



EAA CHAPTER 430
VMC/IMC CLUB MEETING



EAA VMC Club

Question of the Month

This Month's Question:

You are returning from a lengthy cross-country flight and due to excessive winds at your planned refueling stop, you are low on fuel. You now need to transition Class B airspace to get to the closest destination where fuel is available. How can you ensure you don't get routed around the airspace, and face the danger of fuel exhaustion?



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Question of the Month

This Month's Question and Answer:

Question:

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Answer:

The best option is to contact ATC. You can declare "minimum fuel" if you will be eating into your reserve fuel, or declare an emergency. Either way, ATC should be able to provide priority handling and thus avoid sending you around the Class B.

For more information, see Aeronautical Information Manual (AIM) 5-5-15, Minimum Fuel Advisory.



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Question of the Month

AIM 5-5-15. Minimum Fuel Advisory

a. Pilot.

1. Advise ATC of your minimum fuel status when your fuel supply has reached a state where, upon reaching destination, you cannot accept any undue delay.
2. Be aware this is not an emergency situation, but merely an advisory that indicates an emergency situation is possible should any undue delay occur.
3. On initial contact the term "minimum fuel" should be used after stating call sign.

EXAMPLE-

Salt Lake Approach, United 621, "minimum fuel."

4. Be aware a minimum fuel advisory does not imply a need for traffic priority.
5. If the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, you should declare an emergency due to low fuel and report fuel remaining in minutes.

REFERENCE-Pilot/Controller Glossary Term- Fuel Remaining.

b. Controller.

1. When an aircraft declares a state of minimum fuel, relay this information to the facility to whom control jurisdiction is transferred.
2. Be alert for any occurrence which might delay the aircraft.



Welcome to the VMC Club Meeting



Video: watch at eaa430.org/vmc-imc



Pilot Loses Control When Worn Aileron Cable Snaps During Landing

By General Aviation News Staff · March 3, 2026



The airplane after the accident. (Photos from the NTSB Docket)



After dropping his banner, the pilot told investigators that while on short final approach to land at the airport in Edgewater, Florida, he heard a loud snap about 20 to 30 feet above the runway. The control stick went slack in his hand and he lost aileron control of the CubCrafters PA-18-150.

The airplane rolled to the right. He used the rudder and elevator to attempt to control the airplane. The airplane traveled between two airplanes that were on a taxiway and hit the side of a hangar, resulting in substantial damage to the fuselage and both wings.

Post-accident examination of the airplane revealed that the left aileron direct cable was separated where the cable went through a pulley on the lower left side of the fuselage. The damage on the separated cable was consistent with having occurred before the impact. The separated ends of the cable displayed significant wear of the cable strands, consistent with the cable rubbing against the pulley.





EAA IMC Club

Question:

Runway incursions continue to be a top FAA safety concern. What are some of the tactics we can employ as pilots to help avoid runway incursions?



