



Volume 8, Issue 3

July 2007

WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



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KELSO

The Squadron has again been invited to attend the annual fly-in at Molt Taylor Airfield in Kelso, WA. This will be our third visit there and it has become quite a favorite. We are hosted by Mothers of Military Support (MOMS) and its founder Liz Johnston. The dates are August 3, 4, & 5 - the first weekend in August. Friday arrivals will be guests at a welcoming reception to be held at the nearby Elks Lodge. Saturday will provide lots of flying, to include the popular air support sortie for PSMVCC's convoy through town. And again on Sunday we're invited to fly to our heart's content. Of course, avgas will be available for all this sky-thrashing. And rooms, too: if you're bringing a warbird, get in touch with Fred at fred@fcsmyth.com to get a room. If you're attending, but without a warbird, contact our friends at The Red Lion - 360.636.4400. If you mention Cascade Warbirds, you'll get a room for half-price; that's only \$62.00 plus tax. Everyone is invited. ☼

CO's Cockpit

By Dave Desmon

The Cascade Warbirds have finally transitioned to the 21st Century! Earlier this month, I sent Bill Baum an e-mail! And he GOT it! Of course, he had to call to tell me he got it, but still... *And to be fair, Bill left me a voicemail before Olympia that I didn't get until too late – no one sent me an E-Mail to tell me to check my Voice Mail.... Oh Well –*

Speaking of Olympia – We had a great show despite winds gusting to 20 Kts, 90 degrees to the runway. Over two dozen Cascade Warbird aircraft showed up, and 16 flew in the show. I especially want to thank our Marshalling crew, who did a bang-up job of getting our planes spotted for launch, and recovered, all at once without any bang-ups! Thanks Paul, Charlie, Mac, Doug, and Rick (hopefully I didn't miss anyone)!

One very serious topic I want to address this month – User Fees, and the threat the FAA's new "Reauthorization" Scheme poses to our flying and to General Aviation as a whole. I hope by now that you are all familiar with the basics....

It's time for the FAA's budget to be reauthorized for the next 10 years by Congress. The FAA, Major Airlines, and the White House have a plan to shift the costs to you and I.

The FAA wants to control their own revenues, free of "Interference" from Congress. They want to be able to decide what to charge for, and how much. The White House wants the 21% of the FAA's budget that comes from the General Fund eliminated, despite the fact that the National Airspace System (NAS) serves all Americans who order merchandise second-day air, who move goods by air, who receive medical transport by air, traffic reports, etc. The NAS is like the interstate Highway System, only faster.

The Major Airlines want big tax breaks and to shift more of their costs to others, like they've done by declaring bankruptcy, demanding pay cuts from their workers, some of whom only make \$20,000 per year, and dumping their retiree's pension plans. The Airline execs who dreamed this up then award

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WARBIRD FLYER

★★★ Cascade Warbirds ★★★
EAA Squadron 2 Newsletter

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This is the official publication of the Cascade Warbirds EAA Squadron 2. As such, it serves principally as a communications vehicle for our membership. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Squadron or the EAA. As members you are encouraged to contribute articles, comments, squadron news, and anything else involving Warbirds or associated subjects to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Articles can be submitted via e-mail, to the editor's address. Deadline for submission of articles is generally two weeks prior to the next publication, but earlier is always appreciated!

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CO's Cockpit

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themselves \$26 Million bonuses. They are now asking to have the meager 4.3 cents per gallon they pay in fuel taxes eliminated, while jacking our taxes up to 70 cents per gallon. They claim that GA and new VLJs congest the skies, and cost the airlines more money. What they really fear is that businessmen who currently pay big bucks to fly First and Business Class will grow tired of long security lines, lousy service, and bad food and buy an Eclipse Jet to fly themselves rather than continue to contribute to bonuses like the \$26.6 Million CEO Doug Steenland awarded himself upon Northwest Airlines' emergence from bankruptcy.

