

Back In Time Editing Services
Michelle Olsen
[REDACTED]
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Memorandum

Date: February 26, 2024

To: Cookie Smith

From: Michelle Olsen

Subject: Stylistic edit for Chapter Six: Weather and Other Challenges

A stylistic edit of Chapter Six: Weather and Other Challenges is complete, as requested. Track Changes was used for the edits. The chapter's word count is now 872. This should allow room for the following additions (see below) while keeping the length at or under 1000 words:

- Please write a few sentences about the effect of weather on a flight.
- Please add an explanation of the types of plane defects that can prevent a flight.

The next steps are as follows:

- Please add the above information, and review the suggested edits.
- Use Track Changes to accept or reject each edit, and leave comments.
- Schedule a meeting with me to discuss the chapter and finalize the changes.

As you work through the document, you can switch back and forth between “simple markup” (if you’d like to see a clean copy) and “all markup” (to see the editing details and comments).

Thanks again for your continued trust; it’s a pleasure to work on this project. Please don’t hesitate to contact me if you need any help with Track Changes, or have any questions.

-MO

8. Chapter Six

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Keep on Enter Weather and Other Challenges

During my ferry trip from the Sunshine Coast to CZBB, I listen to the ATC's Automated Information Service. I realize it's unlikely I'll fly this morning — the weather forecast calls for a low cloud ceiling and poor visibility. I've already listened to the ATC's Automated Information Service several times on my journey from the Sunshine Coast by ferry this morning and know the likelihood of flying this morning is iffy: low cloud ceiling, low visibility (vis). However, if there's one plane up, there's hope that my trip, that started with my alarm waking me at 6:30 a.m. in the morning to get me here by 10:30 a.m. for an 11:00 a.m. flight, wasn't in vain.

Commented [MO1]: After this sentence, please add a brief explanation (a few sentences) of why this type of weather grounds a plane and/or affects a flight in progress, so your readers understand the science behind the safety policies. I'll rely on your expertise to round out the opening paragraph with this information.

Inside the flying club, a despondant group of student pilots slumps in the cozy leather chairs and couch. When I arrive at the club, I see that no one is flying now. My fellow students are a despondent-looking group. Everyone is sitting, shoulders slumped, on either the cozy leather chairs or on the couch. Indeed, a flying lesson is ~~can be~~ 50% flying, and the remaining time involves waiting, ~~prepping and prepping~~, paperwork, briefing, and 50% flying. No one was flying now.

Commented [MO2]: This sentence was shortened and moved to the paragraph below, because the placement there tells your readers why you started the procedures as usual.

Regardless, I start the usual preflight procedures. However, if there's one plane up, there's hope that my trip, that started with my alarm waking me at my 6:30 a.m. alarm in the morning to get me here by 10:30 a.m. for an 11:00 a.m. flight, wasn't in vain. I go to dispatch and identify my aircraft by its call sign. The young lady behind the desk gives me the aircraft's airworthiness

documents and the plane's heavy stainless steel logbook. Once I finish the preflight paperwork, ask Dispatch for the does for my aircraft by call sign, and I take the black pouch containing the aircraft's airworthiness documents and the heavy stainless steel logbook from the young lady behind the desk. I make a nest in one of the luxurious brown leather chairs, grabbing fresh worksheets from the counter and fill out the paperwork. Next, I go out in the grey dark morning to the apron, where I find my plane and look up and down the apron for my plane. Once I open find he-she's (airplanes, like boats, are shes, but I don't want to discriminate) door I open the door and pull out a wooden stick from behind the left seat.

Pilots use these sticks to measure fuel levels. To do so, I use grab the handhold on the front of the plane, plane to hop onto the skinny step and hoist myself up onto the top of the wings. I unscrew the gas cap and dip the stick into the left tank. I see the stick is wet up to the eight-gallon notch. Then I repeat the process for the right tank. Withdrawing the stick, it's wet up to the eight gallon notch. I twist the caps tightly when I replace them, and I also make sure the caps line up at replace the cap twisting it tightly, checking that it's tight enough for the knob to line up at 12 o'clock :00 o'clock and 6 o'clock:00 o'clock (or at 180 degrees). You see, if the cap is loose, it can fly off, and the aviation gas (AVGAS) will empty out mid-flight. Clearly, this is an example of why aviation is for detail-oriented people. don't want the cap to fly off and the 100 LL Aviation Gas (AVgas) to empty out mid-flight.

