

HEAVY CROSS WIND

It is reminded that when a student is uncertain of his ability to land safely to destination aerodrome due to heavy cross wind, he may request another runway to be used, return to departure aerodrome or divert to destination alternate aerodrome.

REFLECTIVE VESTS AND LIFE VESTS

Reflective vests should be worn in all aerodromes when stepping outside the aircraft.

Life vests shall be worn when flying above large areas of water when there is no land close enough for the aircraft's gliding distance.

WRITTEN FLIGHT PLANS

When a written flight plan is filed for a solo flight, the supervisor's telephone number shall be marked in the flight plan. If the supervisor was to fly while supervising, also the ATC frequency where the supervisor can be reached shall be marked in the flight plan.

PARKING

Remember always put chokes, wind locks and other covers on after flight. Remember tie down the airplane. It is always better to manually push the plane to its position than taxiing in narrow areas next to other airplanes. When putting planes to hangar it is recommended that at least two persons are pushing the plane in and watching that wing tips or aileron is not touching other airplanes.

CROSS COUNTRY FLIGHTS

Before making a touch and go landing to an uncontrolled aerodrome not maintained by Finavia, the following procedure shall take place:

1. The direction of wind is checked with the help of wind sock when joining the traffic circuit (if there already is other traffic using one of the runways, this is not required)
2. A low approach is made to check the condition of runway (if there already is other traffic using one of the runways, this is not required)
3. Continue normally after the low approach
4. Before the flight remember to check airfield's charts and also good idea to call the chief of the airport and ask for example runways condition, glider activity and snow removal situation (winter time) and fuelling possibilities.

When flying VFR to/from EFLP, it is highly recommended to use another reporting point than Louhi or to request ATC for a clearance direct en-route. This procedure is to avoid flying into ADIZ.

It is highly recommended to fly as high as possible on dual and solo cross country flights. This is because:

1. It is safer (in case of an engine failure the gliding distance is larger)
2. It causes less noise
3. It is easier to navigate
4. It is more comfortable because there is less turbulence and during summer the temperature is lower (this also is a safety aspect in terms of preventing nausea and exhaustion caused by turbulence and heat)

Best regards,

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safety pilot