We in the United States have the largest, safest airspace system in the world. We move more airplanes than the rest of the world combined. We have the most efficient funding mechanism in fuel taxes – the costs of collecting them are nil. The GAO, the Congressional Budget Office, and the Inspector General of the DOT have all stated that the current system is quite adequate to fund needed upgrades to the ATC system. In fact, the FAA's new funding scheme would bring in \$600-\$800 Million less than merely reauthorizing the current system!

The best summation I've seen yet came in a letter to AOPA Pilot from an ATP flying jets out of Denmark who said – "Anyone who wants to change the (funding) system in the United States is either a crook thinking to make money or a fool."

OK, enough preaching – What now?
www.AOPA.org (look for "FAA Funding Debate" at the top of the page) has tremendous

details and resources for research and education. They have a film about how the user fees ring up on a typical flight in Europe, analysis of the various positions, fallacies and facts, even an on-line petition you can sign.

Another organization leading the fight is the Alliance for Aviation Across America.

<http://www.aviationacrossamerica.org/> Their website, under "Take Action" will assist you to compose and address a letter or E-Mail to Congress. The EAA has an online briefing guide as well -

<http://www.eaa.org/govt/index.html>

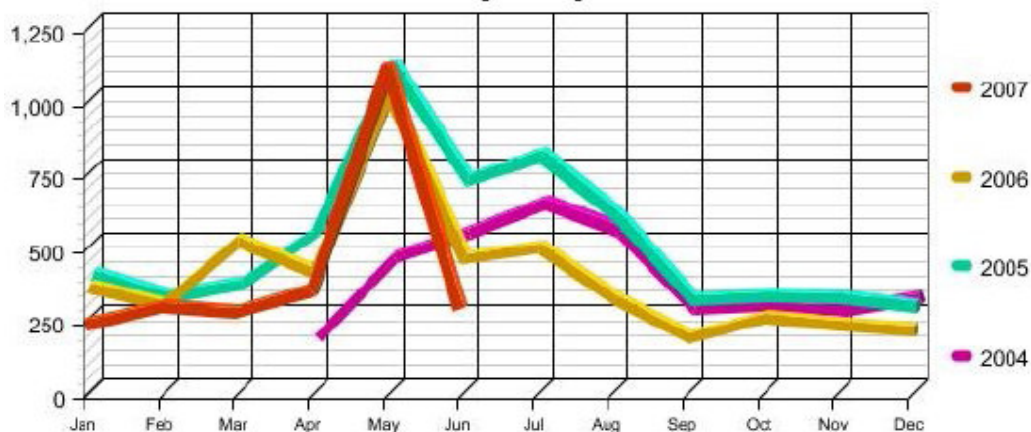
So what can you do? Now is the time to join with those who are leading the fight for YOUR Freedoms – AOPA, EAA, and others – Rebecca & I feel strongly enough about this issue that we have each accepted another duty to add to our already too busy line ups. We've taken State positions with the Washington Pilots Association <http://www.wpaflys.org/>. We think that when Phil Boyer stands in front of Congress, and says "I represent 412,000 American Pilots and Voters" and Tom Poberezny says "I represent 170,000 Pilots and Voters", that John Dobson should be able to say "I represent 20,000 Washington State Pilots and Voters" we all need to speak with one Voice, and say "NO to User Fees!"

The Airlines are busy lobbying – they've run TV Commercials in airport waiting areas with a cartoon 747 in a cowboy hat complaining how GA airplanes are clogging the skies and making him late so a "Foursome with an early Tee-time" can cut him off.

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Warbird WebHits

Report Graph



Squadron News

MEMBERS WIN AWARDS

Congratulations go out to a pair of our members for their successes at Sun 'n Fun. The Judges' Choice: T-28 was awarded to Lisa and Paul Walter of Milwaukee, WI, for their T-28C N289RD. And the Preservation Award went to Craig Ekberg of Rolling Hills, CA, for his CJ-6A N556TR. Bravo Zulu to the both of you for a job well done - and we hope to see you and your airplanes in the Northwest this season. ✪

LAST CALL

There are still several of you who have not yet renewed your membership in the Squadron for 2007. We don't publish the names because we don't aim to embarrass, but we would like to maintain contact with you. Send your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you're not sure whether you're current, look at your address label. If you're still not sure, email Fred at fred@fcsmyth.com. One thing's true - this newsletter comes to you because of your membership in the Squadron. ✪

HAVE AN OPINION?

