

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

May 2007

Finally! A replacement aircraft

Two years after the introduction of an aircraft replacement plan at the 2005 annual meeting we finally have an aircraft on the ramp. The club purchased a 1998 Skylane 182S on April 20th and Neil flew its inaugural flight on April 21st. It was a whirlwind 13 days from

The aircraft, N493JL, was given to Neil and Bob Skalka on Saturday, April 7th. Although the aircraft only has a basic airplane to very clean and in excellent condition. It also is one of the few 182's that is not subject to either of the crankshaft Airworthiness Directives. The board wasn't unanimous in the decision to make an offer because of the basic equipment list. There were aircraft out there with HSI's, multi-function displays and the like. One had a Garmin GPS already installed. But they were in North Carolina, New York and Missouri. This was an excellent aircraft in our backyard. We were able to have the pre-inspection performed by Chandler Aviation and three board members aboard during the flight test. And rest assured we will have a Garmin installed in the near future. Based upon



some initial number crunching the hourly rate has been set at \$97. The club purchased twenty Aircraft Information Manuals for resale to the membership. Neil still has three manuals available at \$39 each on a first-come, first-served basis. Contact him if you're interested. We'll bill your account for the amount. Those members that have already received their manuals will be billed on next month's statement. The treasurer suffered a cerebral flatulent emission while putting together this month's statement. The Arrow is back on the market with an ad being placed in Trade-A-Plane. It will remain in Chandler until it is sold although it is available for booking. The keys and invoice book are located with the Skylane and the aircraft is located on the Chandler Aviation ramp. If you fly it and find you have to start a new invoice book, please make sure you grab the correct one from the blue, zipper case since there are two in there. You will want the one that starts with #10600. And we thank you for your support.

the time Neil first saw the ad on ASO located at Falcon Field in Mesa which the opportunity to see it immediately. Although the aircraft only has a basic airplane to very clean and in excellent condition. It also is one of the few 182's that is not subject to either of the crankshaft Airworthiness Directives. The board decision to make an offer because of the basic equipment list. There were aircraft out there with HSI's, multi-function displays and the like. One had a Garmin GPS already installed. But they were in North Carolina, New York and Missouri. This was an excellent aircraft in our backyard. We were able to have the pre-inspection performed by Chandler Aviation and three board members aboard during the flight test. And rest assured we will have a Garmin installed in the near future. Based upon



Out of the pattern

Tom Lessor: Insights on flying cross-country to Texas and Georgia.

- Clovis Municipal (KCVN) in New Mexico is a lousy place for a fuel stop. Especially if the fueler is out of the office and leaves a note he'll be back in 30 minutes. Hah!
- The runways seem to be aligned correctly for the prevailing winds in New Mexico and Texas. This is especially nice when the winds are 22 knots gusting to 28.
- Denton Municipal (KDTO) is a good way to avoid the DFW Class-B airspace if you have friends in Lewisville, Texas. Business Air is a good FBO there and they have some really good window cleaner on hand.
- There are bugs in Texas.
- Don't drink unlimited coffee and juice at breakfast if you plan to make a five-hour leg in the Comanche.
- You can do a five-hour leg in the Comanche. But it's really uncomfortable if you've had too much coffee.

- Preferred Jet Center at Cobb County-McCollum Field (KRYY) in Atlanta is a great FBO! You could even end up with a free, spiffy t-shirt (regularly \$10). And if you tell them you're going to depart at a certain time on a certain date, make sure you call them if your plans change. They will *move* your aircraft off the line and have it ready for you just outside the office. (They told me that when I called and I'm glad I did!).
- Is it just me or is there always a voice on the line for twenty minutes saying, "Welcome to Lockheed Martin Flight Service. Your call is important to us. Please stay on the line for the next available briefer.?"
- The pilot's seat in the Comanche gets pretty uncomfortable after 3 hours.

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, May 22nd, at 7:30 PM. As always, members and guests are welcome to attend.

Aircraft Stuff

Locations

Chandler T-Shades

Deer Valley Hangars

Archer; N47601..... TS-10 Archer; N30749..... East 9-9
 Skylane, N493JL..... TS-2 Comanche; N9014P. West 7-12
 Arrow, N31386Ramp

The next rotation of the Skylane and Comanche will be in early July.



Maintenance



30749:

- Member reports trim indicator inaccurate

31386:

- Pilot's seat will not raise/lower

47601:

- Landing light replaced

493JL:

- Panel lighting intermittent
- Cowl flaps stick closed
- Left flap bind in front

9014P:

- Undergoing annual inspection

Another work party attempt?

"If we're only going to wash the planes twice a year, I recommend March and September rather than January and July." *Rick Ridenour – January 13, 2007*

Well we missed March but we are scheduling one for May 19th between noon and 4 PM at Deer Valley. It should be warmer than January and hopefully not as warm as it could be if it was July. The plan is to wash *and wax* both 749 and 14P as well as cleaning the hangars. Please contact the treasurer if you are planning to assist. Your help will be appreciated.

The Safety Side

PHX TRACON – Notice To Airmen

The Phoenix Terminal Radar Approach Control (TRACON) has issued the following Notice To Airmen (NOTC0783) regarding Practice Instrument Approaches (PIA) effective May 16, 2007 until May 17, 2009. The following is an excerpt from that notice. The complete text is available at www.faa.gov and further information in the Aeronautical Information Manual.

PHX TRACON provides approach control service to the following airports: PHX, SDL, DVT, 18AZ, FFZ, IWA, CHD, and P19. When Luke Radar Approach Control (RAPCON) is closed, TRACON also provides approach control service at GYR and GEU. All aircraft flying an instrument approach to one of these airports on an IFR flight plan will be afforded IFR separation throughout the approach and are entitled to fly the published missed approach (if on an approach other than a visual approach).

VFR aircraft desiring Practice Instrument Approaches (PIA's) should request "practice instrument approaches in VFR conditions" when making their request to TRACON. Aircraft executing a PIA may not fly the published missed approach without prior ATC approval. In lieu of missed approach procedures, TRACON or the respective Air Traffic Control Tower will issue VFR climb-out instructions to the aircraft. VFR climb-out instructions may or may not mirror the missed approach instructions for the respective approach.

PIA's will be approved on a workload-permitting basis and will be discontinued when the flow of other arriving and departing aircraft within TRACON airspace is impacted.

Pilots can expect the following:

- Due to traffic demand, no PIA's will be authorized at PHX.
- Due to IFR traffic demand and airspace limitations, PIA's inbound to SDL, DVT, and FFZ may be approved only on a limited basis.
- VFR holding over intersections, waypoints, or navigational aids will not normally be approved in the areas of AVENT and BANYO. Approvals [over] other fixes on a workload-permitting basis.
- Pilots can expect TRACON to give control instructions that duplicate IFR handling [except] no IFR separation will be provided.

Happy Flying

Board of Directors and Officers

Club Officers are elected by, and are members of, the board of directors.

PresidentJeff Quackenbush
 Secretary Dan Streufert
 Maintenance Officer Bob Skalka

Vice-president/Safety Officer Neil Tracht
 Treasurer..... Tom Lessor
 Operations Officer.....Damon Kelling