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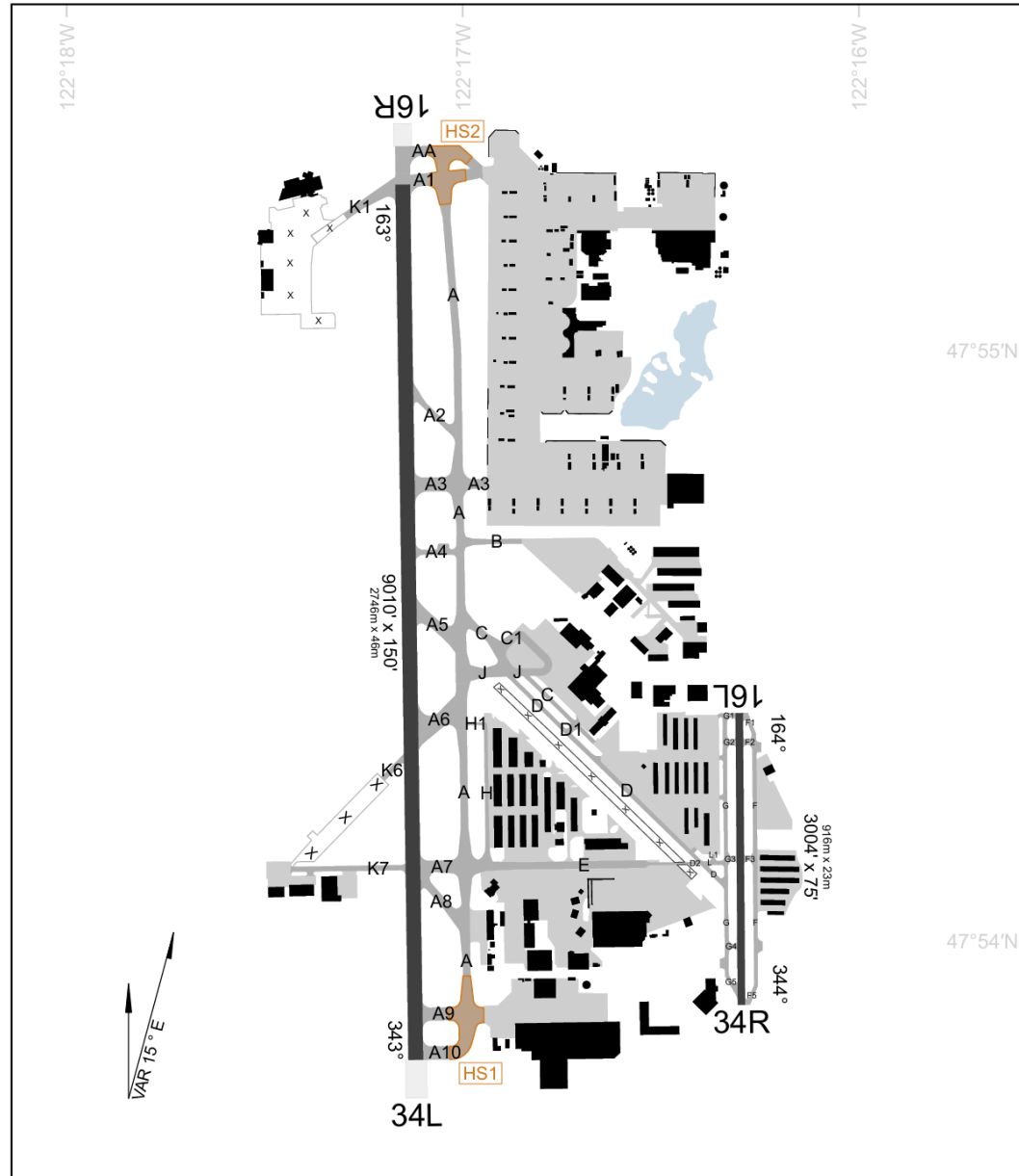
Answer:

Among the tactics we can employ to avoid runway incursions are the following:

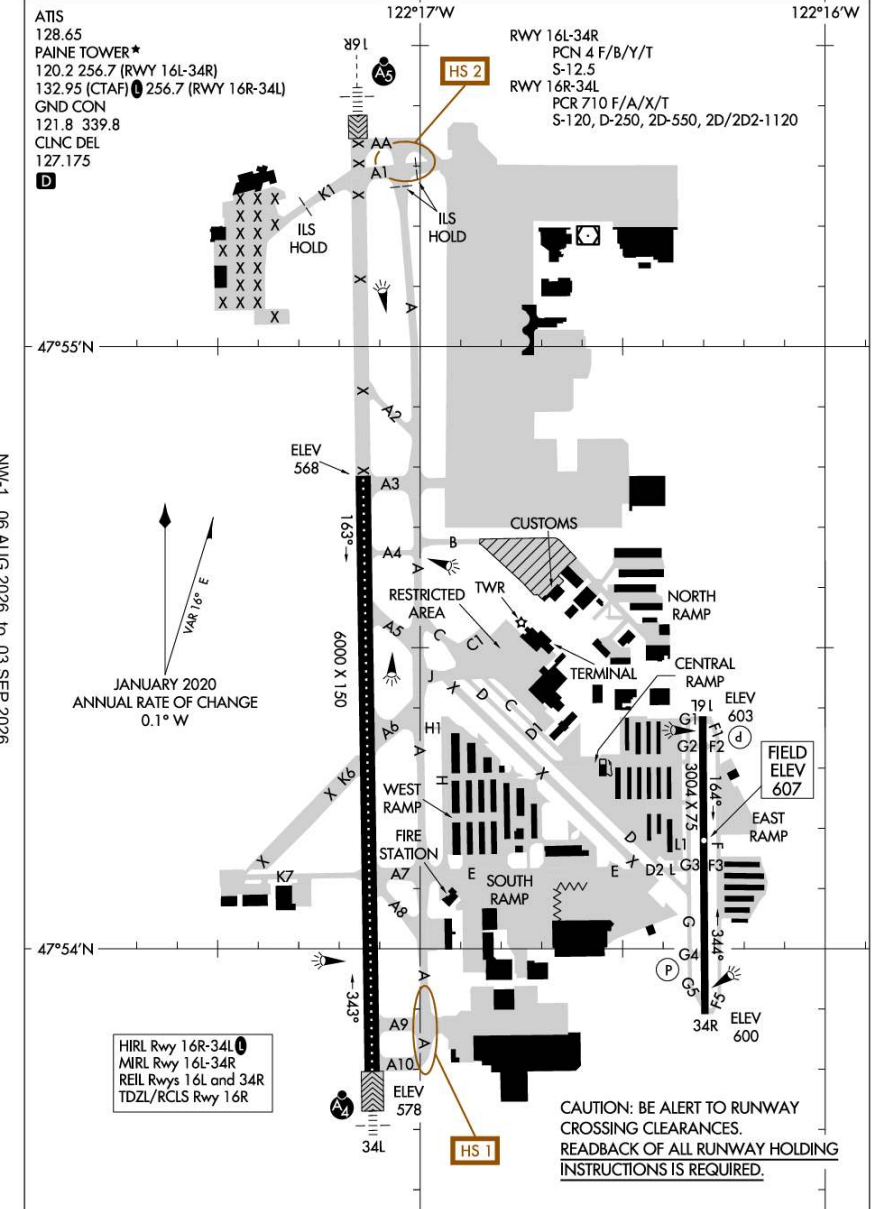
- 1) Review and actively use the airport diagram to aid in orientation, and identify "hot spots."
- 2) If available, use the Safe Taxi or similar feature of a GPS to help maintain positional awareness.
- 3) Write down, read back, and comply with all ATC taxi instructions.
- 4) When unfamiliar, disoriented, or confused, ask for a progressive taxi.
- 5) Be familiar with all airport signage and markings.
- 6) Follow sterile cockpit procedures during taxi operations.
- 7) Never cross a runway without an explicit clearance.
- 8) Visually clear any runway before crossing, even if cleared to cross.
- 9) Never program cockpit electronics (e.g., GPS) while in motion on the ground.
- 10) Always use standard phraseology when communicating with A TC.