Want your ideas implemented? Want to be a part of the process? Come the annual member meeting in November, squadron members will elect the board members who will lead us through the next two years. To that end, the Nominating Committee is accepting names of those interested in helping to formulate our strategy. If you would like to participate, or know someone who would, email Curt Kinchen at ptcurt@msn.com. The slate of candidates will appear in the next newsletter. ✪



(AirplaneMart.com-Aircraft Classifieds Online Photos)

ATTENTION PILOTS

SPECIAL ORDER

CW-071307

13 JULY 2007

PROJECT WARBIRD WELCOME

1. **ASGN:** Squadron Deployment
2. **DESTINATION:** AWO, Arlington, WA
3. **DATE:** Friday, 13 July 2007
4. **TIME:** 1830-1930
5. **RPRT DATA:** Rprt to HQ AWO Island
6. **PURPOSE:** Social Activity
7. **REMARKS:** Refreshment, beer, wine, snacks, provided courtesy Arlington NW EAA Fly-In

KEEP 'EM FLYING

Ops Office

By Dave Bauer

We had about 12 Cascade Warbird aircraft flying in to the Skagit Tulip Fest Airshow at Mt. Vernon, WA on April 28. This was our first outing this season, due to being weathered out of the flying "warmup" we had scheduled at the Heritage Flight Museum in mid-March. It was a marvelous day for an Airshow and after the superb demo by two Navy F-18's and several other performers, including our own Bud and Ross Granley in their spectacular Yak routine, it was our turn to conclude the show. Despite the limited parking, our outstanding marshallers made the best of the hand they were dealt and managed to get all of our planes out so they could fly. It was a great season's opener for our group!

Our participation at the Paine Field "Airport Appreciation Day" was good. Despite the cold, windy weather, there was a fine display of aircraft for all to enjoy. Thanks to John Sessions for bringing his gorgeous P-51. It is one of the finest examples anywhere of its type. Paul Allen's P-47 and Spitfire were also in attendance. We were served a special treat by getting the opportunity for some great passes and wonderful sounds as they were performing their "flypasts". Thanks to the Paine Field members for being great hosts to us. It was a long time coming to be part of your event.

The next HUGE event was the arrival of the EAA B-17, "Aluminum Overcast", at the Boeing Museum of Flight in late May. It was a rousing success, and as usual, many memories were stirred, when we think back and remember the men who flew these great aircraft and helped pave the way for us and future generations to continue to enjoy them. This was all culminated on Saturday with several of our aircraft in attendance at the MOF for "Cascade Warbirds Day". A special thanks goes out to Warren Nadeau, who headed up the coordination with the EAA for this event. Thanks also to those who generously dedicated their time to making its visit possible, and those pilots who flew their planes in for all to enjoy.

Our latest "max effort" was the Olympic Flight Museum's "Gathering of Warbirds Airshow" on June 16-17 June. There was tremendous attendance for the event, despite once again, the weather. It was good seeing everyone there. The Airshow layout was much easier to follow than in previous events. Despite the fact that we had 12 aircraft in one flight on Saturday and 13 in two flights on Sunday, the CWB's flying was a "piece of cake". We observed that with too many aircraft in one flight, the aircraft become a bit more "strung-out" in the pattern. We'll make adjustments in our next big outing at AWO in early July. It was quite busy with the large crowds, but our ground crew, as usual, did their thing in moving the aircraft around and making it all look easy. Thanks to the Museum and its staff for your hearty welcome and generous donation of rooms, entertainment, and food.

Next up is the Arlington Fly-In. A lot of work has gone into this event to make it a success, both for our Squadron and the Fly-In. Thanks primarily to Pete Jackson and Betty Sherman for organizing this event. Despite our absence the last couple

of years, we are encouraged by the Warbird spirit to make our appearance a memorable one. In addition to the flying operations, there will be several interesting forums in the tent at "AWO Island" on Saturday. There will be some new speakers that have some very interesting tales to tell.

