

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

- Overhead light cover missing
- Oil changed
- Alternator repaired
- RT brake caliper cylinder replaced

31386

- Oil changed
- Gear override light repaired
- Pilot seat rails cleaned – hopefully will prevent seat from sliding inadvertently
- Altimeter/Transponder IFR certification completed

47601

- Oil changed
- Fuel cap replaced

9014P

- Rear clearance light wiring repaired

Hellos and goodbyes

Don Singer resigned from the club at the end of September. We wish Don the best and hope to see him among our ranks again sometime.

And we have three new members that joined in September. Please welcome Ron Wooding, Bret Hackleman and Jon Lammers to our organization.

Jon joins us as a student pilot. Bret and Ron have Private and Commercial certificates respectively.

Next board meeting

The next meeting of the board of directors will be held at Deer Valley Municipal Airport in the Atlantic Aviation pilot's lounge on Tuesday, October 24th, at 7:30 PM. As always, members and guests are welcome to attend.

Ed Miller solos

Neil Tracht reports that Ed Miller completed his first solo flight on September 19th in N47601.

Congratulations, Ed. Well done.

We're going to Copperstate!

DAMON KELLING

The Flying Club has reserved an Exhibitors spot at the Copperstate Fly-In. It will take place October 26th – 29th at Casa Grande Municipal Airport (KCGZ). The club will be displaying the Comanche and have promotional material advertising Phoenix Flyers.

The Comanche has to be flown down to Casa Grande on Wednesday October 25 and setup in the Exhibitors area. I am looking for volunteers to work and represent the club. I would like a minimum of 2 people per day but could split the day into morning and afternoon shifts. Please let me know if you would like to volunteer and work the Copper State Fly-in and represent Phoenix Flyers.

We'll have to work out transportation for those that wish to volunteer. The club will not reimburse for any flight time traveling to or from the exhibit, but members choosing to fly down may want to share the flight time and costs.

Treasurer's note: Be sure to fill out two invoices if splitting the cost!

For those flying to the event, be advised there will be a temporary control tower in operation and special procedures for arriving and departing aircraft. The airport will be closed to all traffic between 18:00 and 06:00 MST starting Thursday evening and ending Sunday morning.

Links to the NOTAM and Copperstate website are available on our home page.

We look forward to your help.

The Safety Corner

TOM LESSOR

No, I'm not the Safety Officer. I am the Safety Officer Ghost Writer.

The Federal Aviation Regulations specifies the need for a flight review every two years in §61.5. Many of us chose to combine the flight review with the annual checkride requirement between December 1st and March 1st specified in our Operating Procedures and it's getting to be that time again.

§61.5 provides for two methods of completing the required flight review. Paragraph (a) covers what pilots generally consider to be a BFR. It specifies a minimum 2-hour requirement consisting of 1 hour of flight training to review those maneuvers and procedures necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate and 1 hour of ground training to review current operating and flight rules of part 91. Paragraph (e) states that pilots accomplishing one or more phases of an FAA-sponsored pilot proficiency award program, generally referred to as the WINGS program, need not accomplish the requirements of (a).

BFR or Pilot Proficiency Award (WINGS)?

BFR or WINGS? Is one better than other? The BFR is usually done in one scheduled timeframe once every two years. The WINGS program has a 3-hour flight requirement along with a safety seminar requirement and can be spread out over twelve months. The ground review and flight maneuvers associated with the BFR are at the instructor's discretion. The safety seminar portion of the WINGS program offers the pilot greater flexibility in selecting a subject of interest. And with all of the online, DVD and AOPA Air Safety Foundation options available, completing this portion is easy. And the flight portion is quite specific for airplane; 1 hour of basic aircraft control, 1 hour of approach and landing techniques and 1 hour of instrument training.

Is one better than the other? I'm not saying. I'm just filling space.

Happy Flying

Instructor's Lounge

BOB BALLOU

An open letter to my fellow club members, greetings!

Some of you already know I am a scoutmaster in north central Phoenix. On our September outing I had some quality time with a first year dad, Doug, who is a F16 instructor pilot at Luke AFB. For those who fly southwest through northwest of KDVT Doug shared some very interesting factoids with me that I feel is important for all of us in the interest of safety:

1. Most of the Air Force pilots are also AOPA members.
2. Those pilots started in single engine land and still share a bond with us.
3. A mid-air is just as tragic to them as it is to us. They, too, live for another day and have families.
4. Their radars do not block out transponders squawking 1200. They are looking, but see the "Frequently Asked Questions" link from their website (below) for their radar limitations.

Luke ATC provides flight following on 120.5 and so says the sign in the run-up area at KDVT. Get use to it because sometime next year it will probably be mandatory and this is good for everyone. I explained to Doug when departing KDVT on a training mission I climb to 4500' and do private pilot maneuvers while I migrate west to somewhere on an extended line north of KBXK to Circle City. According to Doug, this is a good and safe plan – just be on Luke approach, 120.5.

Because of the White Tank Mountains Luke radar has extensive blind spots from southwest to northwest. It is obvious when looking at a sectional. Regular use of Luke approach will get you familiar with those blind areas because they can't "see" or communicate with you. If you can't hear them they probably can't hear or see you and you are in the blind.

Spend some time reviewing these websites:

http://www.luke.af.mil/CommunityInterests/MidairCollisionAvoidance/MCA_index.asp

http://www.luke.af.mil/CommunityInterests/MidairCollisionAvoidance/mca_wherefly.asp

The second site is a link off the first website. Check out the "Near Midair Diagram" link to know where to be most diligent. For a real eye opener click on "Special Air Traffic Rule". I think most of us will have to say a big OOPS! I was not aware of this rule until now.

Let's understand that there are always detractors on both sides. But through the years I have spoken with both Luke controllers and pilots and always clearly felt they really do care and want to share this airspace but with a diligent eye on safety.

Regards,

Bob Ballou, CFI