KPAE: SEATTLE PAINE FIELD INTERNATIONAL
EVERETT, WASHINGTON, UNITED STATES



26190
AIRPORT DIAGRAM



26190
AIRPORT DIAGRAM

EVERETT, WASHINGTON
SEATTLE PAINE FLD INTL (P.A.E.)

NW-1, 06 AUG 2026 to 03 SEP 2026



06 AUG 2026 to 03 SEP 2026

23334

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AURORA, OR AURORA STATE (UAO)	HS 1 Rwy 17 at Twy A1. HS 2 Rwy 17 at Twy A4.	
BELLINGHAM, WA BELLINGHAM INTL (BLI)	HS 1	Confusing twy int for pilots exiting/taxiing Rwy 16-34 via Twy D.
BILLINGS, MT BILLINGS LOGAN INTL (BIL)	HS 1	Complex int of Twy A, Twy C, ramp, and Rwy 10L-28R.
BOISE, ID BOISE AIR TRML/ GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy W for departure on Rwy 10L.
BOZEMAN, MT BOZEMAN YELLOWSTONE INTL (BZN)	HS 1	Hold position at Twy A and Rwy 03-21.
BUTTE, MT BERT MOONEY (BTM)	HS 1	Restricted visibility between Rwy 33 and Rwy 30.
CASPER, WY CASPER/NATRONA COUNTY INTL (CPR)	HS 1	Twy A5 has ramp to rwy access.
CHEYENNE, WY CHEYENNE RGNL/JERRY OLSON FLD (CYS)	HS 1	Confusing twy configuration.
EVERETT, WA SEATTLE PAINE FLD INTL (PAE)	HS 1 Twy A between Twy A9 and Twy A10 not visible from ATCT. HS 2 Twy A1 and Rwy 16R, unless Twy AA specified.	
FORT LEWIS, WA GRAY AAF (JOINT BASE LEWIS- MCCHORD) (GRF)	HS 1	Congested int of Twy E, Twy F and Twy G.
HAILEY, ID FRIEDMAN MEML (SUN)	HS 1 Twy B on east edge of ramp. HS 2 Twy B on east edge of ramp. HS 3 Twy B on east edge of ramp.	
IDAHO FALLS, ID IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
JACKSON, WY JACKSON HOLE (JAC)	HS 1	Aircraft sometimes miss Twy A1 and enter the blast pad.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23334

06 AUG 2026 to 03 SEP 2026



Welcome to the IMC Club Meeting



Video: watch at eaa430.org/vmc-imc



Traffic Advisory Procedures at Non- Towered Airports



Collisions continue at a steady rate

Midair collisions have continued at a steady rate in the past 20 years, statistics show. Most years such accidents number in the teens, but occasionally the number reaches the lower to mid-20s.

The definition of the collision problem has expanded recently to include runway incursions, and has led to new safety efforts. ASF has placed a runway-incursion training program on AOPA Online. Among the foundation's publications is the Collision Avoidance: Strategies and Tactics Safety Advisor that can be viewed or ordered on ASF's Web site.