The parking areas and taxiways at AWO have been changed considerably by new construction since our last time there, so particular attention must be made in following the well-marked "follow-me" scooters to our Warbird parking area, where you will be directed to and parked by our own marshallers. Please be familiar with their signals, and be "heads up". It's going to be busy! We expect a large contingent of CWB aircraft as well as other Warbirds arriving from outside our area. Despite the fact that we have had a few events this year, it wouldn't be a bad idea to review Parking Signals. Simply visit the Cascade Warbirds homepage, a "Parking Signals Review" link has been conveniently placed under next events. Speaking of fly-bys, after we land, we'll be led down "Broadway" by our Puget Sound military vehicle friends with their great assortment of military hardware. It's always an exciting conclusion to the day's Airshow, and a huge crowd pleaser.

Since we're flying in FAA waived airspace during the show, please have available all of your personal and aircraft documents in case the FAA requests them. Another item to bring is a copy of the cover page to your current aircraft insurance policy. This is new this year and is being required by the AWO organizer's insurers before any aircraft can fly in the Warbird fly-by. There will be an extensive "pre-ops" email sent out to all of you prior to the event. This is proving to be quite successful and I've received several favorable comments from pilots. I publish all the flight ops info I receive, for your reading pleasure, just before you show at the event to help make your mission a successful one.

Please plan on attending the CWB party at AWO on Friday night. It will be a hamburger and hot dog cookout with all the junk food you can eat, to keep your "grease low level" lights out. Please make every effort to make the EAA Arlington Fly-In a priority on your Warbird calendar.

Before you know it, the next event will be the 3rd Annual Kelso Fly-In on 4-5 August. The support we have gotten from the event staff the past two years has been tremendous. We are the show! There will be other aircraft flying in, but our short tradition is that we meet, brief and fly our own routine. We will once again be joined by the Puget Sound military vehicle group. Hotel rooms, fuel, food, and fun will be available in large quantities, so there will be little excuse to not be in attendance! This really is a "small town" show, but the people down there really throw out the red carpet for us and make our stay an enjoyable one. There will be a pre-ops email out shortly before that event to bring you up to date on that event and what to expect.

There are several other aviation events occurring this summer you may be interested in attending. Go to our CWB website at www.cascadewarbirds.org for more information.

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Words Matter

By Ed Rombauer

Recently, I was flying in an air show flyby when one of the pilots used a phonetic letter instead of the assigned call sign to indicate that his flight had completed its passes. This caused another flight to arrive early over the runway where they found a third group of aircraft still in the flyby pattern. Fortunately, even though there was a moment of confusion, it turned out to be a non-event and all ended well. Afterwards, as we were preparing to take-off for our flight home, a small, light aircraft taxied onto the runway, checked his engine and took off, all with no radio calls at all. This got me to thinking about not only what we say but when we say it and how that message is interpreted by others. Luckily for me and many others, the world aviation community has decreed that the preferred language for aviation is English. This gives us a head start in the communication department, leaving what we say as the critical element in communicating with our fellow aviators.

Many of the rules of aerial navigation had as their genesis maritime law, however even though we have red and green wing tip lights, just like a boat, we do not use terms such as “port” and “starboard”. Can you imagine, in the heat of battle, telling your wingman to “Break Port”? His first reaction, just before his neurons go into translational overload, might well be “Break what?” That is why the words we use have to have an unambiguous meaning. I remember an incident in a time long ago and a land far away, when the U.S. Navy was training French cadets to fly the SNJ, or T6. As part of the teaching syllabus, the instructor would either cut the engine or reduce power to idle, allowing the student to demonstrate the engine restart procedure. One of the checklist items was the manual fuel pump, and it was considered good form to start pumping so fast that you cracked the instructor’s wrist before he could remove his hand from the throttle. Well, one day, with a French student in the front, the instructor pulled the throttle back and waited for the student to spring into action. After a long period of inactivity from the brain-frozen student, the instructor keyed the intercom and yelled, “Pump, pump, pump!” Incredibly, as the instructor watched, the cadet quickly stood up and jumped clear of the aircraft. A thoroughly shaken and perplexed instructor, arriving back at the hangar as his missing student was brought in from his first parachute jump, glared at the young man and yelled, “Why did you jump out of the plane?” “But sir,” the poor cadet replied,

