

CLALLAM COUNTY PILOTS ASSN/ WPA NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

JULY EDITION

**However, this month we will be meeting in the KCLM terminal
on Thursday, July 15 at 7 PM**

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Blake Baumstark	457-4939
Board Member	Robert Hicks	452-9399
Board Member	Dava McNutt	460-7979
Board Member	David O'Donnell	417-4741
Newsletter Ed.	Gene Rimov	452-2806

WASHINGTON PILOTS ASSOCIATION



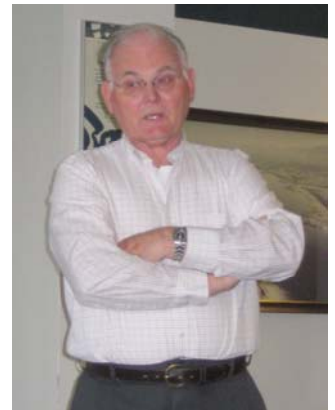
Please note: Your newsletter is being published early this month because your newsletter editor will be out of town. This means that the latest info from the board meeting might be missing. So please carefully read all future reminders and look for possible changes that the board may chose to make.

The KCLM airport manager will be our guest speaker at our next general membership meeting. Did you know that Doug Sandau was privileged enough to manage Bagdad airport?

This is the first time that CCPA has ever hosted the manager of a foreign airport. This meeting is likely to be a very enlightening one as to how one goes about administering an airport in Iraq. Come hear Doug Sandau explain his role in this critical part of the world.



Jerry has brought in some great articles for discussion at our Safety Breakfasts. 1) If you are too high on a missed approach it is a good idea to still fly the aircraft to the missed approach point. Going missed early on the ILS Rwy 13R at Boeing Field will result in crossing the approach to SeaTac. 2) Short cuts can be deadly. Don't fly VFR and then fly through clouds without first getting a clearance. 3) Don't falsify information to get ahead on your instrument rating. Do the necessary training or your own inabilities will catch up with you. 4) Don't be afraid to declare an emergency. Sometime ATC will declare an emergency for you if they have been given the proper information by you. Don't undeclared what ATC has declared unless you really know what you are doing.





At our last meeting Jeff Lustig explained how a pilot should conduct himself during a ramp check. Those who attended the meeting felt that it was a very valuable presentation especially since the frequency of ramp checks has been going up.

The first thing that a pilot should understand is that a ramp check is actually a safety check and must be conducted by a designated employee of the FAA. The most important aspect of this check is the attitude of the pilot. A positive attitude will move the check along even if some deficiencies are noted. When a deficiency is noted, acknowledge the deficiency rather than trying to deny it. Don't argue or give excuses. Be cooperative during the check and be prepared to furnish all documents that need to be with the airplane. If you have a radio station license, then you can fly internationally. If not, be sure that you explain that you are not planning to fly into Canada or some other country. All documents that the examiner looks at must be returned to the pilot. If the examiner asks for your pilots license, give it too him. It is a myth that many pilots feel when handing over documents that they might not get them back. Be cooperative, you gain nothing by hanging on to that pilots license and you give a negative impression to the exam-

iner if you do hang on. The examiner has been trained to hand back all documents.

However, if you are approached by the police, sheriff, or border patrol, be cooperative but understand that these folks cannot give a ramp check. These folks are not trained to give safety checks and therefore cannot give a ramp check even if they say they can. On the other hand the border patrol can ask you questions or ask for identification, etc. The border patrol cannot search your airplane unless they have a warrant to do so. Police actions can be carried out by the folks who are trained to do so. Ramps checks must be carried out by the folks who are trained for such.

Those of you who missed the June meeting, missed a valuable session. However, all is not lost for you can always ask more about Jeff's program at our next safety breakfast.



PROGRAMS:

CALENDAR

July 15 Bagdad experience of an airport manager. Doug Sandau

August 19 Internet Sites for Pilots

Sept 16 Improvements in the works at KCLM, Doug Sandau

Future programs in the planning stage:

Float plane experiences in Canada and Alaska

Safety Breakfasts are held at Fairmont Restaurant, 1127 Hwy 101 West, Port Angeles @ 7:30 am on the second and last Friday of the month.

July 9 & 30, August 13 & 27

**Executive Board Meetings are held on the first Tuesday of the month at Coldwell Banker, 1115 E 1st St, Port Angeles:
July 6, Aug 3, Sept 7**

Executive Board Meetings are open to all members of WPA/CCPA

July 2010

SU	MO	TUE	WE	THU	FRI	SAT
				1	2	3
4	5	6 Executive Board	7	8	9 Safety Breakfast	10
11	12	13	14	15 General Membership Bagdad Experience, Doug Sandau	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30 Safety Breakfast	31

August 2010

SU	MON	TUE	WE	THU	FRI	SAT
1	2	3 Executive Board	4	5	6	7
8	9	10	11	12	Safety Breakfast	14
15	16	17	18	19 General Membership meeting. Internet Sites for Pilots	20	21
22	23	24	25	26	Safety Breakfast	28
29	30	31				

Iraq, after the collapse.



Basra Iraq

Don't Forget!
The next CCPA meeting on
July 15
Will be held in the old security
room of the KCLM terminal.

Fairchild International Airport

Also, don't Forget!
Julia and Cookie do one outstanding
job in running the
AIRPORT COFFEE COMPANY.
Julia is also a member of CCPA.
They deserve your patronage.



Federal Aviation
Administration



Explicit Runway Crossing Procedure Change

- **Beginning June 30, 2010**, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.
- **"Taxi to" will no longer be used** when issuing taxi instructions to an assigned take-off runway.
- **Instructions to cross a runway will be issued one at a time.** Instructions to cross multiple runways will not be issued.
An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.
- **This applies to any runway** including inactive or closed runways.
- **Changes will also be made to the AIM and AIP** to reflect the new procedures.
- **Never cross a hold line without explicit ATC instructions.**
If in doubt ASK!
- **Reminder:** You may not enter a runway *unless* you have been: instructed to cross that specific runway; cleared to take off from that runway; or instructed to position and hold on that specific runway.

For additional information, go to <http://www.faa.gov/go/runwaysafety>

Federal Aviation Administration
 Air Traffic Organization
 Office of Runway Safety
 490 L'Enfant Plaza, SW, Suite 7225
 Washington, DC 20024