Approach and landing a dangerous time

ASF data indicate that 45 percent of collisions occur in the traffic pattern, and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of aircraft and their landing order often begins earlier in the pattern. As you might expect, operations at nontowered airports offer the greatest risk.



ASRS Database Report Set

Non-Tower Airport Incidents

Report Set Description.....A sampling of reports involving operations at non-tower airports.

Update Number.....41

Date of UpdateJune 17, 2026

Number of Records in Report Set.....50

Records within this Report Set have been screened to assure their relevance to the topic.





Available Resources



FAR 91.126

Airplane Flying Handbook

Advisory Circular 90-66C – Non-Towered Airport Flight Operations

AIM Chapter 4-1-9, Traffic Advisory Practices at Airports Without Control Towers



FAR 91.126



§ 91.126 Operating on or in the vicinity of an airport in Class G airspace.

- (a) **General.** Unless otherwise authorized or required, each person operating an aircraft on or in the vicinity of an airport in a Class G airspace area must comply with the requirements of this section.
- (b) **Direction of turns.** When approaching to land at an airport without an operating control tower in Class G airspace—
 - (1) Each pilot of a powered fixed-wing aircraft must make all turns to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right; and
 - (2) Each pilot of any other powered aircraft must avoid the flow of the aircraft specified in [paragraph \(b\)\(1\)](#) of this section.
- (c) **Flap settings**
- (d) **Communications with control towers.** Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received. If the aircraft radio fails while in flight under IFR, the pilot must comply with [§ 91.185](#).



FAR 91.127



91.127 Operating on or in the vicinity of an airport in Class E airspace.

- (a) Unless otherwise required by [part 93 of this chapter](#) or unless otherwise authorized or required by the ATC facility having jurisdiction over the Class E airspace area, each person operating an aircraft on or in the vicinity of an airport in a Class E airspace area must comply with the requirements of [§ 91.126](#).
- (b) **Departures.** Each pilot of an aircraft must comply with any traffic patterns established for that airport in [part 93 of this chapter](#).
- (c) **Communications with control towers.** Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received. If the aircraft radio fails while in flight under IFR, the pilot must comply with [§ 91.185](#).