“you told me to jump.” Looking at this young Frenchman with marginal language skills, the instructor said, “I told you to PUMP, ---- not jump!” From this long ago humorous tale we can see that not only is it what we say, but how others interpret what we say, that gives clarity to the communication.

In aviation there has to be a preciseness in the “lingo” as there is just not enough time to either figure out what the other person said, or to run for a dictionary. Once in awhile, to insure rapid understanding we use what is called in computers and engineering a “workaround”. During W.W.II there was a

TBM turret gunner we’ll call Sam. His gunnery was impeccable, his ability to compute lead angles was above average, and he had super eyesight that allowed him to find enemy aircraft at great distances. There was just one problem, in the stress of combat Sam would confuse left from right. Even clock positions didn’t help as he would mix up the 3 o’clock and the 6 o’clock sides (riding backwards probably didn’t help.) Eventually the problem of what to do with Sam fell upon the squadron C. O. to take care of. Since good gunners were hard to come by, the C. O. decided not to ground Sam but, doing what the military does best, he reassigned him to another pilot. Incredibly, Sam and his new pilot quickly became the top gunnery scorers in the squadron; as fast as Sam’s pilot would call a target Sam was on it, shooting with deadly accuracy. As the reports of the teams shooting

pro prowess reached the squadron C. O., the Skipper smiled, knowing that his plan had worked. He had simply assigned Sam to fly with a pilot who had the same “can’t tell right from left” problem, and their errors cancelled each other out. I guess in that case two lefts did make a right!

In our little flying group we may not have the luxury of having flying partners that interpret our radio calls with the same meaning as we had intended. Therefore, it is essential that we use briefed and agreed upon call signs and procedures to insure a safe operation. Remember when you key your radio and start to talk, words do matter!

Oh, and the small aircraft that took off with no radio calls? Nobody had a clue as to what he was going to do, least of all the inbound traffic. It’s always better to make all of the appropriate radio calls than it is to rely on the sight impaired ability of your over-age fellow aviators to see you first.

FLY SAFE ✪



TBM Turret Gunner (Ed Rombauer photo)

Will Water Burn?

By Fred C. Smyth

We're all aware of the need to service our aircraft with a sufficient quantity of the proper grade of clean, dry fuel. Failure to do so leads to some nasty surprises, even when people don't get hurt. We call these occurrences "lessons". I was a Part 135 helicopter pilot in Alaska and had finally learned the art of long-lining, the picking up of a load on the end of a 100-foot line (or longer), transporting it to another location, and placing it with precision. In fact, I'd become known as the company "Hallmark Boy" (when you care to send the very best . . .).

The mission this particular day was to move two-foot-diameter steel pipe sections each weighing one thousand pounds from the sea-level marshalling yard to the job site at an elevation of about 300 feet. The contractor was building a penstock to supply water from a lake to a planned fish hatchery and what made this job particularly interesting (read: challenging) was the steepness of the ravine; I was forced to use a 150-foot line so that the blades wouldn't hit the adjacent trees.

I was flying the venerable Army OH-23 Raven (Hiller Model 12E) that had been converted by Soloy and was now powered by the Allison 250-C20B turboshaft engine of some 420 SHP. With proper fuel planning, I was able to struggle off the ground at sea level, even though out of ground effect due to the long-line. I would terminate my approach just as the pipe section contacted the leveling blocks and keep enough tension on the line so the crew could move the pipe those few inches necessary to align it with the end of the previous section. The first flight of the day consisted of about ten "picks" with the fuel I had on board when I arrived at the site. Then it was time to refuel; I set down alongside the company fuel truck and, with the engine running at what we call ground idle, pumped some thirty gallons of Jet A aboard. Even with company equipment (the truck had a water coalescer and go-no-go fuses), I took a fuel sample; the tank sump filled the quart container in less than two seconds. We're taught that turbine fuel has a slight color to it, but you believe that at your peril. It really is colorless in most instances, so we check for water by looking for a fuel-water interface. If there's water present, tilting the sample jar from side to side will allow one to observe where the water meets the fuel. My sample was as dry as a bone.

