Phoenix Flyers, Inc Newsletter

PO Box 41844
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February 2006

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.

Maintenance

BOB SKALKA

30749

- Annual inspection completed
- LT brake pedal pad still off
- Fixed LT main flat tire

31386

- RT main gear light slow to illuminate on gear extension

47601

- Nothing to report

9014P

- Engine inspection completed
- Ignition switch replaced

New faces on the board

TOM LESSOR

Twenty-three members and guests were present at the annual meeting and lunch held on January 21st at *The Phoenix Grille*. We had six nominees for the four available board positions.

Damon Kelling, Dan Streufert and I were elected to fill the three 2-year terms and Jeff Quackenbush will fill the remaining year of the position vacated by Mike Tremose. This is the first time for Damon and Dan on the board. Bob Skalka and Neil Tracht hold the other two positions.

Club officers will be elected by the board at their meeting in February.

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 as part of the agenda. As always, members and guests are welcome to attend.

Deer Valley Vehicle Access System

The wait continues for those that submitted the paperwork for the new Deer Valley Vehicle Access System (VAS) passes. Originally the City of Phoenix was shooting for November or December to begin issuing new passes. It now appears however that they won't get around to issuing them until late March or sometime in April. I'm guessing we won't know the exact date until we actually get invited to come in for the passes.

Even more good-byes

The air quality must be getting to people as we had two more resignations in January from members leaving the Valley of the Smog.

Larry Bernosky and his wife have moved to Tucson. Larry could always be counted upon for the work parties at Deer Valley and we'll him there. That is, if we ever have another work party at Deer Valley. When was the last one?

Jeff Marvin resigned, having accepted a new job out of state. We wish Larry and Jeff all the best.

Hopefully we will be welcoming some new members in next month's newsletter.

Instructor lounge

BOB BALLOU, CFI

Preflight went smooth. Your seasoned passengers slide into their places looking forward to today's flight. You start the checklist while they buckle up and adjust their headsets. The propeller rotates a half turn; the engine starts and settles at 1000 RPM. Oil pressure is in the green. Surely the passengers enjoy this as much as you.

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The Safety Corner

AL GALVI

A garden variety of checkride types exist. One rarely discussed however, is an FAA examiner rating or recurrent checkride. As FAA examiners are human, they have individual hot buttons. One that seems higher than average for VFR checkrides, is an emphasis to briefly lower the nose while climbing to check for traffic. That's not such a bad idea. It might just lengthen one's life span!

When performing an FAA checkride, keep the examiner happy by anticipating the little details.

Don't forget there's only one month left to complete the required annual club checkride. Of course you can always complete it later in the year but if you haven't done so by March 1st, you will be non-club current until you do and not allowed to fly any club aircraft.

Happy Flying

Hypoxia awareness training

KURT KALLMAN

Have you ever wondered if you would recognize the symptoms of hypoxia in yourself or others? Hypoxia is a major problem in aviation because it is an extremely insidious condition. ASU East at Williams Gateway offers a six-seat altitude chamber for high altitude physiology training. They offer a 1-day training experience covering hypoxia, hyperventilation, trapped/evolved gas, decompression sickness and related physiology topics.

The normal fee is $375 per person but discounts are offered to groups that can fill training vacancies on short notice (two weeks or less). If you are interested in forming such a group contact Kurt Kallman. **The board has agreed to accept this training in lieu of the two annually required safety related classes.**

Instructor lounge

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In this phase of flight, the plane is low, slow, high angle of attack and heavy (lots of fuel). Many pilots I work with tell me they would continue straight, at best glide, to the softest place they can find. When I think of the many airports I use around Arizona (Deer Valley, Flagstaff, Scottsdale, Grand Canyon Wickenburg, Sedona) continuing straight is not a pleasant thought. Other pilots say turn back to the runway. There is a choice, but there are important calls to make and training to do for the right choice.

What if that choice is a turn back to the runway? Normally there is something of a tailwind to help get you back there. If that turn commences too low you risk contacting the ground in a turn probably resulting in a cartwheel, severe damage to the airframe and possible injury or death to the occupants. On the positive side, there is a smooth runway and easy access for emergency crews.

Okay, so, how much altitude is needed to make that turn? Only you can determine that. It is a function of the weather environment, aircraft, weight and balance, your abilities and more. The way to find out is to load the plane up within weight and balance limitations. Climb to a safe AGL (4000 feet or more is good), align yourself with a long and straight road, note heading and simulate a take-off. At a given altitude during "climb out" pull power, wait 12 seconds (best to use a CFI for this – the element of surprise is important) and commence a tear-drop (about 225 degree) turn at best glide and realign with the road. When realigned with the road, check altitude and compute altitude loss. The result is the altitude loss of a no power tear-drop turn *at that altitude with that aircraft loading in those weather conditions (temperature, humidity, pressure altitude).*

Note altitude loss at the 180 degree turn point. Airports with parallel runways like DVT and CHD offer the benefit of a lower critical turn altitude provided you turn towards the parallel runway and not away from it.

Now, consider the variables: 1) descent rate is higher at practice altitude than back at the airport and pressure altitude, 2) day to day temperature and humidity changes, 3) pilot's disposition (stress, alertness, other mindset variables), 3) knowing that your instructor is going to pull power and why, and 4) the aircraft is lighter because of some fuel burn.

Practice these critical turns several times in both directions in each plane you fly. This is something you can do during a flight review or annual check ride. Pick the greatest altitude loss and round it to the next higher 100 feet or more. Remember, when it happens for real at high density altitude airports (Flagstaff, Grand Canyon, Show Low) that turn may take even more altitude.

Now, one final exercise remains. Add the altitude loss to the field elevation and, again, round up to the nearest 100 feet. This result is the critical turn altitude. Add it to your pre-take-off checklist as appropriate for single and parallel runways. During take-off make a mental note when passing this critical altitude.

Remember always, at towered or non towered airports, use the radio and announce your intentions. When you think about the critical turn altitude you might rethink a request for an intersection departure.