Airplane Flying Handbook

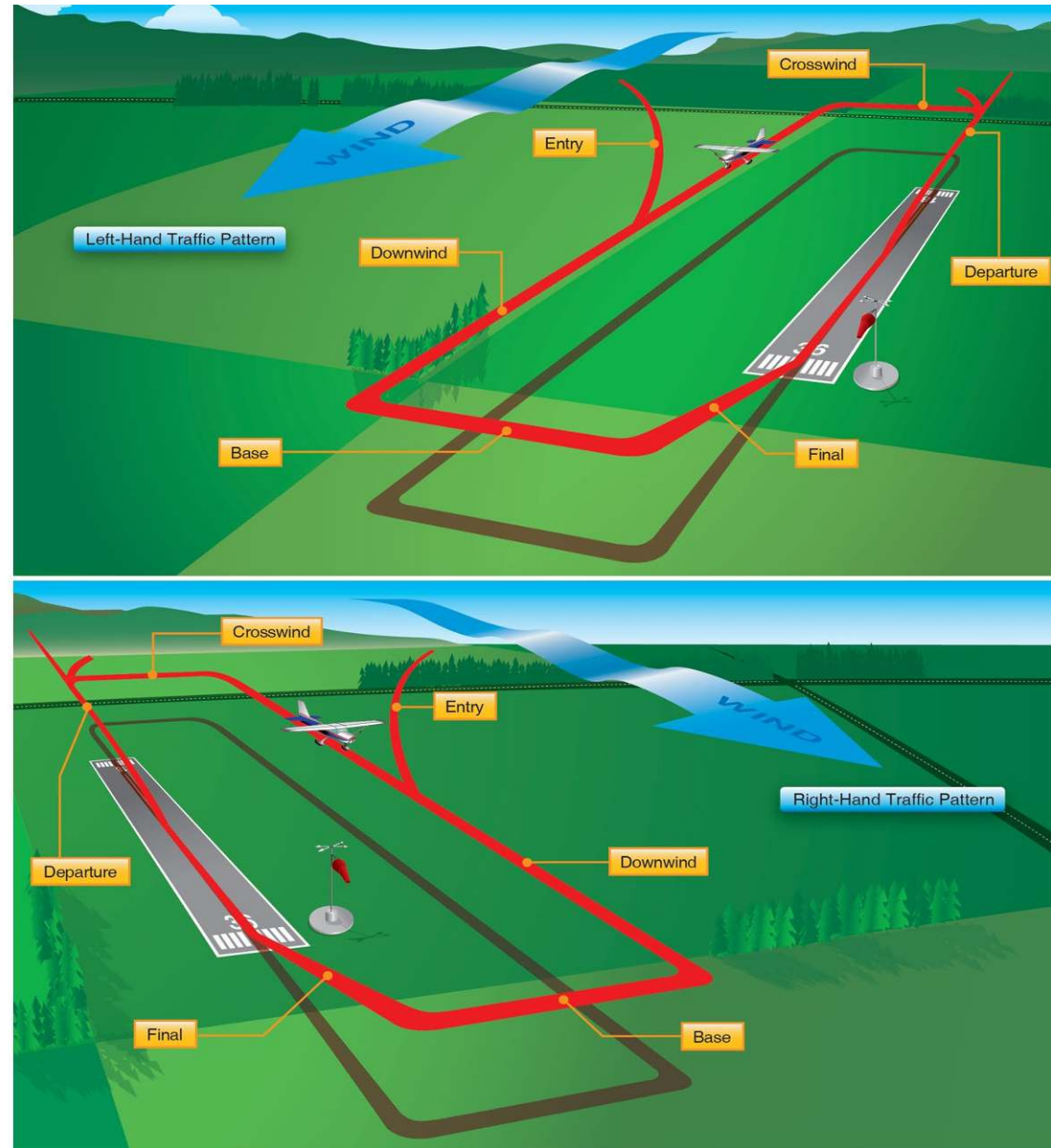
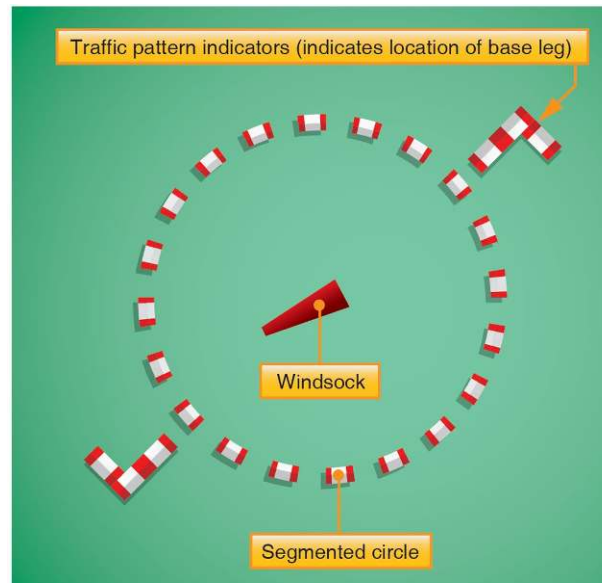


Figure 8.1 Traffic Patterns



Consider the following points when arriving at an airport for landing:

- The pilot should be aware of the appropriate traffic pattern altitude before entering the pattern and remain clear of the traffic flow until established on the entry leg.
- The traffic pattern is normally entered at a 45° angle to the downwind leg, headed toward a point abeam the midpoint of the runway to be used for landing.
- The pilot should ensure that the entry leg is of sufficient length to provide a clear view of the entire traffic pattern and to allow adequate time for planning the intended path in the pattern and the landing approach.
- Entries into traffic patterns while descending create specific collision hazards and should be avoided.



