

TRAINING TIP: SEEING WAS BELIEVING

By Dan Namowitz, AOPA Associate Editor Web

There it is against the far wall of the room: that marauding mosquito that's been keeping you from falling sleep. That's about what a single-engine airplane looks like heading toward you from three miles away.

At two miles, it's easier to pick it out and assess the collision risk. If you can recognize details or detect significant relative motion or small changes in altitude, it's probably even closer.

No problem, VFR pilots are rigorously "eyes outside," right? As someone who still feels like a visitor in a glass cockpit—if no longer a total stranger—I have yet to shed my skepticism that the vast information resources glass cockpits provide fully compensate for the head-down risk of collision during VFR flying.

One exception to my grumpy gripe is traffic displayed by Automatic Dependent Surveillance-Broadcast In. When the display showed us that target three miles ahead at our altitude, heading our way, my eyes went to the right spot out-

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side and quickly found the mosquito-like speck.

It wasn't easy. Flying toward the coast, we spotted the traffic over a nearby vortac, barely perceptible on the horizon where color contrasts and changing brightness made difficult what the display made easy. Likely the descending aircraft was inbound to the nontowered airport we had just departed. Or it may have been flying a practice instrument approach while communicating with the local radar approach/ departure control facility; I don't recall hearing an arrival announcement on the airport's common traffic advisory frequency.

Speaking of air traffic control and radar, the first inkling many new student pi-Cont. Page 3



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OUOTE: A truly happy person is one who can enjoy the scenery on a detour! Author unknown

Aviation Acronym: Do you need an alternate? ("1-2-3" or "1-2003" rule) §91.169 • If within 1 hour before to 1 hour after ETA forecasted weather is less then: 2000 ft ceiling and/or 3 SM visibility you need an alternate!

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Fourth (4th) Tuesday, 7:00pm for more info email Scott Vaughn at dsvaughncsp@gmail.com. Come out and listen. Open forum style on Emergency Procedures.

99's MEETING

Second Tuesdays 7:00pm International Organization of Women Pilots! Meeting at 7:00. website www.ninety-nines.org. August Board Meeting

COMMEMORATIVE AIR FORCE (CAF)

Museum open first and third Saturday of the month 10am-3pm. Meetings 3rd Sunday of the Month at 2:00 p.m. Contact email for tours and flight information at rides@houstonwing.org or the hangar at 281-579-2131, info@houstonwing.org. WINGS OVER HOUSTON OCTOBER 19-20, 2019 https://wingsoverhouston.com/

EAA CHAPTER 774 MEETING

Third (3rd) Thursday of the month 7:00 p.m. Contact Jeff Clarke 832-425-8277 or email: clarkeandco@aol.com for EAA interest. Ron Hudson will give a glimpse of his time in a variety of flying machines plus his impressions of AirVenture from its early years through 2019.

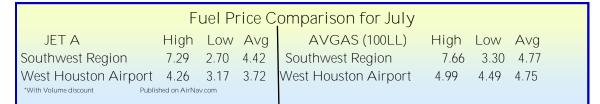
NBAA Oct. 22-24, 2019 | Las Vegas, NV.

https://nbaa.org/events/2019-business-aviation-convention-exhibition

AOPA October 28, 2019 7:00 pm "Difficult Decisions: What would you do?" By Pat Brown

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lots get about how much traffic goes unseen as they fly cross-country is when they request radar flight following and see just a small sampling of the traffic that's called out.

With experience you get better at spotting traffic (and mosquitoes). Learning more about aircraft types—their look and speed profiles—helps.

An opposing aircraft doesn't have to be distant to be hard to spot, which should remind you to listen closely on the frequency and craft a mental picture of traffic that may not be of interest to you yet but could be, momentarily.

Also remember that flight following is a "workload permitting" service: If aircraftseparation demands increase just as the controller was about to give you a call, you're back on your own simple see-and-avoid resources—as you are expected to remain even while spotting traffic by other means.

AOPA online source

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