

Having trouble viewing this email? [Click here](#)

CFIDarren Newsletter

Overwater Flight, Short Runways, Wrong Phraseology

Issue #47

June 5, 2012

Connect



Join Our Mailing List!

Unsubscribe?

Hit Reply and write "STOP"

Quote of the Month

"Travelers are always discoverers, especially those who travel by air. There are no signposts in the air to show a man has passed that way before. There are no channels marked. The flier breaks each second into new uncharted seas." - Anne Morrow Lindbergh, North to the Orient, 1935

Hit reply and send me your favorite quote.

Recommended

[Past Newsletters](#)
[Pilot Education Articles](#)
[Personal Minimums Checklist](#)
[IFR Checkride Reviewer](#)
[Pilot's Rules of Thumb](#)
[7-day Instrument Rating](#)
[IFR Adventure](#)

Photo Galleries

Thank you for taking the time to read this safety message. This newsletter is meant to stay in touch with those interested in general aviation, airport operations, and flight safety.

The topic of radio communication is still alive as last month's newsletter got quite a few responses. That in combination with some new ATC phraseology and you've got another issue where the predominant theme is radio communications. In the spirit of "bring me solutions, not problems", I've also given you my list of radio sins with solutions. We finish up the article with the topic of overwater flight since a few of you will be doing some overwater flying this summer.

Unsubscribe:

If you'd like to stop receiving this newsletter, the quickest way is to hit reply and say STOP and I will personally remove you. While I hate to lose someone from the list, I'd rather have satisfied subscribers who are interested in the newsletter. If you want to change the way I use your email address, click "Join Our List" and uncheck any of the boxes.

If you own any of my products, you are entitled to free lifetime updates. These are delivered to your registered email address.

Thanks for your continued support... Darren

Mailbag - Flying Mag's Radio Sins

This newsletter has approximately 12,000 subscribers. When you've struck a nerve, any fraction of that many subscribers is gonna fill your inbox. Last month's newsletter did just that.

Radio phraseology is always a favorite topic because everyone's got a version of it and as many opinions. So the email response regarding Radio Sins was healthy, and I am thankful for every response. It sure tells you the pulse of what people think.

Shawn, a DPE in Florida gave me a few more to add to the list, including, "Here's the flash". Yup, I agree with Shawn

Newest Photo Collection

[Airships!](#)

Previous Photo Collections

[P40 Found in Egyptian Desert](#)

[Ultimate Personal Transportation](#)

[Discovery's Final Mission](#)

[FA-18 Crashes into Apartments](#)

[Iconic Airline Brands](#)

[Odd Military Aircraft](#)

[Military Air Power](#)

[Big Blue Earth](#)

[Spaceport - Upham NM](#)

[Planes Change History](#)

[Discovery Tribute](#)

[Boeing 787 Launch](#)

[Space Shuttle Retrospective](#)

[Nellis ABF Air Show](#)

[Atlantis Final Mission](#)

[Endeavor Final Mission](#)

[What to do with old airliners](#)

[Interesting Aircraft](#)

[Allied bombers and crews](#)

[U2 Testing in Area51](#)

[Solar Airplane Int'l Flight](#)

[WW2 Women in Aviation](#)

[WW2 German bomber](#)

[Jetman over Grand Canyon](#)

[Sendai Japan Tsunami](#)

You must be logged into your Facebook account to look at these photo galleries.

Training Discount

For a limited time, a \$500 discount is available to pilots based at El Monte (CA) Airport or training originating in Baldwin Park, California.
[7-Day Instrument Rating](#)

Always Free Lifetime Updates

Ultimate Aviation Decoder Ring

because the recommended response from the FAA's manuals is "ident (callsign)".

Another subscriber, Jay in Dallas writes, "lots of pilots say 'addison tower with you at 2300.....' while on approach." This is one that more than a few controllers have told me is a pet peeve. They all have pointed out to me the proper radio call not only includes an altitude but what you're doing with that altitude. Example:
(facility) (callsign) level six thousand
(facility) (callsign) 2 thousand climbing 6 thousand
(facility) (callsign) 6 thousand descending 2 thousand

"With you" can not be found anywhere in the AIM nor Pilot/Controller Glossary. But to be honest with you, I hear it all the time, even among the "pros" using the high altitude frequencies. As Bill P from San Francisco says, "just tune to channel 9 next time you're on United."

The other little thing you noticed was that Flying Magazine's list doesn't offer solutions - its just a list of problems. So to answer the 42 of you who pointed that out to me, I've compiled my own list and included some solutions.

Thanks for the emails.... keep 'em coming.