Non-Towered Airports

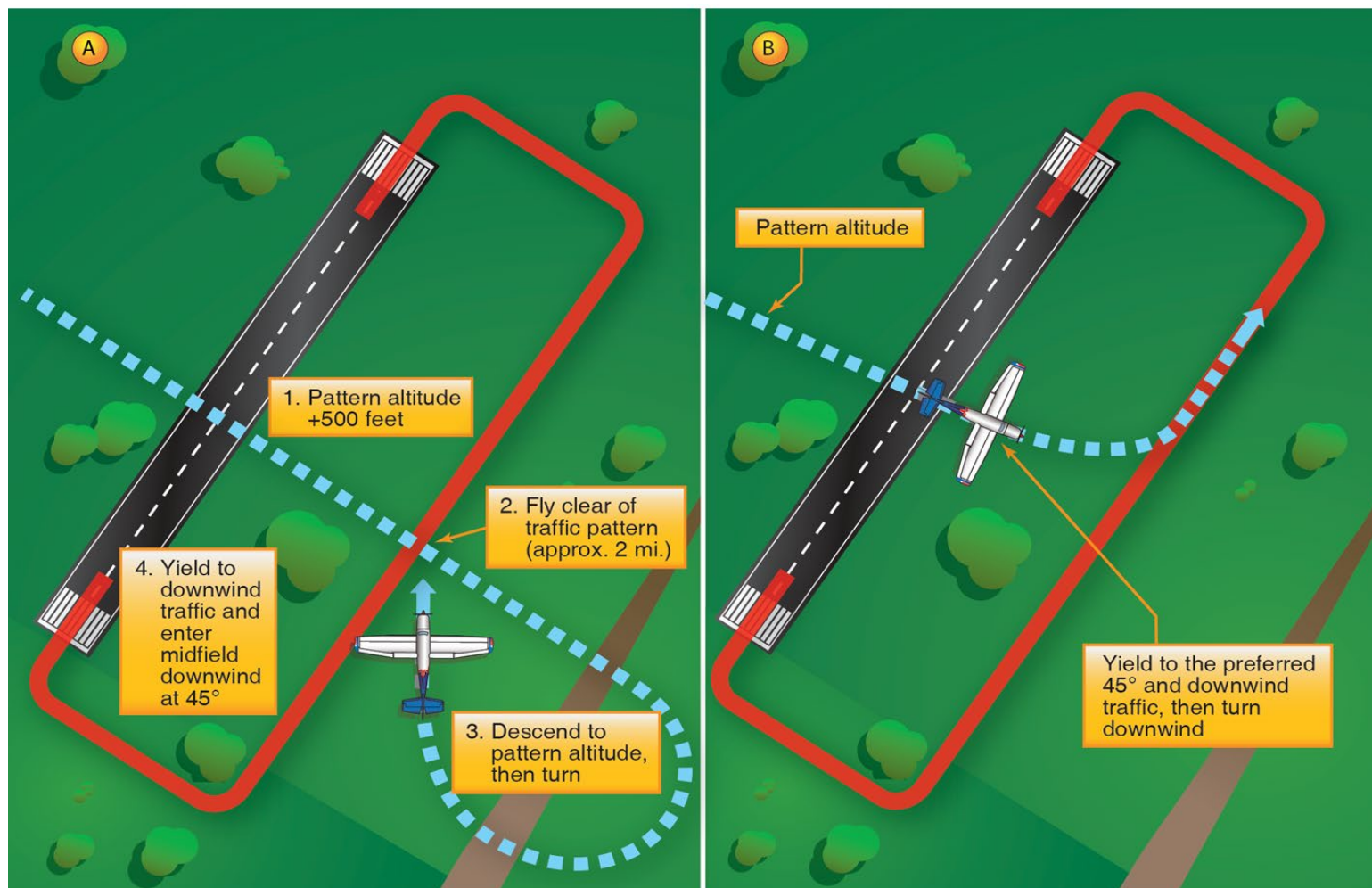


Figure 8-3. Preferred entry from upwind leg side of airport (A). Alternate midfield entry from upwind leg side of airport (B).



Safety Considerations



According to the National Transportation Safety Board (NTSB), the most probable cause of mid-air collisions is the pilot failing to see and avoid other aircraft. When near an airport, pilots should continue to scan for other aircraft and check blind spots caused by fixed aircraft structures, such as doorposts and wings. High-wing airplanes have restricted visibility above while low-wing airplanes have limited visibility below. The worst-case scenario is a low-wing airplane flying above a high-wing airplane. Banking from time to time can uncover blind spots. The pilot should also occasionally look to the rear of the airplane to check for other aircraft. Figure 8-4 depicts the greatest threat area for mid-air collisions in the traffic pattern. Listed on the next page are important facts regarding mid-air collisions:



Safety Considerations



- Mid-air collisions generally occur during daylight hours—56 percent occur in the afternoon, 32 percent occur in the morning, and 2 percent occur at night, dusk, or dawn.
- Most mid-air collisions occur under good visibility.
- A mid-air collision is most likely to occur between two aircraft going in the same direction.
- The majority of pilots involved in mid-air collisions are not on a flight plan.
- Nearly all accidents occur at or near uncontrolled airports and at altitudes below 1,000 feet.
- Pilots of all experience levels can be involved in mid-air collisions.

