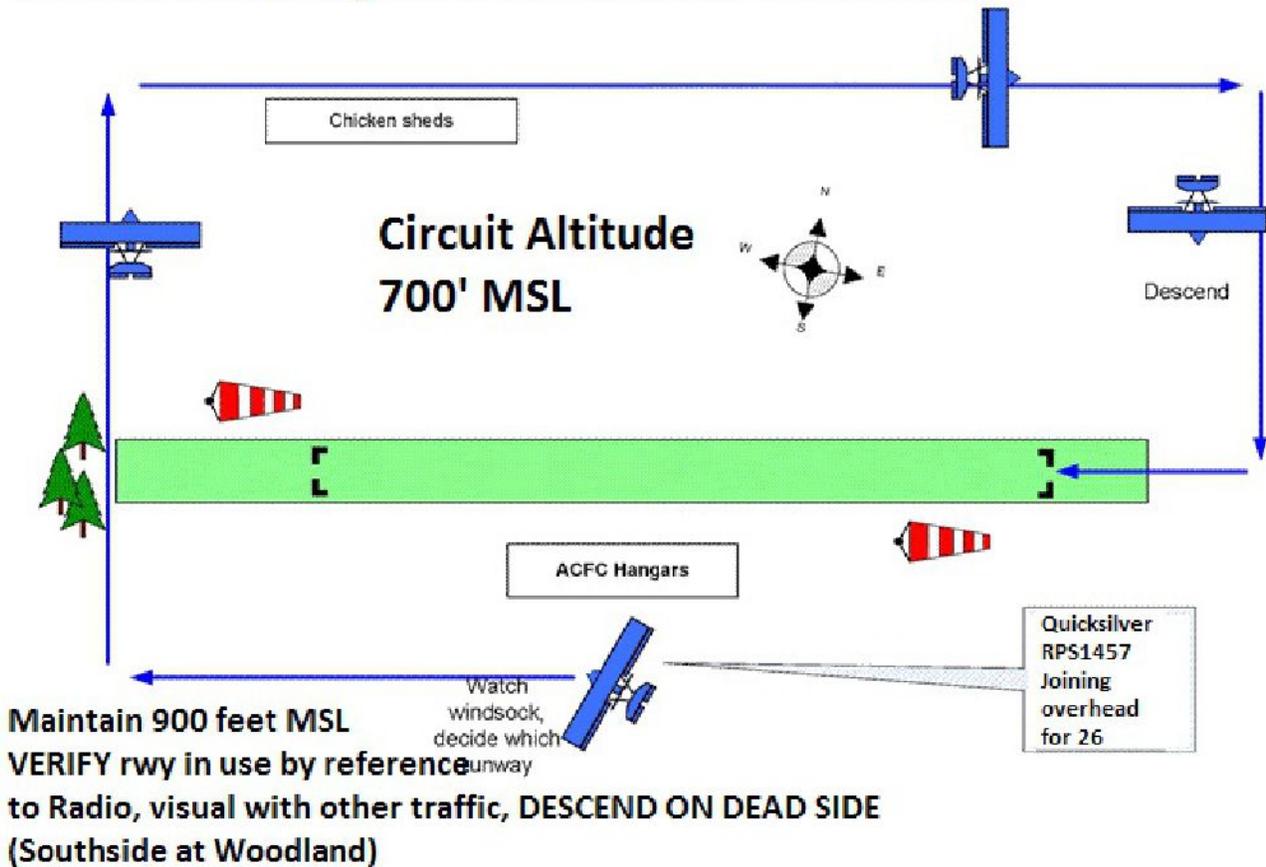


Overhead joinin RWY 08 inbound from SOUTH

Maintain 900 feet MSL
 VERIFY rwy in use by reference to Radio,
 other visual traffic (either Airbourne or at Holding point),windsock



Overhead Joining RWY 26 inbound from SOUTH



Maintain 900 feet MSL
 VERIFY rwy in use by reference
 to Radio, visual with other traffic, DESCEND ON DEAD SIDE
 (Southside at Woodland)

