

THE PHOENIX FLYERS NEWSLETTER

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Meet a member-owner



Member Bob Ballou: It was 1953. I was standing on the dock with my sister and parents, suitcases in hand, looking at our ship floating still outside the bay from Petersburg, Alaska. We had finished a week's visit with family and it was time to go home to the San Francisco area. Back then, and maybe still, it was an adventure getting as far as we did in our 1951 Chevy Deluxe plus another 3 days by ship. With a huge puff of black sooty smoke from the stacks, the ship headed away leaving us on the dock! I learned later that the harbor master and the ship's captain sort of got sideways with each other and the ship was not allowed in to the dock. Fortunately, my uncle knew someone with a float plane (everyone in Alaska knows someone with a float plane). After some driving along the coastline we climbed aboard and took off on my first

plane ride. We beat the ship to Ketchikan, where we boarded, much to the surprise of the captain. This first plane ride far exceeded the expectations of a wide eyed boy of 7. The dream of flying was with me forever more. Now, fast forward through many growth spurts and a diverse collection of other ground based adventures to my newlywed years. My wife, Sharon, learned of my excitement about flying early in our relationship. After several years of marriage, getting used to our first mortgage and expenses for major appliances, she handed me an envelope that was tucked away under the Christmas tree. In this envelope was one "coupon for a private pilot's license" Wow! And so, one engine out and dead stick landing later, and a momentary delay due to an emergency appendectomy, on May 12, 1982, I was able to fulfill my life long dream of becoming a pilot.

Sharon enjoys flying with me and I thank her all the time for that gift of a PPL. I feel privileged now, as a flight instructor, that I can share this joy with others. My son, Brian, also enjoys flying and did his first solo on his 14th birthday. As an endnote, my sister completed her flight test just last year at the ripe old age of, ummm, maybe I'll just keep that to myself and keep peace in my family of flyers!

[Editor's note: Bob learns the dangers of not including a picture with a bio!]



In the pattern



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, October 28th, at 7:30 PM**. As always, members and guests are welcome to attend.

LUK SATR presentation

The Deer Valley Pilots Association is sponsoring a presentation on Thursday evening, October 16th, at Pan Am Academy Class room building. The meeting will start at 7:00pm. This is an excellent opportunity to hear Luke personnel explain the new proposed airspace surrounding Luke AFB. Also being presented will be the increased training activity in local MOAs.

NOTE: For those attending, Pan Am is encouraging everyone to use the terminal parking lot as the minimal space in front of the class room building is reserved for instructors that are working later shifts.

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:

- Overhead light cover missing
- Tach bouncing +/- 100 RPM during straight flight in smooth air

47601:

- Attitude Indicator repaired
- Turn Coordinator replaced
- Autopilot to be checked to determine if root cause is related to AI and/or TC. If AP still fails, wiring may be the culprit.
- Seat height adjuster repaired

493JL:

- Fuel boost pump replaced
- Garmin SB 0820 for terrain database completed. Card needs to be installed in unit.
- Autopilot fails to track in HDG mode – suspect the heading bug on the Directional Gyro – all other AP modes okay

9014P:

- Pilot's seat secured in full upright position. Still needs new cams.
- Both landing lights replaced
- Overhead speaker out

Please remember to log oil use on the flight invoice!

The Safety Side

Winter flying

Tom Lessor: Winter flying in the Valley generally isn't much different than summer flying, except way less hot! But for those members that like to take our aircraft out of the Valley of the Sun into those climes where it's a tad colder, with things like ICE and SNOW (why would you want to do that?), it's the time of year to review some tips on winter flying. The FAA offers some winter flying tips online (do a Google search for "FAA-P-8740-24" or "AFS - 800 0879" to locate the document) designed to "refresh the pilot's memory in cold weather operations". The article has information on

- operating and preparing the aircraft for winter flights
- takeoff, en route, letdown, landing and post flight
- survival and life support kits (the club doesn't provide them – you need to have your own)

One of things to consider is how we keep our aircraft "winterized" here in Phoenix compared to what is recommended for colder climates. You're not going to find the recommended "optional Engine Breather Tube Winterization Kit" on our Archers for example and you may want to discuss your flight with one of Da Maintenance Guys prior to taking a plane to Fargo.

Generally there are no restrictions on where you take our aircraft, winter or summer (except as specified in §8 of the Operations Manual). We just want everyone to get to where you're going and get back safely.

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 OfficerKen Conteen **Operations Officer.....Damon Kelling**