

Airfreddy's **Guide on Learning To Fly**

**Step-by-Step Guide On the Private
Pilot License From Start To Finish**



Uncontrolled Airport Operations

[Non Towered Airport Procedures and Communications](#)

THE HABIT OF TALKING: Sometimes uncontrolled airports can get a little quiet. There are times when there won't be anyone else on the radios. Just remember you want to announce your position all the way around the traffic pattern. You don't know if someone is coming in and has lost their transmitter. Make sure you announce: Upwind, crosswind, downwind, base and final.

LISTEN CAREFULLY: One thing you want to be aware of when talking on a common traffic advisory frequency is that the airport you are at is probably not the only airport on that frequency. Worse than that, the other airports may have the same runways also. A perfect example is in the Phoenix area. Stellar Airpark and Buckeye Airport both have the same frequency and the same runway. I have been at Stellar Airpark on base for runway 17 for example and all of a sudden hear someone on the radio forget to announce the airport they are at and say they are turning final runway 17 or base runway 17. If you didn't have your coffee in the morning this will definitely wake you up.

Wake Turbulence

[Pilots Handbook Page 5-9](#)

I have put a link to the FAA advisory Circular on Wake Turbulence.
Wake Turbulence.

Wake Turbulence

I am not going to go thru all the stuff in the text books, but I am going to point out a few things to expect. The main thing you want to be aware of is the direction of the wind. The direction of the wind can help you determine what vortex is going to be sitting on the runway when you get there. Hopefully, you will be spaced correctly with other aircraft and it won't matter, but if you are on parallel runways and there is a heavy aircraft landing off to one side or the other, you could have a problem.

I will keep this simple. If the wind is coming from your right, the right vortex from a plane in front of you will probably be on the runway, this means that this vortex will have a tendency to roll you to the right. If the wind is off your left side the left vortex could be on the runway so expect to be rolled to the left.

In all my years I have not seen a problem with this on landings, however I do remember once coming back into the San Francisco bay, I was about 4 miles behind a747 and it did give me one heck of a jolt!!!!



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