

-----Happy New Year!-----

Aircraft Locations

Comanche 9014P CHD
..... T-Shades, spot #2

Archer 47601 CHD
..... T-Shades, spot #10

Arrow 31386 DVT
..... West Hangar #7-12

Archer 30749 DVT
..... East Hangar #9-9

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

Annual Meeting and Lunch

TOM LESSOR

Hopefully everyone saw the email notification regarding our annual meeting and lunch to be held on Saturday January 21, 2006 from noon until 3 PM at the Phoenix City Grille. The cost for lunch will be between \$15 and \$20 per person excluding alcoholic beverages. For those attending the amount will be billed on the monthly statement.

After lunch we will review club finances and discuss the club's direction for the coming year. Elections will also be held for three of the 2-year positions on the board, and to fill the remaining year for the position being vacated by Mike Tremose.

If you are planning to attend and have not already done so, please contact Neil Tracht with your RSVP.

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, February 28th, at 7:30 PM. The board will select club officers at this meeting. As always, members and guests are welcome to attend.

Maintenance

BOB SKALKA

30749

- Tachometer does not go to zero
- LT brake pedal pad still off
- Transponder replaced with a Garmin® GTX 327
- Annual scheduled for this month

31386

- Door still opens slightly in flight

47601

- Electric trim repaired
- Landing light replaced
- Part of intermittent panel lights repaired. Still looking for total panel outage that was reported.

9014P

- Windshield still leaks a bit
- ELT battery replaced
- Rotating beacon bulb replaced

Aircraft replacement update

We had an interested party in San Diego take a look at the Arrow. No word yet as to whether they are still interested however. There are still a lot of used Arrows on the market and we're giving consideration to lowering our asking price.

Aviation website links

We've added a couple of new aviation links to our website. Did you even know we have aviation links on our website?

Hutchinson Persons recommended the NOAA Aviation Weather site. You want aviation weather? They have aviation weather!

Dan Streufert suggested the link to flightaware.com, where you can track scheduled flights as well as any GA flight on an IFR flight plan. Now you can give the link to relatives and friends to track your progress when you're flying to visit. As long as you're IFR.

The Safety Corner

AL GALVI

Remember when our insurance policy required a minimum number of hours in make and model within each 180-day period to fly the complex aircraft? Although our current policy has no such restriction, there is still the need for practical currency consideration since we rotate our complex aircraft on a 3-month cycle. The annual checkrides, due before March 1st, provide a good opportunity for retractable gear pilots to brush up on their currency. Personal judgment to maintain that currency is recommended.

In the hope of providing some "what and where" help in using different panel configurations, an effort is under way to provide a refresher by putting panel photos on our website. Look for them in the near future.

Happy Flying

Goom-byes

We bid adieu to three members that resigned in December. Mike Tremose gave us fair warning in October that he would be leaving the club at the end of December. Mike's departure leaves a vacancy on the board which will be filled at the annual meeting and lunch later this month.

Mike Bredimus notified us he has to take a temporary leave but hopes to come back at a later day. And John Page is off to a new job in Connecticut and left the club as well.

Best wishes to all and we hope to see them back with Phoenix Flyers when the opportunity presents itself in the future.

Clean hangars

Notice how the hangars at Deer Valley always appear to be well swept? You can thank Brian Ballou for that. Brian has been exchanging a little hangar duty for flight instruction from his dad. Thanks, Brian. It's a good deal for all of us!

Instructor's Lounge

Bob Ballou, CFI

In my last article in the November newsletter, I discussed traffic patterns. The correct answer to the question I asked then, "If I remain in the pattern, at what altitude do I turn crosswind?" is found in Chapter 4, Section 3 (4-3-3) of the *Aeronautical Information Manual* examples, *Key to traffic pattern operations [5]*. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude."

Now, let's discuss the part about flying over or circling an unfamiliar airport at least 500 feet above pattern altitude. First, Advisory Circular 90-48C does not specify this is for non-towered but it has to be. Towered airports have their own set of rules and, in part, FAR 91.123 says thou shalt not deviate from ATC clearances (or published procedures).

Imagine you are close to your destination after a warm and occasionally bumpy ride. You have never arrived at this non-towered airport before so you are anxious as well as dehydrated and don't recognize a slight dose of hypoxia. You estimate about 5 miles out and sure enough, there's the airport. Now you get down to the business of approach and landing.

The idea of circling the airport is met with a certain amount of controversy and limited acceptance, so I offer you another option. There is nothing I have found regulatory or otherwise that says you must, or must not, use this procedure:

This is a procedure that gives pilot and passengers full view of the entire airport as well as a near 45 degree mid-field entry.

Words of caution:

1. Maintain your 500 feet above pattern throughout the entire mid-field crossing.
2. Extend the mid-field crossing well beyond the downwind leg so at the completion of the descending turn you are on the downwind.
3. Broadcast your intentions throughout the procedure.

