

Aircraft Locations

Arrow 31386 CHD
Archer 47601..... CHD
Comanche 9014P DVT
Archer 30749..... DVT

The Arrow and Comanche will swap places on Thursday, January 4, after which the Arrow will be at DVT and the Comanche will be at CHD.

Next Board Meeting

There will be no board meeting in January due to the Annual Meeting & Banquet. The next regular meeting of the Board of Directors will be held on Thursday, February 8 in the terminal building at DVT. The meeting will start at 7:30PM. All interested parties are welcome. Note: If the terminal building is still closed for construction, the meeting will be held next door in the Westwind building.

Annual Meeting & Banquet

The annual club meeting and banquet will be held at Beefeaters Restaurant on Saturday, January 20. There will be a cash bar at 6:00PM followed by dinner at 7:00PM. If you have not already received an invitation in the mail, you will receive one soon. The invitation will provide additional information. Please RSVP so we can plan accordingly.

Work Parties

A work party was held on Saturday, December 16 at CHD. Both Archers and the Arrow were given a much-needed scrubbing. Many thanks to the five members who participated. The next work party will be Thursday, January 18th, at 7:30pm.at DVT. If you haven't been to a work party for awhile and are wondering if it is your turn to help clean the airplane again – it is.



We Want YOU!

Three board positions will be filled at the Annual Meeting, and a fourth position will be appointed by the Board at the February Board Meeting. Al Galvi, Ed Hirrold, and Bob Skalka, currently serving as Vice-President/Safety, Maintenance, and Treasurer respectively are up for re-election. Each has indicated a willingness to run for another term. In addition, Neil Tracht, currently serving as the Board president, has indicated he will retire from the Board this month even though his term has not expired. The newly elected Board must appoint a Club member to replace Neil on the board. If you are at all interested in serving on the Board, please contact Rick Ridenour at 623-572-0340.

The (Civil) Twilight Zone

Ever wonder when, exactly, the end of civil twilight is? Or what time the moon will rise next weekend? Check out the web site: http://aa.usno.navy.mil/AA/data/docs/RS_OneYear.html You can print out a table of official sunrise/set, moonrise/set, civil twilight end/begin times for the entire year.

Maintenance

30749

Oil changed.

47601

ELT Battery replaced.

31386

Autopilot needs repair.

9014P

Magnetic Compass is reportedly off by 20 degrees on some headings. This problem is being investigated.

Chandler Ramp Passes Are Changing

Chandler Airport will soon be changing to a new system to open and close the vehicle access gates to the ramp. The current access cards will need to be returned to the airport and new cards will need to be issued. The airport plans to make the change sometime over the next few months.

Phoenix Flyers will have to issue a new request to the airport in order to have member cards issued. If you currently have a Chandler ramp pass and wish to have a new one issued, please contact Rick Ridenour by phone at 623-572-0340 or by e-mail at ridenour@bigplanet.com.

From the Chandler Airport Newsletter

[The following three items were listed in the December 2000 edition of *The Chandler Flyer*.]

Crossing the Runway

When the tower authorizes a runway crossing, be prepared to expedite your response. As we get busier, everyone needs to increase his or her attention and vigilance. Often the tower operator will try to get an aircraft across the runway between touch-and-go operations and the window of opportunity is very small. Be ready to react to instructions from the tower in order to expedite the traffic flow.

Clearance to Land

Occasionally, an aircraft that has been "cleared to land" makes a **touch-and-go**. Pilots should listen carefully to instructions from the tower and comply with the instructions. A pilot should, however, challenge an instruction that does not address the pilot's request.

Pilot/Controller Cooperation

Air traffic controllers [and pilots] must work together as a team in order to promote safety and expedite traffic. For instance, pilots should **NOT** depend on controllers to assign a sequence to enter the traffic pattern. That is a pilot's responsibility. For this reason a standard entry to the traffic pattern is essential to safe and orderly movement of aircraft. Controllers may assist pilots into the traffic pattern, as time permits, and controllers will subsequently assign a landing sequence. But, a **controller's ultimate and primary responsibility is to ensure that spacing of aircraft on final approach meets FAA separation standards**. Pilots should operate aircraft in a predictable, standard, and organized manner. Controllers should oversee the progress of each aircraft and issue instructions to maintain the logical order, and unsure traffic is expedited.

When something does not seem right, a pilot should take action, that is adjust the flight path or question the controller.

The Safety Corner

Last month's newsletter devoted a good deal of space to winter weather and the absolute necessity of preheating the engine at sub-freezing temperatures. Another major hazard, however, can occur right here in sunny Phoenix! FROST!!

How much frost can be a concern? *Any amount!* No matter how light, any attempt at flying is a no-no! To shed it, either an overnight in a warmed hangar, or turning the plane to receive the direct rays of the sun must dispel all of the frost.

Inconvenient? Sure, but better to defrost than to charge down the runway, rotate, and find the airplane just won't climb! That can spoil a whole day!

Happy Flying,
Al Galvi

DVT Safety Seminar

There will be no club safety seminar in January. There is an FAA Quarterly Seminar on Thursday, January 11th, from 7:00 PM to 9:00 PM at the Honeywell Plant Cafeteria Conference Room, 19th Ave. and Deer Valley Road. The topic of discussion is "Maintenance Issues". This meeting will qualify towards the requirements for safety seminars as stated in the Operations Manual (5.3.1 and 5.3.2). Just have the speaker or FAA representative sign a note stating that you attended the meeting. If you need a safety seminar for this year's checkride, this is the opportunity.