



Arizona Clodbusters Inc.

[www.arizonaclodbusters.com](http://www.arizonaclodbusters.com)

December 2008

**Presidents Message**

I would like to wish all a Happy Holiday Season and a Merry Christmas, *political correctness be darned*.

In these hard economic times we have experienced a downturn in membership numbers. Each of us is a stakeholder, so if you know anyone who might be interested in joining the club, please have them contact me.

Also, the Board is making every attempt to keep the cost of flying under control and within our reach, but we ask for your help to make it work. One suggestion is to use least expensive fueling option available when away from Stellar. AirNav and other websites are good resources, please make the effort. And, put your credit card number on file at Stellar’s office, right there that makes a difference (see the following story).

Finally, just a couple of housekeeping items to bring up. One thing we try and stress is remembering to be considerate of our fellow club members with scheduling, fueling, and cleaning up our fleet. The comments we hear is how good our fleet looks. Thank you for doing your part keeping the 8DW, 93M and 93Q looking great and providing a positive flying experience with your fellow club members.

As always I wish you blue skies and smooth air.

James M Sukach

**This and That**



**New Certificates**

More of our members passed their Private check ride since the last newsletter. Congratulations go out to **Mini Wadhwa** and **Greg Coomans!!!!**

**Barrie Wheeler** earned his IFR rating recently. Nicely done! Also, thanks for helping break 93M in over your intensive week course (see article below).



**Plane Wash, Saturday – December 20<sup>th</sup>**



“Calling all hands!”  
Come and help keep our fleet looking sharp. Meet at 0715 with “wheels-up” at 0730 for a flight to Marana, then wash at 1000. Please RSVP  
AustinErwin@Yahoo.com

## Annual Meeting

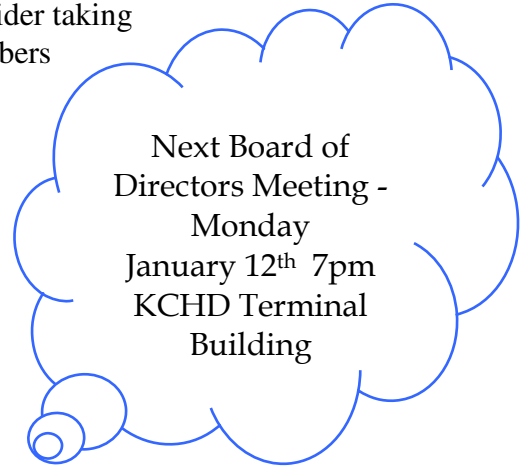
We are considering options for this year's event. For the past two years we've held the meeting at the Commemorative Air Force's Arizona Wing at Falcon Field. Since most of the Clodbusters membership has been able to attend in the past, we would like to consider other ideas. If you have one, please send it to [AustinErwin@Yahoo.com](mailto:AustinErwin@Yahoo.com).

## Share the ride!



Not exactly a car, but a plane. Consider taking advantage of flying with other members of the club. Not only will it help defray the cost of this relatively expensive hobby (craving). It will also help you improve your skills as you see how others handle their time as PIC. Use this opportunity to have someone critique your skills, and also you get a chance to know your fellow club members better.

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Next Board of Directors Meeting -  
Monday  
January 12<sup>th</sup> 7pm  
KCHD Terminal  
Building



## \$avings at the Pump

A way to keep our expenses down is to put your credit card on file with the Stellar Office. This way Clodbusters can have fuel for 10 cents less than the posted price at the pump. Every dime helps! Please do this if you haven't already. Contact Bob at the office. His number is 480-961-9050.

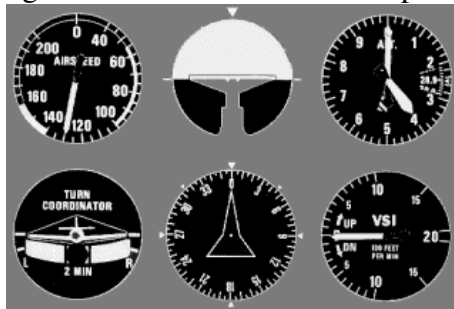
## Club Member - Barrie Wheeler, Shares Intensive IFR Training Experience

The club asked me to give a review of my recent Instrument Rating course with PIC (Professional Instrument Courses). Here are some of my findings and opinions:

PIC specializes in accelerated courses, where you work hard for about 10 flying/training days, then take your check ride. So, first of all, I planned some vacation days and reserved the plane. I reserved the plane at least 5 hrs a day, sometimes longer.

You can coordinate with the instructor on this. They also request payment up front (\$6K), with a 2-week (I think) refund option. They also stipulated getting the IR written test done in advance.

They connected me up with one of their local Phoenix instructors, Nick, a retired AF pilot with over 10,000 hours. I was responsible to pay for his travel. They have a pretty formal system. We were scheduled to start Nov 15th, and that's when we started. Nick came



out, brought a flight training device (small simulator), and gave me an orientation as to what we'd be doing, what I could expect, and just get the ball rolling. I used the training device as "homework" to practice tracking, holding, power settings, etc.

We flew right on the first day, doing a lot of advanced VOR techniques that I never went over in Private training. Other points of emphasis were the six power settings needed for various phases of flight and precise use of the Attitude Indicator as your primary instrument reference for instrument flying. Developing an active scan was also part of everything.

Naturally, I worked under the hood most of this time. We went to places like Ryan, Casa Grande, Prescott, Flagstaff, Havasu, Needles, and Blythe for practice approaches. We spent a lot of time on holding procedures, incorporating them as required with the various approaches. Precision with headings and altitudes was always emphasized. Partial panel (simulated vacuum system failure) was part of the training, unusual attitudes and recovery, and more precise use of the mag compass were emphasized.

Along with the approaches (VOR, ILS, GPS, circling), ATC conversation

and terminology were all built in. We filed nothing but IFR flight plans, and went through different ways to pick up the IFR clearance both on the ground and in the air. Everything was real-world, with expert instruction provided by a dedicated instructor. You were his only student for those 10 days, which I

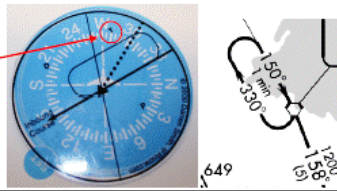
found terrific. He organized our flight schedules each day, some of which were in the vicinity of 6 hrs flight time. He also coordinated the check ride, reserved the examiner, and went with me to the check ride.

Overall, Nick and PIC exceeded my expectations. The training was the real thing, provided by someone who's flown all over the world for many years and knows what works. He had a

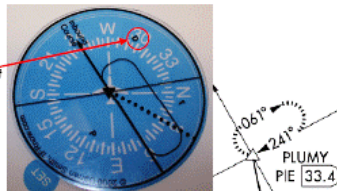
system that he instilled. I personally liked the intensity of the program, where you sleep and eat flying for about 11 days (10 days tng and 1 day checkride). Even though it was intense, it was nice to avoid the frustration of a long training program and all the schedule uncertainties. I was really tired when it was all through. But it was an excellent immersion in instrument flying and I can give PIC a solid recommendation.

### Examples:

**Teardrop Entry**—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and *Visi-Hold* shows a teardrop entry and a recommended outbound heading of 300° after station passage.



**Direct Entry**—Heading is 270° direct to the PLUMY intersection to enter the hold. Point the arrow at 241° and *Visi-Hold* shows a Direct entry.



**Parallel Entry**—Heading is 270° direct to the VOR to enter the approach. Point the arrow at 049° and *Visi-Hold* shows a Parallel entry.