Aviation is for detail-oriented, or those willing to become so.

The stick readings show the fuel levels are balanced, at eight gallons per tank. I check the right wing tank, same reading of eight gallons for a total of 16 gallons onboard. Excellent! This sixteen-gallon total means that we meet the required weight and balance for take-off. If we think of weight in terms of women's boxing categories, Amelia is a flyweight at 110 pounds, and I'm a

smidge over super welterweight by women's boxing weight classes middleweight at 155 pounds. Conversely, you can be seven feet tall — only your weight matters. It doesn't matter how tall you are. You could be 7 Ft. Only your weight matters.

Commented [MO3]: Is this change ok? The middleweight category range is 154 to 160 pounds, according to the following source:
<https://connect2local.com/l/635040/c/704491/an-overview-of-women-s-boxing-weight-classes>

Over time, however, you may drop a few pounds, because you can rack up a lot of steps walking back and forth between your plane and the clubhouse. Although, you walk back and forth from your aircraft to the clubhouse a lot. Depending upon where your aircraft is parked, you can rack up a lot of steps. Dirty windshield? Is the plane's windshield dirty? Go Back to get the can of special the spray cleaner, and the scratch-free white soft wipes, needed to avoid scratches but Pledge and paper towels work just as well. Although, the windshields are scored they already look like they belong to fighter planes, we try not to inflict more wounds. Need fuel? Is the plane low on fuel? Unless you have the fuel company's number in your cell phone, you'll have to use the landline in the clubhouse. Back to use the phone to call for fuel, unless you have the fuel company number dialled into your cell phone, then you can make the bloody call while you continue your walk around. Does the plane Need a quart of oil? Then it's time to trek back to dispatch to get a bottle of oil, a funnel, and a blue cloth to sop up any mess. Once you're done, return to dispatch to dispose of the waste, because it's poor pilot etiquette to leave the trash in the back pocket. Back to Dispatch for a blue plastic quart bottle, a funnel and a blue cloth to sop up any mess, then back to Dispatch to dispose of the waste. Only naughty pilots stuff all the trash in the back pockets for someone else to clean up, or those in a hurry to check the plane back in.

Defect with the airplane? Sometimes, the plane can have a defect. Maintenance may be able to fix it before your flight, but if not, you can check with dispatch to see if a replacement plane is available. If so, new paperwork is required. Back to maintenance to see if it can be fixed before

Commented [MO4]: Ok to remove? It's a good tip but it's probably enough for your readers to know they'll have to walk back to get windshield cleaner.

Commented [MO5]: Earlier, the text says you walk back and forth between the plane and the clubhouse a lot, but this section talks about going to dispatch. Is dispatch inside the clubhouse?

Commented [MO6]: Does it work for you if this section is moved from below up to this spot? Doing so improves the flow, since the previous paragraph focuses on issues with the plane itself. The subsequent paragraph talks about problems when you forget your license and medical certificate, so it flows well into the paragraph on encountering military jets.

Commented [MO7]: Your readers may be curious about what types of defects are serious enough to prevent a flight; may I suggest adding an example or two here? You're the best person to add this information, since I lack the knowledge.

your flight. Needs to be snagged and taken out of service? Back to dispatch to see if there's another plane available for your time slot. If not you're screwed, if so you restart paperwork and walk around. Forget something? Likewise, setbacks happen if you find you're missing a hood for Instrument Flight Rules (IFR) training, your headset, or your kneeboard. I've made the mistake of forgetting A hood for Instrument Flight Rules (IFR) training, headset, kneeboard? For me, it's my moss-green, ridiculously fluffy sheepskin booster pillow. I need it because the vinyl-covered seats in the Cessna 152s, which went into service in the 1970s and 1980s, have been squashed by countless bottoms. because without it, As a result, I can barely see over the dashboard of the two-seater planes without this pillow, although I can make do. Vinyl covered seats that have been squashed compactly by countless bottoms, since they went into service in the 70s and 80s.

