

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

September 2007

Just plane ol' club stuff

The club will be attending the COPPERSTATE Regional EAA Fly-In at Casa Grande again this year. The event will be held from Thursday, October 25th through Sunday, October 28th. We will be displaying 14P again and this year we even plan to have a banner so folks will know who we are. Once again the club is looking for volunteers to assist in setting up and staffing the event. We have to get the Comanche to Casa Grande and set up in the exhibitor's area on Wednesday, October 24th. And we'll need volunteers to staff the event Thursday through Sunday (8am-5pm, 8am-3pm on Sunday). We need a minimum of two members per day but four would be preferable in setting up morning and afternoon shifts. And we have four



passes included as part of the price! Please contact our Operations Officer, Damon Kelling, to volunteer.

Five member-owners and one associate

showed up at the Deer Valley work party on Saturday, September 8th. Bob and Brian Ballou, Randy Crutchfield, Tom Lessor, Mark Steel and Brett Wingert spent a couple of splendid hours washing and waxing 3JL. Mark took on the chore of sweeping out hangar 7-12 as well. Tom took on the job of blowing the dirt back into the hangar while returning from the wash rack with Bob. Also, Bob couldn't help to proudly point out (and rightfully so) that all of the participants save one were his trainees. And you might see Mark's name elsewhere in the newsletter. That's Randy putting down a fine shine on the top of the wing. Bob is making sure the prop looks good.



In the pattern



Hellos and goodbyes

Ed Hirrold resigned in August. Ed had been a member since 1995 and served as maintenance officer until December 2002. Ed, we appreciate your service and support and wish you the best. **Another** resignation came in August from Ron Wooding. Ron's flying was going to take a backseat to recuperating from a torn Achilles tendon and he decided to offer his share to the next waitlisted applicant. Ron, thanks for being a member and take care of that tendon. **But** we also say hello to our three newest member-owners; Ken Conteen, Mark Steel and Bill Karpinski. Ken obtained his private license this year, Mark is getting back into flying and Bill is our newest student pilot. So let's offer up a big "hi-yuh" to Ken, Mark and Bill. **The** membership is full with 54 active members.

Class Bravo changes coming

Everyone will want to ensure they have the latest Phoenix VFR Terminal Area Chart come October 25th. That's the date significant changes to Phoenix Class Bravo airspace will take effect. You don't want to have an old chart if you're flying to Casa Grande anytime during the COPPERSTATE Fly-In as the airspace on the old chart will be severely outdated. Portions of the airspace will have extensions that go to or beyond the 30-mile Mode-C ring. And the farthest eastern section has been lowered from 8,000' to 7,000'. There may be a significant run on the new charts once they're out. Get yours early!

Next board meeting

The next meeting of the board of directors will be held at Deer Valley Airport in the Atlantic Aviation pilot's lounge on Tuesday, September 25th, 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
Comanche; N9014P TS-2 Skylane, N493JL..... West 7-12
Arrow, N31386 .. TD-603

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



Maintenance



30749:

- Oil changed
- Electric fuel pump replaced
- Purchased new oil filler door

31386:

- Short in landing gear light circuit repaired

47601:

- Top of the wing cover missing for RT (or maybe the left; it's one of those) main landing gear strut access
- Engine removed and shipped to Arizona AirCraftsman in Prescott following a forced landing at Falcon Field due to a blown cylinder

493JL:

- Complied with 100-hour engine AD
- Stormscope repaired and reinstalled
- Oil changed
- Autopilot removed for repair
- Decision made to purchase Garmin 530W

9014P:

- No new issues

Please remember to log oil use on the flight invoice!

The Safety Side

Rick Ridenour in the Instructor's Lounge:

I recently toured the new Deer Valley control tower and talked to some of the controllers. I took the opportunity to ask them some nagging questions that I had regarding procedures in and around the traffic pattern. I thought I would share with others my questions and the answers I received from one of the controller supervisors. I will ask the editor to put these in the newsletter from time as, in his infinite wisdom, as he sees fit. **This month's question:**

When departing the traffic pattern downwind, is it preferable to remain at traffic pattern altitude until clear of the lateral limits of the traffic pattern, or should the aircraft continue to climb throughout the upwind, crosswind, and downwind legs?

I have heard arguments both ways. Staying at TPA allows the pilot to see and be seen by other aircraft in or entering the traffic pattern. It also keeps you from climbing into a higher multi-engine or turbine pattern that might also exist. On the other hand, climbing above TPA makes being seen by other aircraft in the pattern a non-issue, since you will be above the pattern. I haven't been able to find much in the AIM or 14CFR on this issue. In fact, the AIM sections on Airport Operations (§4-3-x) don't even mention a downwind departure. Only a straight out and a 45° departure are mentioned.

The controller with whom I spoke said she prefers that you keep your climb going and climb above TPA as you fly downwind. On the relatively rare occasion where there is conflicting traffic in the multi-engine pattern, the controller will give either you or the traffic a restriction until one of the pilots report visual contact with the other aircraft.

On another note, the FAA just changed their policy on Taxi Into Position and Hold (TIPH) clearances. As of August 30th, controllers cannot issue a TIPH clearance if another aircraft has been cleared to land. Also, if an aircraft has been given TIPH clearance, then no aircraft can be given clearance to land until the holding aircraft is cleared for takeoff. What can you expect from this change? The controllers told me to expect more instructions to "continue" while in the pattern, and to not be surprised to get landing clearance on short final.

Happy Flying

Board of Directors and Officers

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

PresidentJeff Quackenbush **Vice-president/Safety Officer Neil Tracht**
Secretary Dan Streufert **Treasurer..... Tom Lessor**
Maintenance Officer Bob Skalka **Operations Officer.....Damon Kelling**