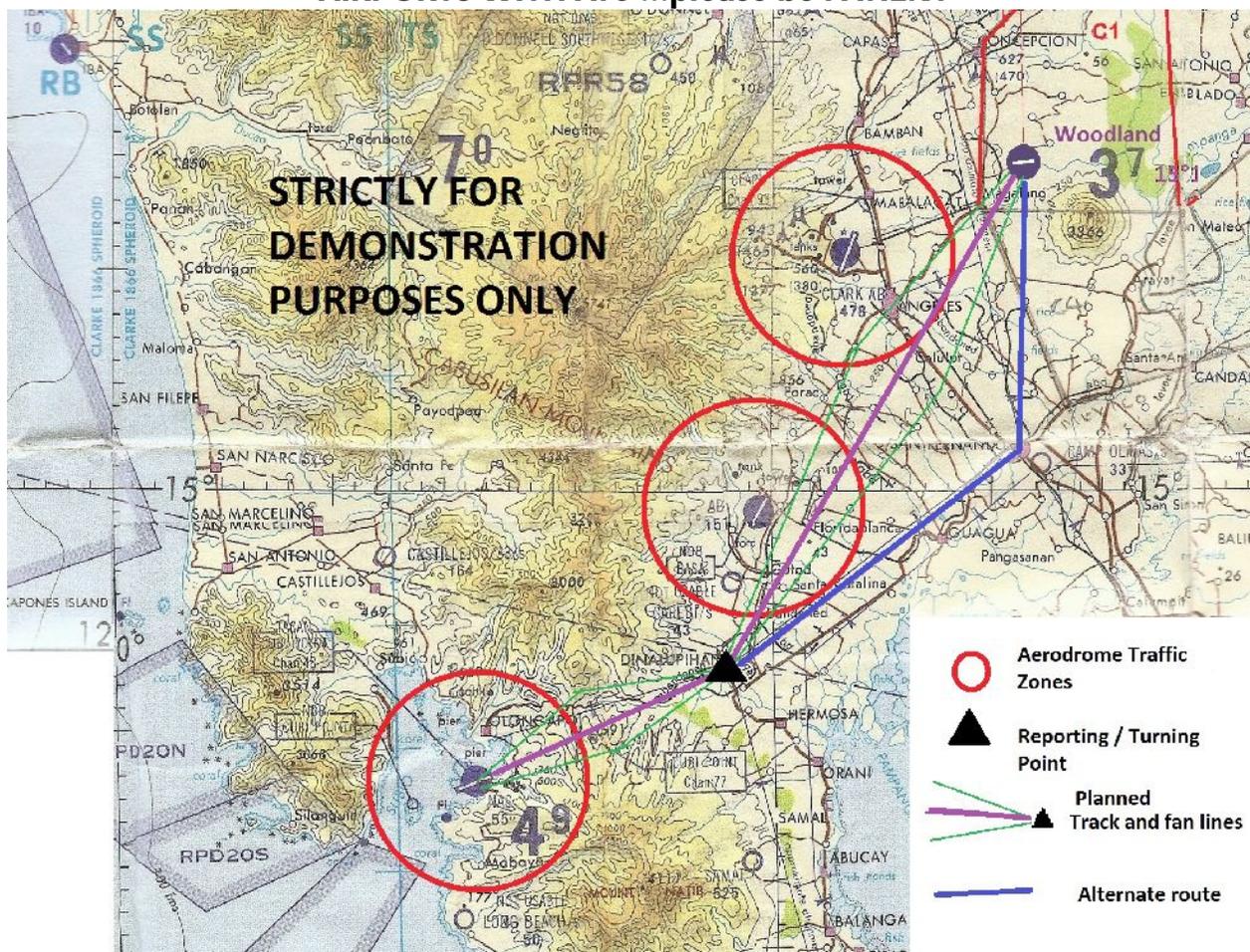
I have been asked to elaborate on the knowledge requirements to pass the ACFC CAR's Exam, Quickly the background, CAAP have told us to ensure all pilots that have been trained by ACFC pass a Civil Air Regulations Exam ,

it applies to all pilots that DO NOT hold a LOCALLY ISSUED CAAP LICENCE

who want to be cleared for flying outside designated training areas....That is outside Charlie Airspace and designated Corridors. I have copied the Graphic Flow Chart which clarifies this. If you have flown at ACFC for years having not sat an Civil Air Regulations exam it applies to you in order to have your LOG BOOK stamped and your Name placed on the approved list which is forwarded to CAAP each month. ACFC will keep a copy on file. A sample of the exam is available on email.... just email ACFC office and it will be sent to you with introduction note.

The content of the exam and its practical use are described in this Narrative of a typical (well not so typical flight we hope.....)