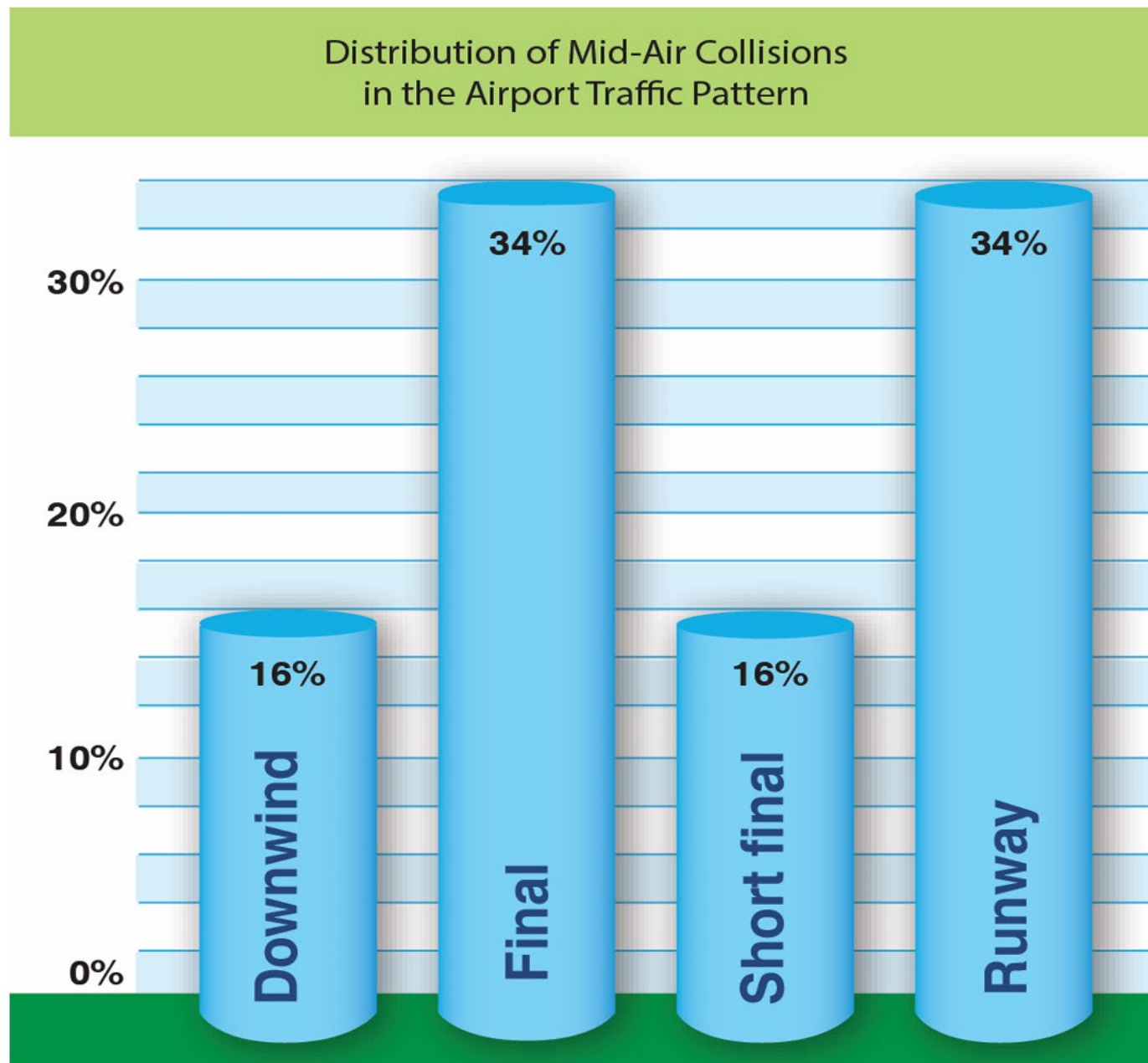


Figure 8-4. Location distribution of mid-air collisions in the airport traffic pattern.



The following are some important procedures that all pilots should follow when flying in a traffic pattern or in the vicinity of an airport.

1. Tune and verify radio frequencies before entering the airport traffic area.
2. Monitor the correct Common Traffic Advisory Frequency (CTAF).
3. Report position 10 miles out and listen for reports from other inbound traffic.
4. At a non-towered airport, report entering downwind, turning downwind to base, and base to final.
5. Descend to traffic pattern altitude before entering the pattern.
6. Maintain a constant visual scan for other aircraft.
7. Be aware that there may be aircraft in the pattern without radios.
8. Use exterior lights to improve the chances of being seen.



AC 90-66C



9.5 Prior to Takeoff, VFR or IFR, Traffic Verification, and Communications.

Communication at non-towered airports or at airports where the control tower is closed is critical. Pilots are reminded that in these cases surveillance of other traffic by the air traffic controller is removed from the safety picture; hence, you are assuming this role. All traffic, whether IFR or VFR, should, at a minimum, monitor the CTAF. For departures a minimum of 10 minutes prior to taxi and arrivals a minimum of 10 miles out from the airport, you should broadcast your intentions. The importance of air-to-air communications cannot be overemphasized. Failure to follow this communication protocol has contributed to near midair collisions (NMAC), and as such could be considered careless and reckless operation of an aircraft.



AC 90-66C



9.5.3 Pre-Takeoff Communications.

On the airport's CTAF, you should communicate and coordinate your takeoff intention with aircraft inbound and in the traffic pattern and announce the runway to be used, the direction of flight on departure, or whether you intend to remain in the traffic pattern. This action will reduce the risk of a surface or midair collision during takeoff. Also, coordinate the takeoff with other traffic in the traffic pattern, traffic inbound for landing, or traffic on a straight-in approach to any of the airport's runways.