On the other hand, if you forget your license and your medical certificates, you're driving home to get them. Forget your license or medical exam certificate? Back you go and hope it's in your jacket, purse, backpack, or ear, or you're going to have to drive home to get it, or You risk breaking Transport Canada laws if you're met by authorities on the ground and you don't have these documents. There's no sky cops to pull you over, with a couple of exceptions, but you could be in deep trouble if you're met by authorities on the ground and don't have your licenses and medical papers on you. You could be in deep trouble. -

Likewise, another situation that can land you in hot water is if you accidentally stray into US airspace, which is easy to do when you're flying close to the border. Exceptions are military jets if you accidentally stray into US airspace, not all that hard to do when you're as close to the border as we are, iIn thiswhich case, you'll you could be met with a fighter jet wagging its wings at you like an angry hornet.

Similarly, Also, we have Canadian military airspace that isn't always open to civilians, so you will end up with ~~Edn~~ escorts. For that matter, There's a protocol in the Canadian Flight Standards (CFS) to follow. You must memorize this procedure for encountering military jets, which that you need to memorize, or if you brought your heavy Canadian Flight Standards (CFS) tome with you, you can consult it. This involves reciprocal wagging of wings and following the jet to wherever it wants you to land. ~~and doing WHATEVER IT WANTS YOU TO DO.~~

Commented [MO8]: Can you please confirm that Canadian Flight Standards is the correct term? Nav Canada's website refers to it as Canadian Flight Supplement.

Commented [MO9]: Is this deletion ok? The text's emphasis is on the importance of memorizing the protocol, so I removed the sentence.

~~Defect with the airplane? Back to maintenance to see if it can be fixed before your flight. Needs to be snagged and taken out of service? Back to dispatch to see if there's another plane available for your time slot. If not you're screwed, if so you restart paperwork and walk around. Forget something? A hood for Instrument Flight Rules (IFR) training, headset, kneeboard? For me, it's my moss green, ridiculously fluffy sheepskin booster pillow because without it, I can barely see over the dashboard of the two seater planes. Vinyl covered seats that have been squashed compactly by countless bottoms, since they went into service in the 70s and 80s.~~

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~~I tried the roomier four seater Cessna 172, but found it less responsive and sluggish in comparison. I also feel like I've been swallowed by a huge whale. The other incentive to learning to fly in something equal in weight to modern ultralights, is that it's less dollars to rent the 152 vs. 172. I wouldn't exactly call it a lady's plane, because the majority of student pilots are male at my flight school and train in the 152s as well, but those that can afford it or can't fit into the 152s usually go for the 172s, so there's usually 152s available. Lots of flight schools are phasing out these two seater workhorses, so I feel lucky to have access to these majorly fun trainer planes.~~

Commented [MO10]: Removed as per the new outline. Is this change ok?

At this moment, though, there's little danger of wandering into military airspace. I've done all the preparations, but I'm still unsure if I'll fly today. I text my Flight Instructor, Amelia, and let her know the weather status, including ATIS, the Meteorological Aerodrome Report (METAR) and -Temporary Terminal Aerodrome Forecasts (TAFs) on the Nav Canada website (www.navcanada.ca). My cohorts and I deal with day-to-day uncertainties (such as weather and forgotten pillows!) together, but all in all, our individual journeys to piloting are unique, as you'll see next.

Commented [MO11]: I added this sentence to the last paragraph to create a transition to the Cohorts chapter, but did you end up flying that day? Please confirm the outcome and adjust the copy, if needed.

Commented [MO12]: Is this acronym correct? TAF stands for Terminal Aerodrome Forecast, so should it be TTAF?

Commented [MO13]: May I suggest removing this link, or moving it to a footnote, to maintain the flow of the text?

Commented [MO14]: Is this addition ok? I thought it could work as a teaser for the next chapter, Cohorts.