



Newsletter

Bob Fraser School of Flight

March 2010

A Word From the BOD

Greetings,

As the newly appointed President of the Flying Club I just want to let you know I'm excited to serve and will continually promote those programs which I believe will keep the club running and growing. There are a lot of good ideas on the table for aircraft upgrades and membership events and I encourage everyone to show their support for what they see will make our club even better than it is.

I fly for the fun of flying and I hope everyone else has a similar attitude. We've had some great weather lately and I haven't been able to get out nearly enough, but I hope that's not your case. John continues to come up with some great specials, so get out there and take-off!!

Bo Miller, President

Monthly Safety Tip

This month I would like to remind everyone about wingtip vortices, prop/jet wash. First a brief review, wingtip vortices are byproducts of lift and induced drag and form at the edge of each wing whenever an aircraft is in flight. They are circular air currents that move inboard and aft from the wingtip. The strongest vortices are produced by *heavy, slow, clean* aircraft i.e. during takeoff and landing. Prop/jet wash is simply the high speed air produced by a propeller or jet engine.

So what does this mean to you? Well we happen to operate near some heavy aircraft whether it is a P-3 or even an EA-18G and although Whidbey tower does a good job of keeping us away from our larger counter parts we still have to keep them in mind both in the air as well as on the ground. First and probably most important to us, is keeping an extra close eye on the P-3's, EA-6B's, EA-18's, and even Helicopter's when you are taxiing to and from a runway. Don't just know where they are but where they are going. Obviously when they turn the prop/jet wash rapidly changes direction and it is more than enough force to flip one of our light aircraft - especially a P-3. Second and this won't happen often because of the runways we use compared to the military aircraft, remember that if your taking off behind a heavier aircraft wait at least 3 minutes or landing behind one you should wait at least 2 minutes. If for some reason you can't wait for takeoff, liftoff at a location before the heavier aircraft did. If landing behind one maintain your glide path above the heavier aircraft and touch down beyond their point of touch down and even this doesn't guarantee that you're in the clear if there any crosswind. A light crosswind of 3-7 Kts can hold a vortex over the runway instead of letting it drift outboard. Also remember that vortices sink so the next time your in the pattern or are told to follow another aircraft in for landing, give some extra room because the pattern altitude separation of 200 Ft may present a problem.

Club Highlights

The new gas pump is here! We are coordinating with maintenance and the base to get it properly installed with the least amount of down time.

John has again worked some magic and is able to offer the following specials for March.

Sponsor a new member and get \$50 of flight time.

Fly 4 hrs get a \$45 credit

Fly 6 hrs get a \$80 credit

Fly 9 hrs get a \$150 credit

February New Members

Adam Smith

John Bartis

Sean Ofarrell

Terry Stormer

Louis Wade

Donald Coates

Please welcome them when you see them in the clubhouse.

Current Events

Tiger day is March 30 and we need some volunteers to help around the clubhouse.

March 31 thru April 3 is youth camp. Kids 13 -17 are eligible at a cost of \$90 per child. They have the opportunity to spend time with a flight instructor and experience everything from preflight planning to post-flight debrief.

The Club SOP is being updated and should be printed and out in about a week, so stop by and read the changes and revisions that were made and initial the log.

Future Events

Mark your calendars!! Saturday April 17 is the spring work day. We will be having the safety meeting at the club house as well as washing planes, cleaning/repairing the clubhouse. So come out on Saturday get some bar-b-que and give a little back to the club that offers you so much.

Private ground school will start April 21 and run thru July 7. Cost is \$150 per student. Instrument ground school with start May 1 and run thru July 17. Cost is \$150 per student.

SOP

This months SOP review is SOP 68; weather requirements for rated and student pilots.

Requirement	Rated Pilots	Student Pilots
Day VFR	1500/3	2500/5
Night VFR	2500/5	N/A
Max wind including Gust	30 kts	15 kts
Max crosswind	15 kts	10 kts
Max Gust Factor	15 kts	10 kts
Max Tail Wind	8 kts	8 kts
IFR Flights	F.A.R.'s	N/A

Upcoming Meetings

Safety meeting will be on Wednesday March 10 at 11:30 at the O' Club.

BOD meeting will be on Thursday March 18 at 11:00am at the clubhouse.

WINFC Staff

Manager

John Humphries (360) 679-4359

Mechanic

Ron Hoffman, A&P / IA (360) 257-1308 (Hangar)

Flight Instructors

Bob Fraser, Chief Pilot, CFII

Jason Wroten CFII-MEI

John Brennan CFII-MEI

Spencer Headley, CFII

Sam Bovington CFI-MEI

Ann Benefiel CFII-MEI

Pat Corrigan CFI

Steve Kinnard CFI