

THE PHOENIX FLYERS NEWSLETTER

Volume 2, Issue #6

The official Newsletter of Phoenix Flyers, Inc.

June 2008

Meet a member-owner

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Member Jeff Lundberg: Growing up, I was that kid on the playground who stopped whatever he was doing at the time and looked skyward whenever an airplane flew overhead. I recall seeing in-air refueling over Lake Havasu City in the Turtle MOA once. They were pretty high, but it was much more interesting than the softball game I was participating in! Lucky for me, there weren't any fly balls out to right field at the time! **I** started my flight training at Westwind at Deer Valley in the fall of 2000. I ran into a snag when it was time to solo due to a run-in I had once with a couple of kidney stones. After a seven-month fight with the FAA medical types in Oklahoma City, I prevailed and obtained my medical (and people said you can't win against the feds!). I got my PPL in January 2002. **I** rented from Westwind until last year when I joined the club. During my years as a renter, I flew mostly Cessna 172SP's but managed to get some time in some older N and P models along with some time in 152's and the C182S Westwind had in their fleet. I was very happy when the club purchased N493JL right after I joined, since I already had all the books for the C182S! And I really like that tail number (my initials are JL)! I also was able to get checked out and rent a C172 in some far away locales such as Fargo, ND and Boston, MA. Hawaii is next on my list! **I** started training for my instrument rating at Westwind in the fall of 2006. Most of my training was in the G1000-equipped C172, which was fun. I finished up my instrument rating after joining the club. Initially, I thought I'd do my training in the C182 since I had only flown Cessnas up to that point. But after a couple of flights in N30479, I found

that she was a docile beast and wound up finishing my training and taking my checkride in a Piper. **I** enjoy flying whenever I possibly can. Taking trips around the region is something I love to do. In September, I plan to take 3JL and go see the Diamondbacks in Los Angeles, the Cardinals in San Francisco, and the Diamondbacks again in San Francisco, all in the same weekend. Now that's fun!!! **My** grandfather earned his living as a crop duster. He died when I was quite young, so I never really knew him. But my father was also a pilot, having been taught to fly when he was only 12 by his father. I am the only descendant of my grandfather who has managed to get a pilot's license. Although, it's been said that my grandfather was a bit of a ladies man, so who knows?!



In the pattern



Hellos and goodbyes

James Whitely and **Don** Cross resigned from the club in May and **Dave** Steiner has joined our ranks. James was an owner-member for two years and Don for almost ten. We wish the best to both of them. Dave had been on the waitlist since July and has attended several of the past board meetings as a guest while he got a feel for the club. We welcome him as our newest member-owner.

Next board meeting

The next meeting of the board of directors will be held at **Deer Valley Airport** in the **Cutter Aviation** conference room on **Tuesday, June 24th, at 7:30 PM.** As always, members and guests are welcome to attend.

Looking good!

Everyone should have seen the email that 601 is back from Master Aircraft Services in Wickenburg where it received a terrific new paint job. Pictures are available on our web site and reservation system and we offer one here where it's at home in Chandler.



Eric Roesler has placed a bucket and pack of towels at the lockbox and sent an email recommending their use in keeping 601 looking good. Thanks, Eric!

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 July.



Maintenance



30749:

- Overhead light cover missing
- ECI cylinders inspected in accordance with Service Bulletin and found okay
- IFR certification completed
- 100-hr inspection completed
- Magnetos retimed

47601:

- Painting completed

493JL:

- Pilot's seatbelt guide broken
- Passenger side door welt pulled loose in one place
- Reports of autopilot disconnecting – being monitored

9014P:

- Pilot's seat secured in full upright position. Needs new cams.
- Annual inspection completed
 - Replaced both main tires and tubes
 - IFR certification completed
 - Battery replaced
- Broken LT wingtip strobe light replaced

Please remember to log oil use on the flight invoice!

The Safety Side

Flying the non-precision approach

Al Galvi: Hi, IFR enthusiasts! While instructing practice IFR approaches in a variety of aircraft ranging from basic trainers to multi-engine I see the apparent need for pre-study of non-precision approaches. Consider safety in real-life, low-IFR conditions as the goal. Aren't we lucky that mostly we practice in Arizona VMC weather? A few points worthy of reflection:

1. The descent path from the Final Approach Fix may be defined on the plate but could be misleading.
2. The plate cannot cover the variety of the specific aircraft approach airspeeds and missed approach procedures.
3. The FAA recommends (and it's accepted as a very desirable goal) to fly stable descents.
4. Not to be followed blindly are a variety of plate depicted descents and missed approaches. Why not?

For most of us the key safety rule is to look up, or have a copilot call, when the threshold can be seen from a stable descent rate to land. No see? No go! How can the lookup point be calculated? Since all of our aircraft are so equipped, assume a GPS is installed and gives us distance to the threshold and ground speed. The non-precision approach plate specifies the Minimum Descent Altitude (MDA) and the altitude above ground level. Well before the approach (before departure if at all practical) compute the lookup distance from the threshold to follow a stable descent path to land for the aircraft you are flying. An oversimplified example is offered but you math gurus can figure out variations.

Assume the GPS shows 120K ground speed (2 NM/minute) and your rate of descent is 600'/minute. The approach plate shows an MDA of 400'. What is the lookup point?

$$2 \text{ NM} * 400'/600' = 1.4 \text{ NM to look up}$$

Do you see the runway environment? No? Go around! If you're a chicken like me, look up just before 1.4 NM. But just a very little!

For further confusion, refer to the last page of the U.S. Terminal Procedures booklet. It gives rate of descent information that may be useful. Now you see why many IFR pilots have gray hair and airline pilots have copilots!

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