

Aircraft Locations

- Arrow 31386.....CHD
.....T-Shades, spot #2
- Archer 47601.....CHD
.....T-Shades, spot #7
- Archer 30749.....DVT
.....West Covered #4-20

The Comanche is currently in the shop for engine overhaul and is expected to return to limited service on May 8th. See accompanying article for more information.

Maintenance

ED HIRROLD

30749

- Labels added to door lock to indicate locked and unlocked positions

47601

- Flaps fixed (they had been difficult to move)
- Stall Warning fixed (it had been tripping the circuit breaker)
- EGT gauge is currently INOP

31386

- Mag Compass tightened
- Prop dressed and painted

9014P

- Engine overhaul expected complete by May 8th

Hellos

TOM LESSOR

The club welcomes our new members, Aaron Brown and Partha Dasgupta. Both will be flying primarily out of Chandler. We are currently at 51 members and we are working the waiting list to get a 52nd member.

Comanche Engine Break-in

RICK RIDENOUR

The new engine installation is scheduled to be complete by May 8th. As we all know, the new engine represents a significant financial investment by the Club. I am sure we all agree that we will want to make this engine last as long as possible.

It is said that how an engine is run during the first 50 hours dictates to a large degree the life of the engine. This is because a new engine is more susceptible to damage than an engine that has been run for 50 hours or more. In order to avoid damage to the new engine, it must be run in a very strict profile of engine RPM, mixture, altitude, and power during this break-in period.

Actions that are particularly harmful to a new engine include sudden throttle movements (such as passing from idle to takeoff power quickly or passing from cruise to idle descent) and low power operation (such as during pattern work or at density altitudes above 5500 ft.)

In the interest of ensuring a successful break-in, the Board has asked Al Galvi to coordinate the flights of 14P from now until the break-in is complete. Any member wishing to fly 14P during the break-in period must contact Al and receive a briefing on the acceptable flight profile. Further, during the break-in period 14P will be limited to pilots who have significant experience in Comanches. Keeping the required flight profile will be particularly demanding, so we want those who are performing the break-in to be 100% comfortable with the aircraft itself.

You will notice that the Comanche is booked on Aircraftclubs.com through mid-June by “call Al-Galvi”. If you wish to fly 14P during this time and assist with the break-in, please make a back-up reservation on Aircraftclubs.com and contact Al Galvi at (480) 802-0104.

Note that during the break-in period, 14P will remain at CHD.

Chandler Gate Passes

BOB SKALKA

For those of you who currently have a vehicle ramp pass for Chandler, you will soon be receiving by mail an application for a new pass. Chandler has the new passes available and is requiring that Phoenix Flyers use a special procedure to get the passes for its members. According to the airport secretary, Phoenix Flyers is the only group on the field that requires more than a couple of passes per airplane.

Based on a list of members who currently have passes, CHD will issue me application forms which I will fill out and sign for each gate pass. That completed form will then be mailed to the respective member. Each member is then required to sign the form and take it to the Chandler airport office in the terminal along with your current access card and a \$25 deposit. CHD in turn will issue you a new pass. The \$25 is refundable when the pass is turned in when you no longer need it. In return for the passes, we agree to abide by all of their rules (we already do that) and the Club agrees to keep CHD informed at least monthly of those members who are allowed access. CHD wants to know in short order if a member leaves the Club so they can terminate his/her pass.

Members who currently have a ramp pass can expect the application to be mailed to them around mid-May. The current pass cards will work through June 1st.

Work Parties

BOB SKALKA

31386 was washed and waxed on Saturday April 20. Many thanks to Al Galvi, Mike LaMacchia and daughter, Jim Space, and Bob Skalka for that effort. On behalf of that crew, I want to thank the DVT crew who last cleaned and waxed it. It wasn't that dirty and the wax went on real easy thanks to your excellent work.

