

Aircraft Locations

- Arrow 31386 CHD
..... T-Shades, spot #2
- Archer 47601 CHD
..... T-Shades, spot #10
- Comanche 9014PDVT
..... West Hangar #7-12
- Archer 30749DVT
..... East Hangar #9-9

The next rotation of the Arrow and Comanche will be in early January.

Maintenance

BOB SKALKA

30749

- Battery replaced
- LT brake pedal pad fell off and needs to be replaced
- Reported alternator problems – checked by Westwind and no problem found
- RT main tire worn

31386

- Battery replaced
- 100-hour engine inspection completed
- Loose throttle cable repaired

47601

- Nothing to report

9014P

- AD 94-13-10 high shear rivet inspection completed
- AD 75-12-06 fin forward spar inspection completed
- AD 2002-26-01 external fuel injection lines inspection completed

Next Board Meeting

The next meeting of the Board of Directors will be held at Deer Valley Municipal Airport in the Westwind pilot's lounge on Tuesday, November 22nd, at 7:30 PM. As always, members and guests are welcome to attend.

Deer Valley Vehicle Access System

During the months of November and December Deer Valley will be switching to a new Vehicle Access System (VAS). The new system will use cards with a photo ID and more up to date tracking capabilities.

The club will be filling out the initial paperwork required for our members that currently have access passes as club affiliates.

According to the letter we received from the City of Phoenix, staff will be contacting each tenant and affiliate to set up an appointment at a later date to have pictures taken and to issue the new VAS cards.

Instructor lounge

BOB BALLOU, CFI

We've all heard this before; "take offs are optional, landings are mandatory." Prior to my first supervised solo, my instructor drilled traffic patterns so much into my training I was ready to give him the boot . . . at pattern altitude or above! With every departure and arrival we deal with traffic patterns. It is a basic skill pilots encounter twice on every flight.

The *Air Safety Foundation* and *Advisory Circular 90-48C, Pilots' Role in Collision Avoidance*, tells us the majority of mid-air collisions occur in the traffic pattern and, of those, the vast majority occurs on final. These accidents happen in day VFR severe clear conditions. Reasons:

1. There is a high density of aircraft at airports. They just seem to attract airplanes.
2. Higher density airports are towered. Pilots tend to relax their see-and-avoid vigilance (same deal with an instructor on board – just admit it) as they lean on ATC (or the instructor) for that extra guidance.
3. Pilot's become complacent in traffic pattern procedure because they do it so often and have been doing it since their first flight.

Continued on back page ...

The Safety Corner

AL GALVI

Here we are in November and next month it is already time to think of the annual checkride. Starting the first of December through the end of February a checkride is required for all of us. If the checkride has not been completed by March 1st you will be grounded for flight in club aircraft.

We still have members that have not taken the 2005 checkride. There is still time to take advantage of the one hour of donated dual time from a club instructor. You could use this time to brush off the cobwebs. Then you can dazzle your instructor with your 2006 proficiency!

Happy Flying

New instrument pilot in our ranks

TOM LESSOR

While picking up the flight invoices at Deer Valley on Saturday, Hutchinson Persons pulled up in 749 having just successfully completed his instrument flight check.

Congratulations, Hutchinson. Well done.

Insurance update

Although we didn't go through the AOPA Insurance Agency we did switch to the same underwriter, AIG Aviation, when we renewed our policy this year through Falcon Insurance.

The single significant change is to the approved pilot requirements for the Comanche and Arrow and CFI minimums:

- PA24-260: Private, 250 hours PIC, 50 hours retractable gear, 25 hours make & model
 - PA28R-201: Private, 150 hours PIC, 25 hours retractable gear, 10 hours make & model
 - Any CFI properly qualified and approved by the named insured
- I'll have more information in the next newsletter after we receive the actual policy from AIG.

Instructor lounge

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4. Too much focus on the touch down point and holding airspeed while on final.

AC 90-48C recommends:

1. Make every effort to see and properly avoid any aircraft pointed out by the tower, or any other aircraft in the area and unknown to the tower.

2. Enter the pattern in level flight at pattern altitude and allow plenty of spacing to avoid overtaking or cutting any aircraft out of the pattern.

3. When approaching an unfamiliar airport fly over or circle the airport at least 500 feet above traffic pattern altitude to observe the airport layout, any local traffic in the area, and the wind and traffic direction indicators. Never descend into the traffic pattern from directly above the airport.

4. At non-towered airports, avoid entering the traffic pattern on the base leg or from a straight-in approach to the landing runway.

5. Compensate for blind spots due to aircraft design and flight attitude by moving your head or maneuvering the aircraft.

I might also add: enter the airport traffic area (normally a 5 mile radius) at pattern altitude and maintain that altitude until established on downwind. Instruct your non-pilot passengers how to look for traffic and employ them as part of the crew by pointing out other traffic.

Also, review the *Aeronautical Information Manual* (AIM), chapter 4 section 3, and in particular 4-3-1 through 4-3-5, and especially the example, "Key to traffic pattern operations" in 4-3-3. After your study, you should be able to answer the question, "If I remain in the pattern, at what altitude do I turn crosswind?"

In a future article I will discuss circling over the airport as mentioned in #3 above.