

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

November 2007

Just plane ol' club stuff

The club participated at the COPPERSTATE Regional EAA Fly-in as planned. Bob Skalka took care of getting 3JL down and back. We've gotten at least one new name on the waitlist as a result. This year we had a really nice banner on our tent. Thanks go to our Damon Kelling for getting that made up. Some of the folks that stopped by our tent included some current and past members. Keith Jones and his wife, Ann, stopped by on Friday while on their way to Tucson for a bluegrass festival. Keith said he does a little pickin' himself. Keith also mentioned he's always looking for other members that might like to split a flight to just about anywhere. Keith is retired and has a pretty flexible schedule. Jim Theobald stopped by to say hi. The club thanks all those that came down to staff the event over the weekend; Bob Ballou, Patrick Buttermore, Kurt Kallman, Damon Kelling, Matt Kerby, Jon Lammers, Tom Lessor, Jeff Lundberg, Jeff Quackenbush, Eric Roesler, Bob Skalka and Robert Travis. **The annual club checkride period started**

November 1st. As noted in the September newsletter the board extended the checkride period by one month. Members can schedule an annual checkride with any of the board-approved instructors. For those needing to cram a couple of FAA Wings approved training courses in prior to the checkride, you can visit the AOPA web site and take any of their qualifying courses. And don't forget to record their completion on your Wings record on the FAA web site! An updated checkride form is available on our web site. Members completing their checkrides by March 1st will receive the new hangar/lockbox combination with the March statement. Combinations are changed in mid-March.

This would have been a picture of our tent with the really neat banner at the COPPERSTATE Regional EAA Fly-in had anyone taken one. Now you'll just have to imagine what it looked like.

Where are those phone cameras when you need them?



In the pattern



Into the wild, blue yonder

Rick Ridenour reports that Patrick Buttermore completed his first solo flight in N30749 on Saturday, October 26th. Patrick soloed early in the morning before heading down to Casa Grande to help staff the COPPERSTATE fly-in. That's Patrick below, taxiing out for the wild, blue yonder. Yep, no one in the right seat! Congratulations, Patrick. Well done.



Class Bravo changes are here

The Phoenix Class Bravo airspace changes went into effect on October 25th. As stated in previous emails it is now more difficult to transition under the airspace on both the east and west. The surface floor around Sky Harbor now has a bowtie shape with the boundaries delimited by DME arcs. And the floor between the surface boundary on the east and Falcon Field has been lowered 300'. The floors just north and south of Sky harbor have been raised 1,000' however. The section northwest of Deer Valley has been widened and another section added between the 25 and 30 degree arcs. Make sure you have the current chart!

Next board meeting

The next meeting of the board of directors will be held at Deer Valley Airport, *possibly* in the Atlantic Aviation pilot's lounge on Tuesday, November 27th, at 7:30 PM. When we were there in September it looked like a little demolition would be going on. 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

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



Maintenance



30749:

- Starter replaced
- Damaged flywheel ring gear replaced
- Overhead light cover missing
- Rear air duct plastic still needs replacement

47601:

- Top of the wing access cover replaced on main landing gear strut
- Pilot window latch replaced
- Repaired engine installed; break-in period is complete
- Oil changed
- Co-pilot PTT switch repaired

493JL:

- Autopilot still out for repair
- Garmin GNS 530W installation complete
- Rear seatbelt guide on the pilot's side broken off
- Pilot side rubber step cover missing
- Pilot side yoke clip broken

9014P:

- Windshield still leaks.

Please remember to log oil use on the flight invoice!

The Safety Side

Rick Ridenour in the Instructor's Lounge:

I have often wondered where, exactly, a controller expects me to report when he or she instructs me to report a "three mile left base". Does that mean three miles perpendicular from the extended runway centerline, three miles from the Airport Reference Point (i.e. the official spot where the government says the airport is), or does that mean three miles downwind of the airport on base leg?

I toured the DVT control tower a few months ago and I took the opportunity to ask one of the controller supervisors what, exactly, is expected. Here is what she told me.

The controller told me that controllers think in terms of the nearest runway end. So when they ask you to report a three mile left base for 25L, for instance, the three miles is measured diagonally between you and the approach end of 25L. They expect you to enter the traffic pattern so that you will be a "normal" distance from the field when you turn final.

So, let's say you just flew the Class B transition northward and DVT told you to report a three mile left base for 25L. You will probably set up to come in more or less along Cave Creek road. When tracking Cave Creek Road, three (nautical) miles from the numbers of 25L occurs when you are about a quarter mile south of Union Hills. Note that if you are looking at the Nearest Airports page on your trusty Garmin, it will be telling you that you are about 3.4 NM from KDVT, since the Garmin is measuring distance to the Airport Reference Point which is near the center of the field.

Happy Flying

Board of Directors and Officers

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

President Jeff Quackenbush
Secretary Dan Streufert
Maintenance Officer Bob Skalka

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