I climbed back aboard and headed up the hill with another section of pipe. The sortie was as uneventful as the previous

ones, the load rock steady underneath and aimed precisely where it was desired. But as I came to that 150-foot hover directly over the crew, I was a bit surprised - I seemed to be settling a bit more and a bit faster than I had planned. The foreman on the ground would later tell me that he noticed some slack in my line, which had never before occurred, and yelled to his workers to get clear of the area. I increased collective pitch to slow the descent, but to no avail. So a bit more up-collective - and then the "Oh, Sh*t" moment - my engine was no longer running.

If you haven't been there before, time really does stand still. I slammed the collective to the bottom and hoped I had enough room to regain some turns (rotor RPM). I think I remember hearing the blades cutting the winter firewood.

At the bottom, a mere few feet off the ground, I pulled on the collective for all I was worth, hoping the increased pitch of the blades, what we call a hovering autorotation, would cushion the crash. I had succeeded in moving sideways a few feet so I didn't straddle the pipeline, and the cockpit ended up a level attitude. But the tail boom, where it joined the aft engine deck, had impacted on a large cedar stump and thoroughly



Hiller 12E Soloy (Photo via www.aeroespacia.com.ar)

trashed the aircraft. It was pretty quiet on the ground, considering the earlier turbine engine whine and the thwacking of nearby trees by the rotor blades. I egressed the aircraft in what I would call an expeditious manner, happy to realize that I could still move about. And to my great relief, absolutely no one on the ground had been injured. The investigation would reveal that the fuel truck, due to stopped-up catwalk drains, had taken on an unknown quantity of water. Both the coalescer and the go-no-go fuses had failed and I had pumped thirty gallons of water into my fuel tank. There had been just enough Jet A remaining in the fuel system to get me from the refueling site to the accident site.

My sample jar, the one with no fuel-water interface, had been full of water. The sure-fire technique had backfired. And the lesson I learned on that day was to further test turbine fuel samples, either by feeling the fuel, or smelling it, or even tasting a drop. You just can't be too careful out there.

You can look it up: N64876. ★

CO's Cockpit

Continued from Page 2

They are running ads and articles in the in-flight magazines. FAA officials are on Capitol Hill every day with new speeches ending with "This is why we need user fees." They aren't quitting - we can't either. We need to write and call Congress, we need to write our local papers, take reporters up to show them the truth, (*How many of you have landed at SeaTac and delayed a 747?*) and we need to recruit and educate sympathetic supporters - Show them what free access to the National Airspace System does for them. Last, we need to recruit more pilots! Reach out to get kids interested and involved. They may not be able to help too much this time, but they will in 10 years!

Two final items - A big "BZ" to Warren Nadeau and all the terrific volunteers who worked the B-17 Tour Stop. Preliminary indications are that we may have set a new record!! - Well Done!!

Remember, Arlington is coming up July 11-15. Forums, Fly-bys, Parades, Military Vehicles - Vets get in free on Sunday. The NWEAA is throwing a welcome reception for us Friday after the show, and we'll have our BBQ Saturday evening. Kelso follows Aug. 3-5. See you at both!

Keep 'em Flyin!

Dave Desmon, C.O. ✪

Ops Office

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We hope you will take the time to learn more about your organization and how it works, as well as what's going on now and in the future. John Clark does a terrific job of managing a wealth of information there for your surfing pleasure, and invites you to explore. We also hope you've have enjoyed our newsletters. Please note it is also published in color on-line in .pdf format to download and print if you so desire.

