



The Flypaper

Vol. 15, Issue 9

SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA 96032

September 2010

“Position and Hold” One of Aviation’s Scariest Commands Gets new Terminology

“Position and Hold” Soon to be History!
Notice Number: NOTC2485
“Line Up and Wait”
in Preparation for Takeoff is now in.

You do it at the movie theater, the supermarket, as well as your favorite coffee shop on the way to work: You line up and wait. And, after September 30, 2010, you may also be asked to do it at your local towered airport.

Designed to help simplify and standardize air traffic control (ATC) phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards, U.S. controllers will use the term “line up and wait” in place of “position and hold” when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. Both current and future versions of the phrase are used when takeoff clearance cannot immediately be issued, either because of traffic or other reasons.

Why “line up and wait?” The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers who can sometimes confuse “position and hold” with similar-sounding phrases like “position and roll,”

Next Meeting

Our next meeting of the SVPA will be Wednesday, September 8, 2010 at the Pilots Center at 6 PM. It will be another of our legendary potlucks, so please bring an entre, your choice of beverage, and a dish to share.

See you there.

- Ed.

“position at hold,” or “hold position.” Misinterpretation of this instruction can have serious consequences. Using “line up and wait” helps avoid ambiguity and keeps the global aviation community accountable to the same standard.

Here’s an example of the phrase in use:
Tower: “Cessna 1234, Runway Three Four Left, line up and wait.”

Pilot: “XYZ Tower, Cessna 1234, Runway Three Four Left, line up and wait.”

At press time, this change was expected to take effect September 30, 2010. The specific date and additional details will be communicated via updates to the *Aeronautical Information Manual* (AIM) and *Pilot/Controller Glossary*, both located under the Air Traffic section of www.faa.gov.

Other changes have also made their way into standard ATC lexicon. Effective June 30, 2010, air traffic controllers no longer use the term “taxi to” when authorizing an aircraft to taxi to an assigned takeoff runway. Now, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance

As you may recall, previous “taxi to” clearances authorized pilots to cross any runway along the assigned route.

One exception to the new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the “taxi to” phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase “taxi to” when

(Continued on page 2)

Scott Valley Pilots Association 07/14/2010 Meeting

Members met at the airport for a pot luck/BBQ dinner meeting. The minutes of that meeting were published in the August *Flypaper*.

Editor's Note on "Position and Hold"

Hal Rubidoux was the first instructor Jean and I had when we started learning to fly in the old J-4 Club Coupe at Torrance in the late '60's.

Hal always emphasized that you, the pilot, were responsible for the safety of your flight and that ATC directives were to be complied with only when you were confident that compliance would not compromise flight safety. He'd say, "Remember, that controller can sit in that tower cab and watch you crash and burn, then reach over and pour another cup of coffee."

One sunny Sunday afternoon in 1973 Hal was preparing to depart one of Torrance's parallel runways in a Cessna 172 with his girlfriend and her child aboard. After holding for landing traffic, Hal was cleared into "Position and Hold" after traffic had landed but not yet cleared the runway. Hal complied. There was some delay before the landing traffic finally cleared the runway.

In the meantime a Cessna 150 with a student and instructor on approach for the same runway was directed to "Go Around", which they proceeded to do straight ahead.

The tower controller reportedly asked one of the aircraft, "Do you see the Cessna traffic?" and received an affirmative reply. (I never was able to establish with which aircraft the exchange took place.)

Hal was cleared for takeoff, took off, and collided with the 150 a couple of hundred feet above ground. All five people perished in the ensuing ball of flame that fell to the runway.

Whether it's "Taxi into position and hold" or "Line up and wait", I'll never feel comfortable if that hold or wait extends more than a few seconds..
- Ed.

("Position and Hold" Continued from page 1)

instructed to taxi to the gate or ramp. However, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route.

Remember, if you're unsure of any ATC instruction or clearance you've heard, contact ATC immediately. It's always better to check and be certain. And, remember to "line up and wait."

For More Information:

Pilot/Controller Glossary

http://www.faa.gov/air_traffic/publications/atpubs/PCG/pcg.pdf

Aeronautical Information Manual (AIM)

http://www.faa.gov/air_traffic/publications/ATPubs/AIM/AIMbasic2-11-10.pdf

Aeronautical Information Publication (AIP)

http://www.faa.gov/air_traffic/publications/atpubs/AIP/aip.pdf

(Thanks to Don Howell for this one. -Ed.)

Another Note on Go-Arounds

In my training for my private and commercial tickets I do not recall ever being trained to perform a "side-step" maneuver when the reason for the go-around was an aircraft on the runway.

