

# Pilot Safety Tips

## Radio Communication Tips

1. Fly the airplane, before you talk.
2. Think about what you want to say before you talk.
3. Talk SLOWLY, people who talk too fast waste time repeating themselves.
4. Listen BEFORE you Transmit, make sure the frequency is clear 1<sup>st</sup>.
5. In non-towered areas use the color make/model you will be easier to see and avoid.  
**(Example 82Y Red & White Cessna is better than just 1482Y)**  
IF IM CLOSE ENOUGH TO SEE YOUR TAIL # WE HAVE OTHER PROBLEMS!
6. Don't yell "OPEN or STUCK MIC" they can't hear you anyways.
7. Call 5-10miles BEFORE you enter Delta or Charlie airspace.
8. Don't use the words TO or FOR and the radio, when you say climbing to three thousand...  
*The controller hears, "climbing 23,000" pretty high for a Cessna 152! Say "Climb Tree Thousand"*
9. Don't forget ICAO compliance 3=Tree, 5=Fife, 9=Niner
10. All radio calls use the same format, who, where, what.  
**Who are you calling= Long Beach Tower, Who are you=Cessna 1482Yankee**  
**Where are you= Tree thousand feet, 10 miles east of Long Beach**  
**What do you want=Landing Runway Two-Fife Left with Kilo(ATIS)**

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## Night Flying Tips

1. Get your instrument rating!
2. Fatigue has the same effects as alcohol get your rest.
3. Night flying takes practice, try to fly at night at least 1x/month
4. **RED LIGHT IS A MYTH and can be dangerous trying to read charts etc.!**  
The best light to use in the cockpit for night vision, reading instruments and charts, is a DIM WHITE light
5. Don't fly in mountainous areas at night!
6. Don't land at airports at night without a working visual glide slope like a PAPI or VASI
7. NEVER cancel IFR or a flight plan in the air, Wait until AFTER you land.
8. USE oxygen at 5000 feet and above your night vision requires it to be 100% effective

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## Mountain Flying Tips

1. Your airplane(non-turbo) loses 3% of HP for every 1000 feet.  
**(Example 180HP Cessna 172 at 12,000ft = only 115hp)**
2. Using the rule above treat your airplane as one model lower in the mountains.  
**(Example a 4 seat Cessna 172 flies like a 2 person Cessna 152)**
3. Wind Speed aloft can double across a mountain range so always fly high to avoid turbulence.
4. A wind of 1nm/hr=50fpm downdraft, Wind of 20nm/hr=1000 fpm or more downdraft
5. DO NOT ADD SPEED TO YOUR APPROACH, fly the same indicated airspeeds in your operating handbook.
5. Good weather in mountains is usually great, marginal weather turns horrible very fast.
6. Never fly up a mountain canyon, it can easily out climb your airplane.
7. Having a CFI or ATP means NOTHING. The mountains don't care how many hours you have.  
(How many several thousand hour ATP's die in Aspen, CO?)
8. Having a turbine or jet means NOTHING if you are not mountain trained.  
(See #7 and remember, the MOUNTAIN ALWAYS WINS)