The next work party is tentatively scheduled for Saturday May 18 at 9:00AM at DVT. However, right now there are no planes available! 14P will still be at CHD and 749 is reserved for the weekend. Rick Ridenour has made a back-up reservation for 749 just in case the primary reservation is cancelled. If you are interested in helping with the plane wash (if there is one) please call Rick Ridenour at 623-572-0340. If we don't have a plane wash this month then we can all save our elbow grease for the 386 interior upgrade!

31386 Interior Upgrade

BOB SKALKA

Member assistance is absolutely required to remove and replace the decaying interior in 31386. The plane is reserved for the first three weekends in June for this activity, starting with June 1. I expect to work from 8:00 AM till 2:00 PM on Saturday and from 1:00 PM till 4:00 PM on Sunday each weekend. Additionally, there will be some evening work during that two-week period for the seat recovering. The weekend work is at the airport and the evening work will be at my house.

Please call Bob Skalka at 480.838.7838 (H) or 480.732.224 (W) if you are interested in assisting or need additional information. There is no need to sign up for every weekend or even for the whole time. Let me know when you are available. The Club will credit your account for \$7.50 for every hour you spend on this effort.

The Safety Corner

AL GALVI

With the Comanche engine now in process of being installed, we can look forward to soon beginning the break-in process. This will be conducted by careful compliance with Lycoming's recommended procedures.

Break-in, unfortunately, may perhaps require as much as 50 hours. In this period, the engine will be limited to very narrow specific restrictions. For this reason, it can only be a guess as to how long it will be before 9014P can be released for general operation.

Estimating it may be well into June before that occurs, it is suggested that any trip planning take that into consideration. Notification will be given, of course, as soon as the airplane is released.

Please call Al Galvi at (480) 802-0104 if you have any questions.

Happy Flying

Airport News

TOM LESSOR

The following articles of interest recently appeared in *The Chandler Flyer* and *From the Tower*.

The Chandler Flyer

Seems like lots of folks are using the self-serve pump and the nozzle is getting a bit of wear and tear. CHD asks that if you use the self-serve pump you take care not to drag the nozzle across the ramp.

From the Tower

ATIS Code

The FAA has made it clear to control tower operators that it expects controllers to Hear Back the current ATIS Code or the exact words, "HAVE THE NUMBERS". So if you say, for example: "With the ATIS" or "With the numbers", or "Got the ATIS", the controller will ... (ask for verification or give you the numbers). (Reference AIM 4-1-13h)

Circling in the Traffic Pattern

Please do NOT initiate a circle in the traffic pattern or on an entry leg to the traffic pattern. It is dangerous to do so. Pilots in a circle cannot see the traffic all around them. Controllers have other methods of establishing space between aircraft. Take time to read AIM 4-3-5.

DVT - Noise Abatement

We've received a letter from the City of Phoenix Aviation Department regarding noise complaints. Here's an excerpt from the letter:

"Recently, the number of noise complaints for small aircraft operating near Phoenix Deer Valley Airport has increased. Area residents are extremely concerned about the quality of life issues as well as their families' safety. The tragic events of September 11, 2001 also seemed to heighten the public's awareness of aircraft over flights.

"The Pan Am International Flight Academy, a national aviation training school with a campus at Deer Valley Airport, has taken a vital interest in helping North Valley residents understand the issue. Pan Am has

weekly flight instructor meetings reminding their pilots of the importance of flying friendly and avoiding residential areas when possible, although this is getting harder to do with the continued development of new homes in desert areas. Pan Am has also instituted a policy requiring their flights to stay 3000 feet above ground level (AGL) when practicing maneuvers in the area bound by I-17 east to Pima Road and on the south from Beardsley Road north to Elephant Mountain. This self-imposed rule has made a big difference to the residents

"We are hopeful that you will also follow this 3000-foot minimum guideline and encourage others to do so when flying in the North Valley. Pilots with questions about this new initiative should call Nancy Faron, Noise Information Manager, at 602-273-3475."