

Monitor airport(s) frequencies within 10 miles; do not use cellphone during pattern ops or inside Class B, C, or D airspace. Consider disconnecting the Bluetooth in these situations.

It is an option to use taxiways to land on high wind days or in other situations where flying a typical pattern may not be the best/safest option. Please use extreme caution if landing on a taxiway. Check airport diagrams before attempting to land on a taxiway and make sure it is clear before landing.

FLYING FIELDS/ GRIDDING

In order to minimize the risks associated with flights below 1,000 ft, the maximum bank angle permitted is 45 degrees and the maximum pitch up or down is 20 degrees. All maneuvers will be performed without abrupt control inputs or excessive back pressure to minimize the risk of a stall.

Typical field layout/ Summary

Most fields are laid out with about 5 rows of pumps per mile; by entering lined up on the third row, your first pass will be approximately 0.4 of a mile wide from the edge of the field. If you were to grid without the assistance of your GPS, prior to your first turn you would count 2 rows (already checked on this pass) and add 2 more rows (to be checked on the next pass) then add one more row to find the well you would line up on to complete the next pass [Or every 5th row]. (See figure) In general you will be scanning wingtip to wingtip 0.4 miles wide or two pump rows left and right. When the sun is low on the horizon, scan as above plus as far as you can see toward the sun. (At times this may be well behind your wingtips)

Ultimately, you will find it easier to use your GPS as you re-enter the field to check your spacing. At first, it may be easier to depress the cursor on the Garmin and scroll to the prior pass reading the grid spacing from the cursor data block. Eventually, you will be able to compare grid spacing painted with the active track line (scale set to 0.8 miles). If the grid spacing is too wide or narrow side step to a different outside landmark then re-check spacing on the GPS. Regardless of whether you are a new hire or experienced pilot flying a new field, pay close attention to maintaining proper spacing. If you fly a field at i.e. 1.2 miles wide several times you will eventually memorize landmarks that coincide with the 1.2 mile wide spacing and tend to repeat the incorrect spacing long-term

When spacing is not standard or wells are not in rows simply scanning 2 rows left and right does not work. To establish proper grid spacing, choose a landmark on the left side of the aircraft that you think is 0.4 miles out. If you have accurately guessed the proper distance, the landmark will appear equally spaced on the left side of the aircraft when making the opposing pass. If the landmark was further than 0.4, it will be closer on the opposing pass and vice versa.

You will eventually become very proficient at judging 0.4-mile distance from both field entries and how far to scan left and right while gridding. When operating near a congested area, pipeline aircraft must maintain the same clearance as ALL other GA aircraft (1,000' above highest obstacle and 2,000' horizontal) If 1 mile = 5,280' then 0.4 horizontal spacing equals 2,112' you could easily turn off grid and use the 0.4 of a mile sight picture to go around or skirt the edge of a congested area.

Determining your entry point

When provided with a day track or training track, the entry point will be depicted on the Garmin, but if you use waypoint locations and/or landmarks (paved roads, towers, compressors, batteries, draws,