

Runway 36 available for his use. This action by the pilot of the tailwheel aircraft may inconvenience other pilots in the traffic pattern. However, it is better to inconvenience others than to have an aircraft accident, because your aircraft cannot handle a quartering tailwind.

The freight pilot, even though she or he is in a hurry or is pressed for time or has other considerations to ponder, still should take the time to ensure that the freight loaded aboard her or his aircraft does not put the airplane over gross weight

or out of its center of gravity.

The instructor who has had a long day and is mentally "tuned out" to the clearance given to his student by ATC has allowed his complacency to act as a contributing factor in this incident.

My purpose in writing this article is not to encourage pilots to be anxious while they fly. Rather, it is my hope that flight crew members will exercise vigilance in flying and realize that, if an incident or accident occurs, it is their certificate that is on the line. While it has been my experience that, in recent

years, we do in fact have a "kinder and gentler" FAA, still, the FAA has to take action when confronted with a blatant or unexplained F.A.R. violation. I have read that eighty percent (80%) of the F.A.R. violations that are reported to the Agency come from air traffic control. For those of us who fly IFR, that means that we must be sure that the clearance we read back was meant for us, and that the clearance we read back contained no ambiguity or anything that would compromise the safety of our flight. If you believe a controller has made a mistake in issuing you your clearance, you can politely query her or him about the clearance.

Also, if you are given a clearance with which you cannot comply (whether due to operational limitations of the aircraft, weather conditions or the comfort of passengers), you need to go back on the radio and tell ATC that you are "unable." I have seen pilots unwittingly get painted into a

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