I forget where I first learned it and incorporated it into my own flying and training. It was not until the late '80's or '90's that the FAA finally included it in its Practical Test Standards.

I've often wished it had become a standard practice long before 1973. - Ed.

The **Scott Valley Pilots Association** is organized as a chapter of the **California Pilots Association**

Website: svpilots.org/

Officers:

Pres. Kevin Martin 467-5369 martins@sisqtel.net
& Webmaster

V.P. Cindy Smith 467-3485 vosmithran@sisqtel.net

Sec. Paula Schoennauer 468-5902 renenpaula@sisqtel.net

Treas. Don Howell 468-5224 howell@sisqtel.net

Safety Bob Downs 468-5880 bobd28@hotmail.com

Flypaper Terry Weathers 468-2234 tmw@sisqtel.net

Safety Corner

By
Bob Downs

There is much to be learned and relearned from a landing accident involving a USAF E-4B (a Boeing 747 modified to serve as a national airborne operations center for the President and other high officials). Very briefly:

The copilot flying the aircraft on a visual night landing observed three red and one white light on the Precision Approach Path Indicator (PAPI) indicating slightly below glide path. He increased pitch and added power. Shortly thereafter the crew heard a faster than normal countdown of height above touchdown (50-40-30-20-10) from the automated radar altimeter system. The aircraft touched down hard and bounced. (That must have been a sight to see.) All six spoilers deployed automatically and six hundred thousand pounds of airplane came down to earth in a nose high attitude. The aft fuselage scraped on the runway to the tune of \$3,500,000 damage.

Let's look at what the pilot did wrong.

When he recognized he was below glide slope, he realized he had to get back up to it, but he shouldn't have increased the pitch rapidly. At any point on final when you realize that you're lower than you should be, get back there by adding power as needed to level off or to slow descent until intercepting the glide path—not by pulling back on the yoke. Without such aids as PAPI or radar altimeters, we light plane pilots have to rely on picking up visual cues to tell us where we are in relation to the glide path. It's important to keep those Mark I eyeballs moving around.

When the "Aw shucks" moment for the pilot hit him, he over controlled his pitch inputs because he was already behind the aircraft. Thus the aircraft hit the first time at a 9° angle, an error which he then compounded when the aircraft became airborne by further increasing the pitch angle to 11°.

I doubt there's a pilot who's never bounced an airplane and I've seen a couple of bounced landings that resulted in accidents. The light plane pilots did exactly what the E-4B pilot did; i.e., pull back on the yoke. That easily results in a porpoise, possibly leading to a destroyed nose wheel or a very hard landing resulting in a bent

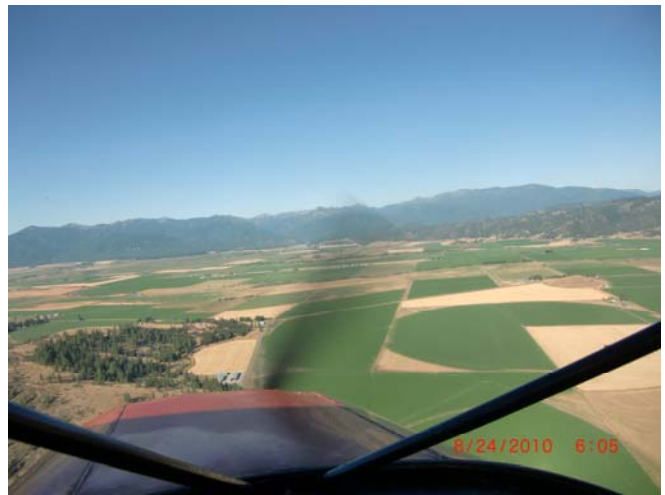
firewall.

Best thing to do in my opinion after a really good bounce is to go to max power and go-around. Among other things, it'll prevent damage and the pilot obviously needs practice. On the next effort, get the glide path and airspeed at the required values. I know some pilots will attempt to add enough power to cushion the second touchdown and many times it works—except when it doesn't.

It also occurs to me that it's a good idea to think now and then about what you'd do in the case of a bounce or other unusual event on landing.

An interesting thing to me in this accident was that the flight manual procedures called for the spoiler lever to be in the "armed" position on landing. Thus when the aircraft hit the first time, spoilers deployed automatically even though the aircraft was airborne again. In my four-engine jet days, the pilot flying the aircraft called for spoiler deployment manually after touchdown and the other pilot executed the command. That makes sense to me, but is not very relevant to us Cessna pilots.

- Bob



Approaching Scott Valley Airport from the east after displaying the Clipper at EAA 654's Aviation Day at Montague Rohrer Field on Aug. 21.