As I close out my contribution to this "Warbird Flyer" installment, I'd like to quote a paragraph written by Rick Siegfried, the current President of EAA Warbirds of America:

"Aviation organizations need your participation to prosper. We do this by asking you to become a member of the organization. We try to provide value for that membership and try to convince you to have your like-minded friends also participate in the membership of the organization. We send you a membership card, a

magazine and a schedule of events that we participate in every year. We encourage you to participate in these events as volunteers and to bring your aircraft as a part of these events (at your expense). Hopefully, you will gain some knowledge, see your old friends, and make some new friends at these events. It is through your participation that others will choose to join our organization. When you take part in these activities, take the time to visit with a potential new member. To grow as an organization, we need to show the public our passion and let them know that they are welcomed. Better yet, invite him or her to join EAA Warbirds of America and a local Warbirds squadron."

Folks, it's only through your generous efforts that we can continue to embody and live the warbird motto, which is "Keep 'em Flying".

Stay tuned. ✪

New Members

Our most important asset is represented by new members who join our ranks. Say "Hello" to these folks and make them feel welcome. Don't forget to offer them a ride if you have an empty seat going someplace. ✪

Sebastian Hill	Seattle, WA
Pete Jansen	Seattle, WA
Clive Barratt	Chilliwack, WA
Roger Ludwig	Silverdale, WA

Tom & Paula Hawkins	Everett, WA
Dave Stuczynski	Edmonds, WA
Kandi Neff	Kelso, WA
Joe Pittman	Everett, WA



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**Have your Dues Expired?
Check the Expiration Date Below.**

Cascade Warbirds Quick Look Calendar

July

- 4 Tacoma Freedom Fair and Airshow
- 11-15 Arlington Fly-in
- 15-20 PSAAC Antique Air Tour
- 21 Heritage Flt Museum Open House at BLI
- 21-22 Concrete
- 21-22 Chilliwack Flight Fest
- 23-29 Oshkosh 2007
- 27-29 Tri Cities
- 28 Baker City, OR Fly-in
- 28-29 Big Sky Airshow, MT

August

- 3-5 SEAFAIR
- 4 BC Aviation Museum Annual Open House
- 4-5* Kelso Warbird Fly-In
- 10-12 Abbotsford
- 10-12 Oregon Int'l Airshow
- 17-19 NWAAC Evergreen Fly-In @ McMinnville
- 18 Heritage Flt Museum Open House at BLI
- 24-25 Madras, OR

September

- 1 Bremerton Blkbry Fest
- 7-9 Hood River Fly-In
- 8-9* Heritage Flt Museum Warbird Fly-In, Big Band Dinner/Dance, Open House at BLI
- 12-16 Reno Air Races 2007
- 22 Inland Skyfest
- Fairchild AFB
- 29-30 Salinas, CA

October

- 4-9 San Fran. Fleet Week
- 20 Heritage Flt Museum Open House at BLI
- 25-28 Copperstate

* Denotes Max Effort Event
See Website for detailed list

AWO West Arrival Cockpit Sheet

ATIS: 132.025 →

Twr: 127.3 → **Gnd:** 121.25 → **Ramp:** 124.3 → **WB Ramp:** 125.225

Reporting point:

“Shoreline”, 8 mi west of AWO, along the CVV (117.2) r084
Circle counter-clockwise
Do not proceed inbound until cleared

Approach:

Stabilized descent to pattern altitude
1137 MSL (or 1637 MSL > 135kts)
Enter west pattern for 16 or 34 only

Go around:

Runway heading to pattern altitude
Re-enter west landing pattern or as instructed by ATC

Traffic: (You are responsible for separation.)

- Seaplanes landing and departing Lk. Goodwin 2mi south of your route
- Ultralights below and immediately north of your route.
- Scenic ride aircraft operating west of the field in a roughly 10 mi closed pattern. Ride aircraft will make brief professional position reports on tower frequency.
- Show aircraft in west closed pattern. Other A/C cleared in at ATC discretion.

AWO arrival procedure for heavy, fast Warbirds. Other Warbirds should follow the instructions in the NOTAM on the Fly-In website at www.nweaa.org