

Arizona Flight Training Workgroup Meeting Minutes

August 23, 2006

Meeting Participants:

Curtis Strickland, PHX TRACON
Dave Vangsnes, UND
Ed Chauza, Deer Valley Pilots Association
Eric Sorlie, RAA
Janice Behers, FSDO
Jim Pitman, Westwind
Juergen Tank, ERAU
June Bonesteel, DPE
Ken Cada, Deer Valley Pilots Association
Miguel Velez, Independent CFI
Nancy Faron, City of Phoenix Aviation Dept.
Rob Smuda, FAA DVT ATCT

Discussion:

The group reviewed the new "Initial CFI Checkride Request" online form (www.aftw.org/cfi_checkride). The FSDO would like everyone to use this form to request initial CFI checkrides. Please help spread the word.

There is a significant error on page 2-7 of the current *Pilots Handbook of Aeronautical knowledge* (FAA-H-8083-25). Figure 2-10 shows the center of pressure (CP) moving forward of the center of gravity (CG). This, of course, could only occur when the airplane is loaded with the CG well aft of limits and the airplane would not be controllable. Instructors need to point out this text error to students and ensure they correctly understand the relationship between the CP, CG, and tail down force.

Apparently the GPS 23 approach at P08 is missing in the current GPS databases. NACO still shows the approach online. No one knows why it was omitted. Note: Free NACO charts are available at http://naco.faa.gov/index.asp?xml=naco/online/d_tpp

Heads up... The new Oxford students are very busy in the south practice areas. We will encourage them to join us for our next meeting at ATCA in Goodyear.

The new TRACON is on track to be up and running in November.

Expect to stay on the same squawk code after shooting instrument approaches at KIWA. Phoenix TRACON has noticed that most pilots are requesting additional approaches anyway. If you are not going back to Phoenix for more approaches, simply ask the tower for a 1200 code.

If you want vectors to final, please ask for them. Some controllers assume you want vectors and some do not.

Juergen Tank (ERAU) has been in contact with the folks at the Lockheed Martin AFSS encouraging them to keep in touch with the AFTW.

Apparently Luke AFB is going through some staffing changes. We want to encourage them to continue sending representatives to the AFTW meetings.

The new Deer Valley control tower is on track to open in March 2007.

Deer Valley tower has noticed some pilots getting confused when they are told to taxi from the south ramp to the north runway for departure. Students and instructors are encouraged to request the north runway for northerly departures as a regular part of their training. It's good practice to work with the more complex taxi clearances. Just be sensitive to the fact that ground control may not be able to accommodate the request if they are busy.

Heads up... Helicopters at KIWA are on their own frequency. They also cross over the airport at 2,300 ft MSL (1,000 feet AGL). The fixed wing TPA is 2,600 ft MSL.

James Davies is the new City of Phoenix noise abatement specialist. We welcome him to the AFTW and hope to see him at the meetings.

Next meeting:

ATCA at Goodyear Airport, Wednesday October 25th, 9:00 AM. Specific directions will be posted at www.aftw.org soon.