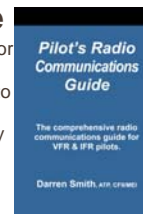
May Special - 33% off Radio Book

To support your efforts in improving your Radio Phraseology, this month the book is 1/3 off. I'll keep the special active just a few more days since the topic was such a hot one and I still have a few copies remaining.

Pilot's Radio Communications Guide

This 70-page review guide is designed as a quick reference guide or radio communications training self study guide. This covers VFR & IFR radio communications. Build your confidence by knowing what to say and when. Designed to fit in your flight bag, size: 3.6" x 8.5"
Price: \$10 this month only + postage. Sent First Class with Delivery Confirmation Tracking Number.

[... more information](#)



New ATC Phraseology: "Shortened Runway"

While we are on the topic of Radio Phraseology, the FAA sneaked in a new one while you weren't looking. You'll be hearing "shortened runway" every once in a while now.

Occasionally, an airport runway has been shortened for a variety of reasons. It could be maintenance, or runway certification issues. What ever the reason, ATC will notify you



\$12 [More Info](#)

[Buy Now](#)

Quick tips for *SAFE* Winter Flying



\$8 [More Info](#)

[Buy Now](#)

Practical advice for using the NASA form when you've violated the FARs



\$12 [More Info](#)

[Buy Now](#)

PASS your Instrument Rating Checkride

in a variety of ways if a shortened runway is being used.

ATC will not use the term "full length" when the runway length available for departures has been temporarily shortened. On permanently shortened runways, will not use the term "full length" until the Airport/Facility Directory is updated to include the change.

ATIS

Example: "Warning, Runway One-Zero has been shortened, niner-thousand eight hundred and fifty feet available, consult NOTAMs."

Departure

Example: "(Call sign), Runway Two-eight shortened, line up and wait."

Then...

"(Call sign), Runway Two-eight shortened, cleared for takeoff."

Landing

Example: "(Call sign), Runway Two-eight shortened, continue."

Then...

"(Call sign), Runway Two-eight shortened, cleared to land."

June Special - HALF price Learning IFR Enroute Charts 1/e - Only \$5 + postage this month

This 40 page guide is designed to be used as a teaching aid, reference document, and an introduction to the wealth of information provided on aeronautical charts. Included is a unique IFR Chart Extract to teach chart terms and symbols, and a comprehensive display of aeronautical charting symbols organized by chart type. A bonus chapter on approach plates is included. It includes everything you need to know about charts for your checkride, even the most rarely used chart elements.



Price: \$5 - Sent via US Mail with Delivery Confirmation Tracking Number. Limited quantities available - don't miss out.

[Add to Cart](#)



\$25 [More Info](#)
[Buy Now](#)

Pilot's Radio Guide



\$15 [More Info](#)
[Buy Now](#)

Save Money, Get the Most



\$15 [More Info](#)
[Buy Now](#)

Pilot's Rules of Thumb the Ultimate Checklist



\$4 [More Info](#)
[Buy Now](#)

Tips for Overwater Flight

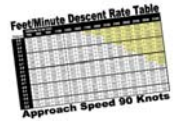
There isn't much more exciting than a trip to a warm, wind swept island. Within a few hours flight, 50% of the US population can achieve the dream weekend that makes flying worthwhile. The following are required actions for safe overwater flight.

1. Preflight - ensure that your ELT is in good working order. FAR 91.205 indicates that it is required for all phases of flight. Consider the purchase of Personal Locator Beacon which operates on the new 406MHz that is monitored by search and rescue authorities in this country (unlike the 121.5 ELTs).
2. Emergencies: Stop & Think, Observe current situation & Plan a resolution. Use checklists.
3. Use good aeronautical judgment and decision making - from your weather briefing to flying over water, be sure that you execute a safe plan and always have a way out. File a flight plan if you undertake an overwater flight. Especially important are winds aloft. Be aware of changing weather and get enroute updates.
4. Fuel - fill your tanks. Remember your fuel burn per hour and monitor your fuel burn. Prepare a good cross country flight log to manage your fuel and reserve requirements.
5. IM SAFE - Ensure you meet your personal flight minimums. Especially important is the no-go decision.
6. Passenger Briefings - be sure to properly brief your passengers for the basics (exits & seat belts) but also for the additional factors of overwater flight such as use of floatation devices, survival equipment, signaling devices, and water egress.
7. Mental Preparation - stay calm, don't panic, stay together, and don't give up. The Coast Guard reports that many die just as they are being rescued.
8. Water Egress - practice water egress on the ground. A simple 1 minute drill can save your life.
9. Ditching - ditch the aircraft with the gear up and at the slowest possible forward speed with doors unlocked ajar. Be sure all passengers are using shoulder harnesses. Land into the wind. Transmit mayday, 7700, and activate ELT. Secure or ditch loose items.
10. Survival - Basic first aid supplies, VHF handheld, flares, dye markers, whistles, strobe lights, and a signaling mirror are very useful tools. Extra water for each passenger is very important. Flotation devices such as vests & rafts are bare

