

... lecimy sobie przez nasz piękny kraj i dolatujemy do granicy Polsko-Niemieckiej, pożegnaliśmy się już z *Poznań Informacja* i...

Pilot BREMEN INFORMATION
SP-SHOT, ULTRALIGHT TYP WT9
FIVE THOUSAND FEET ALTITUDE
2 MINUTES EAST GOVEN
SQUAWK 7425
DEPARTURE EPBA, DESTINATION EDAZ
REQUEST TRAFFIC INFORMATION

Bremen Information
SP-SHOT, SQAWK 7232 AND IDENT

Pilot SQAWK 7232, SP-SHOT, *IDENTING*

Bremen Information
SP-SHOT IDENTIFIED, CLEAR OF TRAFFIC
QNH 1002

Pilot 1002, SP-SHOT

Dolatujemy do Schoenhagen (około 5 minut przed), w międzyczasie zeszliśmy na 2000 ft alt bo przestrzeń klasy C nad nami na 2500 ft

Pilot BREMEN INFORMATION
SP-SHOT
DESTINATION AIRFIELD IN SIGHT
(*SCHOENHAGEN IN SIGHT lub FIVE MINUTES TO SCHOENHAGEN*)
REQUEST TO LEAVE YOUR FREQUENCY

Bremen Information
SP-SHOT (*LEAVING FREQUENCY APPROVED*),
SQAWK VFR, SCHOENHAGEN (EDAZ) FREQUENCY 131,15

Pilot LEAVING FREQUENCY APPROVED, SQAWK VFR, SCHOENHAGEN
FREQUENCY 131,15, GOOD DAY, SP-SHOT

Pilot SCHOENHAGEN INFO, SP-SHOT, HELLO

Schoenhagen Info
SP-SHOT, HELLO, GO AHEAD

Pilot SCHOENHAGEN INFO
SP-SHOT, ULTRALIGHT TYP WT9
TWO THOUSAND FEET ALTITUDE
2 MINUTES SOUTH EAST OF AIRFIELD
DEPARTURED EPBA, FOR LANDING

Schoenhagen Info
SOT, RUNWAY IN USE 07, QNH 1001
TRAFFIC ON TRAFFIC PATTERN
PA34 ON FINAL AND TULAK AFTER DEPARTURE

Pilot RUNWAY IN USE 07, QNH 1001
LOOKING OUT FOR TRAFFIC
SOT

1000 ft agl, wchodzimy w krąg (*przejście nad lotniskiem mnm 2000 ft agl!*)

Pilot SOT, RIGHT DOWNWIND RUNWAY 07
TRAFFIC IN SIGHT

Pilot SOT, RIGHT BASE LEG, *RUNWAY 07* (*zgłaszać w trakcie wykonywania III zakrętu*)

Pilot SOT, FINAL *RUNWAY 07*

Schoenhagen Info

SOT, WIND 080, 5 KTS (*nie spodziewaj się CLEAR TO LAND!*)

Pilot *WILCO*, SOT

... po pięknym przyziemieniu i uspokojeniu głosu:

Pilot SOT, REQUEST TAXI INFORMATION

Schoenhagen Info

SOT, TAXI VIA **C** THEN **A** TO PARKING POSITION IN FRONT OF TOWER,
*lub LEAVE RUNWAY VIA C, YOUR PARKING POSITION IS YELLOW
MARKED*

Pilot TAXI VIA **C** THEN **A** TO PARKING POSITION IN FRONT OF TOWER, SOT

*Pamiętaj o zamknięciu FPL (możesz poprosić TWR przy kołowaniu) COULD YOU CLOSE MY
FLIGHT PLAN?*

Nie zgłasza się wyłączenia silnika.

Odlot z Schoenhagen do EPBA, uruchamiamy bez pytania, ale z uwaga...

Pilot SCHOENHAGEN INFO, SP-SHOT, HELLO

Schoenhagen Info

SP-SHOT, HELLO, GO AHEAD

Pilot SP-SHOT
ULTRALIGHT WT9 ON THE APRON
VFR , EPBA,
TWO PERSONS
REQUEST TAXI INFORMATION

Schoenhagen Info

SP-SHOT, RUNWAY IN USE 25, QNH 1007
TAXI VIA **A** HOLDING POINT **D** *RUNWAY 25*

Pilot RUNWAY IN USE 25, QNH 1007
TAXI VIA **A** HOLDING POINT **D** *RUNWAY 25*, SP-SHOT

Pilot HOLDING POINT D, RUNWAY 25
READY FOR DEPARTURE, SP-SHOT

Schoenhagen Info

SP-SHOT, WIND 240 DEGREES, 10 KTS
(i już..., żadnej zgody na start)

W głowie rozsądnego pilota:

- runway identified
- approach sector free
- xpr on
- lights on

...start i 2000 agl. Jeśli po kręgu to 1000 ft agl

Pilot SP-SHOT, DOWNWIND RWY 25, 2000 FT
LEAVING TRAFFIC PATTERN AND FREQUENCY

Schoenhagen Info

SP-SHOT, GOOD FLIGHT
BREMEN INFORMATION FREQUENCY 132,650

Pilot BREMEN INFORMATION 132,650
GOOD DAY, SP-SHOT

Pilot BREMEN INFORMATION
SP-SHOT, HELLO

Bremen Information

SP-SHOT, HELLO, GO AHEAD

Pilot BREMEN INFORMATION
SP-SHOT, ULTRALIGHT WT9, JUST AIRBORNE EDZ
DESTINATION EPBA VIA GOVEN
TWO THOUSAND FEET ALTITUDE, REQUEST CLIMBING FIVE
THOUSAND
SQUAWK VFR
REQUEST TRAFFIC INFORMATION

... a dalej już wiadomo.

M.