AS OF YET WE HAVE NOT GOT CLEARANCE FROM CAAP TO CARRY OUT FLIGHTS TO AIRPORTS WITH ATC ...please be PATIENT



A GREAT DAY TO GO FLYING.....

Good morning John,

Morning Bob, great day for flying ! We had the plane booked from the first slot, As a **Uncertified** Aircraft we are limited to flying between Sunrise and Sunset, Too bad General Aviation aircraft get an extra 30 minutes either side of Sunrise and Sunset because daylight hours are defined as 30 minutes before Sunrise and 30 minutes after Sunset !

Yep I checked the weather this morning and its favoring a cross country flight to Subic, but we had better get going soon because later the forecast is for occasional storms brewing and coming in from East.... Talking of Brewing you look a bit red eyed this morning

Yep I feel (like a S.T) fine, I did have a few beers last night but that was well before the 8hours Bottle to Throttle Alcohol rule... I been taking some Blood Pressure tablets but they are not Narcotic and I never take drugs or prohibited substances so i'm fit to fly !

I have prepared the route on the chart below, you did remember to bring your pilots certificate (licence) and Medical I hope ?

Sure Bob.. I just turned forty..

To bad, Me too my last medical was 18 months ago and I am 40 Next month.. so I will have to renew every 12 months !

John Please Check we have the required documents on board..that we have the Certificate of Registration and Radio Licence on board..... I have planned the route on the Topographical chart with a turning point at Dinalupihan.

Our flight will be a VFR Flight expecting to land at Subic which is a controlled Airport offering Both Air Traffic Control service and ATC Advisory service to both IFR and VFR flight Planned Traffic. If we get specific Clearances or instructions we must adhere to it at all times and only in an Emergence can we disregard it.

Since we are PLANNING to land at a Controlled Airport with an ATC unit WE MUST FLIGHT PLAN so that the ATC Unit expect us and will provide separation IFR Flight Planned Traffic and ourselves... Furthermore they will Expect us at our ETA, so we had

better not be overdue !

Flight Plans must be submitted at least 60mins prior to ETD... I called by ATC at Clark on my way and Filed our Flight Plan.

The aircraft has been fueled with at least enough fuel to fly to destination and arrive with a 30 minute reserve. Since we are a VFR flight we do not need to carry fuel for an alternate, Lets fill up the Tank anyway !!!

Meant to ask you John how much do you weigh ?

200lbs Mate!

Oops I am 150lbs so with full fuel we gonna be close to our MAXIMUM 600kgs.. which is the upper limit in Philippines for Uncertified Aircraft !

Bob Who is responsible for the Maintenance of this Aircraft ?

John, Its a Club flight using a Club Aircraft so the AIRWORTHINESS and the MAINTENANCE of the AIRCRAFT is the Club responsibility... If it was your Privately owned Aircraft the OWNER is RESPONSIBLE FOR AIRWORTHINESS of his own aircraft.

I see... but how do I now the Aircraft is FIT for FLIGHT,?

Our preflight inspection that every Pilot In Command (PIC) makes is to ensure that the aircraft appears ' fit for flight ' and ... so what we are really expected to carry out is a thought Per Flight Inspection, checking for is Obvious deficiencies, this inspections culminates in a Flight Control Check in our Pre Take Off checks.

Right that's the preflight done, lets get strapped in... did you know its a CAR's rule we must remain with our harnesses on at all time... Good rule !

Quite a few other aircraft going out early this morning... Hope you have learnt all the Right of Way rules for on the Ground and in the Air John... Also especially since we are flying to an Controlled airport how did you get on with the VISUAL LIGHT SIGNALS should we loose Radio Contact ...or stay into restricted airspace or danger areas.

lets get going..

Well you can see they having a great time... Lets take a look at the route...

You will notice the direct track just passes at 5nm EAST from Clark, The CAR's say you need to contact an airport if you fly within 4nm whilst flying below 2500' and the Track goes within 3nm of Basa.

If we wanted to fly this route without getting clearances from ATC at Clark and Basa we could fly Alternate route to San Fernando then to Dinalupihan, staying BELOW the CLARK AND SUBIC TMA. Their TMA commences at just 1500' MSL...and extends all the way from East coast to West Coast OVER Woodland. If we flew the ALTERNATE ROUTE we must obey LOW FLYING RULES at all times, and when over fly populated areas.. IE Above Towns below at Height of 1000 feet, and remain within gliding distance of emergency landing site. Know your Low Flying Rules.