Safer Approaches with CANPA tool

Safer Approaches

Use CANPA to perform safer, stabilized approaches



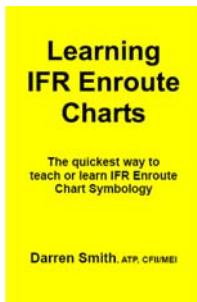
Use the safest, airline-proven flying technique for non-precision approaches that minimizes aerodynamic surprises and virtually eliminates the possibility of Controlled Flight Into Terrain.

Darren Smith, ATP, CFI/MEI

\$10 [More Info](#)

[Buy Now](#)

Learning IFR Charts



\$10 [More Info](#)

[Buy Now](#)

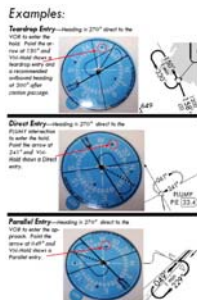
Visi-Plotter - THE Best VFR X/C Plotter



\$15 [More Info](#)

[Buy Now](#)

Nip Holding Problems in the Bud



\$10 [More Info](#)

minimums for extended overwater flights. Protect yourself from hypothermia by bringing large garbage bags. Step inside of those bags if you must float in water... they will keep your core body temperature several degrees warmer than without it.

Misused Radio Phraseology

As promised, here's my list of "radio sins" along with solutions. While this is not an extensive list, it is what I've most come across among my students.

Roger-This means the transmission has been received and understood. It does not mean "affirmative" and should not be used to respond to a controller's yes or no question.

With You-This should not be used to check in with ATC. The correct check in consists of altitude(s) and level, climbing, or descending. Example:
 (callsign) Level 4 Thousand
 (callsign) 3 Thousand Climbing 4 Thousand
 (callsign) 4 Thousand Descending 3 Thousand

Checkin' In-This should not be used to check in with ATC. The correct check in consists of the phraseology discussed above.

Up To / Down To-This should not be used to acknowledge a controller's altitude instruction. The proper response should be:
 Descend and Maintain 3 Thousand, Skyhawk 123AB
 Climb and Maintain 6 Thousand, Skyhawk 123AB

Taking the Active-Sometimes used at non-towered airports to indicate the pilot is entering the runway. This correct radio call would be:
 Springfield Traffic, Skyhawk 123AB Taking Off Runway 5, Springfield

Position & Hold (at a non-towered airport)-There are a few problems with this one. Not only has the phraseology changed to "Line up and wait", the other problem is there is no such phraseology at a non-towered airport. In fact it is inadvisable to delay on a non-towered airport runway for any length of time.

Any Traffic in The Area Please Advise-This is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition. AIM4-1-9(g)

We're Rolling-This is incorrectly used to indicate the pilot is taking off. The correct response is:
 Cleared for Take Off Runway 5 (callsign)

1200 In the Box-This is incorrectly used to indicate a

[Buy Now](#)

Guaranteed Pass Helicopter Flashcards



\$25 [More Info](#)

[Buy Now](#)

Bargain Hunter

If you're in the market for a printed PTS, I found a bargain for you on Amazon. Instead of paying \$6, Amazon has these listed for \$3.99 and if you are a Prime member, you get free shipping. Also of note is their **4-for-3 Promotion** where if you purchase 3 books, the 4th one is free. Here are the links:

- [Private Pilot ASEL](#)
- [Private Pilot AMEL](#)
- [Private Pilot Rotorcraft](#)
- [Private Pilot Glider](#)
- [Private Pilot LTA Balloon](#)
- [Instrument Rating](#)

[Forward email](#)



This email was sent to darren@cfidarren.com by darren@cfidarren.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Darren Smith, CFII/MEI | Box 17307 | Mpls | MN | 55417

transponder setting. The correct response is: (transponder code) then (callsign) -OR- "squawking VFR (callsign)"

No Joy-This is incorrectly used to indicate the pilot did not see the traffic called out by a controller. The correct phraseology according to the PCG is: "Traffic Not In Sight, Skyhawk 123AB" For me, this sounds too close to "traffic in sight" and so I prefer and teach: "Negative Contact, Skyhawk 123AB"

Here's the flash-This is incorrectly used to respond to a controller's request for the transponder's IDENT feature. The correct response is: IDENT (callsign)

And finally, don't even get me started on "tally ho".

So there's the list as promised. What do you think? Did I miss something? Hit reply and let me know what you think.