AIM Chapter 4-1-9



Summary of Recommended Communication Procedures

			Communication/Broadcast Procedures		
	Facility at Airport	Frequency Use	Outbound	Inbound	Practice Instrument Approach
1	UNICOM (No Tower or FSS)	Communicate with UNICOM station on published CTAF frequency (122.7; 122.8; 122.725; 122.975; or 123.0). If unable to contact UNICOM station, use self-announce procedures on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
2	No Tower, FSS, or UNICOM	Self-announce on MULTICOM frequency 122.9.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Departing final approach fix (name) or on final approach segment inbound.
3	No Tower in operation, FSS open (Alaska only)	Communicate with FSS on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Approach completed/terminated.
4	FSS Closed (No Tower)	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
5	Tower or FSS not in operation	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
6	Designated CTAF Area (Alaska Only)	Self-announce on CTAF designated on chart or Chart Supplement Alaska.	Before taxiing and before taxiing on the runway for departure until leaving designated area.	When entering designated CTAF area.	



- **CTAF:** Safety-focused, pilot-to-pilot communication, collision avoidance, traffic coordination.
- **UNICOM:** Service-focused, pilot-to-ground communication, airport information, and logistical support.
- **Shared Frequency:** Possible at smaller airports, but the roles of CTAF and UNICOM remain separate.
- Understanding the distinction ensures pilots use the correct communication method for **safety versus service needs** at non-towered airports.



AIM Chapter 4-1-9



Recommended Traffic Advisory Practices

Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport unless the CFRs or local procedures require otherwise.

Pilots of aircraft conducting other than arriving or departing operations at altitudes normally used by arriving and departing aircraft should monitor/communicate on the appropriate frequency while within 10 miles of the airport unless required to do otherwise by the CFRs or local procedures. Such operations include parachute jumping/dropping, en route, practicing maneuvers, etc.

In Alaska, pilots of aircraft conducting other than arriving or departing operations in designated CTAF areas should monitor/communicate on the appropriate frequency while within the designated area, unless required to do otherwise by CFRs or local procedures. Such operations include parachute jumping/dropping, en route, practicing maneuvers, etc.



AIM Chapter 4-1-9



- a. **Self-Announce Position and/or Intentions****General.** Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating, *“Traffic in the area, please advise”* is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.
- b. If an airport has a tower and it is temporarily closed or operated on a part-time basis and there is no FSS on the airport or the FSS is closed, use the CTAF to self-announce your position or intentions.
- c. Where there is no tower, FSS, or UNICOM station on the airport, use MULTICOM frequency 122.9 for self-announce procedures. Such airports will be identified in appropriate aeronautical information publications.
- d. **Straight-in Landings.** The FAA discourages VFR straight-in approaches to landings due to the increased risk of a mid-air collision. However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-announce their position on the designated CTAF approximately 8 to 10 miles from the airport and coordinate their straight-in approach and landing with other airport traffic. Pilots executing a straight-in approach (IFR or VFR) do not have priority over other aircraft in the traffic pattern and must comply with the provisions of 14 CFR 91.113 (g), Right-of-way rules.
- e. **Traffic Pattern Operations.** All traffic within a 10-mile radius of a non-towered airport or a part-time-towered airport when the control tower is not operating, should monitor and communicate on the designated CTAF when entering the traffic pattern. Pilots operating in the traffic pattern or on a straight-in approach must be alert at all times to other aircraft in the pattern, or conducting straight-in approaches, and communicate their position to avoid a possible traffic conflict. In the airport traffic pattern and while on straight-in approaches to a runway, effective communication and a pilot's responsibility to see-and-avoid are essential mitigations to avoid a possible midair collision. In addition, following established traffic pattern procedures eliminates excessive maneuvering at low altitudes, reducing the risk of loss of aircraft control.



91.113 Right-of-way rules: Except water operations.

(a) ***Inapplicability.*** This section does not apply to the operation of an aircraft on water.

(b) ***General.*** When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.

(c) ***In distress.*** An aircraft in distress has the right-of-way over all other air traffic.

(d) Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories—

- (1) A balloon has the right-of-way over any other category of aircraft;
- (2) A glider has the right-of-way over powered aircraft.
- (3) An airship has the right-of-way over all other powered aircraft, except for an aircraft towing or refueling other aircraft.
- (4) An aircraft towing or refueling other aircraft has the right-of-way over all other powered aircraft.





91.113 (cont.)

(e) **Approaching head-on.** When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.

(f) **Overtaking.** Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.

(g) **Landing.** Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.





The End