Options are... We have a good Radio so lets fly this as Planned and at an Altitude that keeps us out of Basa Aerodrome Zone. This can only be done if Gain Clearance from Clark Tower Initially and as per our Flight Planned Altitude.

Know your Semicircular Cruising levels, our Track is Westerly below Transition Altitude (we can fly / Plan at ICAO standard levels, they can be found in our pilots corner) Westerly Tracks are Even Thousand of Feet plus 500... therefore 4500'MSL is good for us today.

<http://www.angelesflying.com/documents/GeneralFlightRules.pdf>

Also all the rules relating to most of the required knowledge is available in CAR's document which is also found in pilots corner and is a downloadable PDF.... the link to CAAP website is also there...

<http://www.angelesflying.com/documents/carfinalapproved.zip>

Flying VFR we need to know the different visibility and distances from terrain and clouds .

Bob and John Take off and have a great flight to Subic under Clark Tower initially, who pass them onto Clark Approach or Radar then Passed off to Subic Radar approaching at Dinalupihan.

"Subic Radar this is Romeo Papa Sierra one two three four approaching Dinaluphan maintaining 4,500 feet"

"RPS1234 you are Radar Identified maintain VFR at 4,500 feet, cleared to Subic Airport, Landing Rwy 07, CavoK, wind 180/10kts QNH 1013hpa, there is a storm to South expect passing rain showers"

John, we should be OK we can almost see the Rwy from here...

"RPS1234 report airfield in sight"

"RPS1234 we have field in sight"

"RPS1234 maintain VFR contact Subic Tower 118.2"

"Subic twr RPS1234 maintaining 4,500 feet, field in sight "

"RPS1234 Join Downwind 07, Left hand Pattern, be advised Visibility reducing to 4km, in passing showers, say your intentions ?"

We need 5km Vis when we below 3000' to maintain VFR... Lets ask for Special VFR clearance so we remain legal...

"Subic tower RPS1234 request Special VFR "

"RPS1234 cleared to maintain Special VFR, Call downwind Left Hand 07"

John I can see that shower, looks like getting close to Airfield from South...

Yep... lets get a wind check.. often get gust from showers ..

"Subic RPS1234request surface wind"

"RPS1234 you are unreadable, I say again unreadable"

Look batteries just died !

Not such a great time now is it !!!

This leads us into the legalities, of what we can and cannot do. Below is listed most of the references to likely questions.. taken from CAAP CAR's (links above).

We have gone from VFR in controlled airspace, under Radar control to having a ATC clearance to join downwind visual, We now below 3000feet and have requested Special VFR because Visibility has reduced below 5km required for normal VFR.... and low and behold those new Duracell you bought from side stall on fields haven't gone the distance !!!!

Check out CAR's 8.8.2.8 ...

Unfortunately.. it really is not your day, the storm that was forecast later has now closed in the valley leading back to good to our good old Woodland and the visibility is reducing further and we don't have a Radio...

That's were we are going to leave Bob and John.....

If you were Bob (he is the sharp as a knife instructor if you haven't already worked that out) what would you do ?.... and what you do when and where you finally land if you don't manage to get into Subic ?

Safe flying

Dave

Below is listed most of the references to likely questions.. taken from CAAP CAR's (links above).

CAAP CAR's SECTION 8

- 2.1.2 SAFE FOR FLIGHT
- 2.1.8 DOCCUMENTS
- 3.1.2a AIRTHORINESS
- 5.1.4 RECKLESS MANOUVERS
- 5.1.5 DRUGS AND ALCOHOL
- 5.1.6 HARNESES
- 6.1.1 FLIGHT PLANNING
- 6.1.6a CLOSING FLIGHT PLAN
- 6.2.3 WX ALTERNATES
- 8.1.5 MINIMUM SAFE ALTITUDES GENERAL
- 8.1.6 MINIMUM SAFE ALTITUDES VFR FLIGHTS
- 8.1.13 RIGHT OF WAY RULES
- 8.1.23 OPERATIONS AT AERODROMES
- 8.2.1 ATC CLEARANCES
- 8.2.2 ADHERANCE TO ATC CLEARANCES
- 8.2.3 ATC COMMUNICATIONS
- 8.2.8 OPERATIONS IN THE VICINITY OF CONTROLLED AERODROMES
- 8.3.1 thru 8.3.9 RULES RELATING TO VFR FLIGHT