

THE CHANDLER FLYER

Volume 7, Issue #1

A Newsletter for the Patrons of the Chandler Municipal Airport

January 2007

From the Office

We hope everyone has recovered from their holiday events and are ready to take on the New Year! We wish everyone a great year.

The administrative office hours are now Monday through Friday, from 8:00 a.m. to 5:00 p.m., instead of 7:00 a.m. to 5:00 p.m. Operations staff will still be out and about from 5:00 a.m. until 3:30 p.m.

Staff is working to fill the Airport Operations & Maintenance Supervisor position (formerly held by Mike Smith) and anticipate the selected candidate to be on board within the next couple of months.

NOISE ABATEMENT

Everyone appreciates a friendly flyer and here is what you can do to help:

If safety permits, reduce power settings and minimize aircraft maneuvers above these areas. Maintaining traffic patterns and minimum altitudes above residential areas of 1000 feet for fixed wing aircraft will assist in minimizing noise impacts. Keeping aircraft noise down will promote friendly relations with our neighbors. Staff certainly appreciates the continued efforts of the pilots that utilize this airport and thank each of you for being friendly flyers.

Question of the Month

Q. What percentage of the world's general-aviation aircraft does Kansas produce each year?

A. 60% of the world's general aviation aircraft are built in Kansas.

Change of Address?

Please remember to advise airport staff of any change of address, telephone number, or change of aircraft "N" number in your leased premises. Besides meeting the terms of your lease, keeping airport staff current on these changes will help us help you.

If you experience any problems here at the airport, please contact airport operations at (480) 782-3544 or (480) 540-9991

From The Field

Let's hope this turns into an urban myth at Chandler Municipal Airport and nothing worse ever happens. The other day an R-22 helicopter was hover taxiing to the transient ramp to park overnight. The pilot and passenger (a photographer) had no idea they were in any kind of danger until they shut down the engine and the rotor had stopped. That's when they found themselves inundated by a swarm of bees, and of course the doors were off the aircraft for the photo shoot.

They had no choice but to drop all their gear on the ground and run for their lives as a black cloud engulfed the aircraft. Their belongings and equipment were all left on the ramp. Numerous times airport operations and the pilot circled the helicopter in a closed vehicle in a failed attempt to access at least part of their equipment. Mother Nature finally came to the rescue with winds gusting to 20 knots, allowing the pilot access to their aircraft.

It was later discovered from a bee expert why the swarm had remained clustered around the tail rotor and in four spots on the ground around the helicopter. They had gathered around the remains of the queen bee, struck by the tail rotor. The confused and lost bees would not leave the pheromones she gave off. When the temperature warms, the hives with new queen bees divide and leave to form new colonies. This sometimes means they fly through CHD airspace or spend the night in a warm/wet place on the airport only to depart in the morning when warmed by the sun.

What lesson can we learn from this possible future urban legend? If you have that one in a billion chance to taxi your aircraft through a swarm of bees, DON'T as you might kill their Queen and suffer the consequences of your actions. If you see a swarm of bees settled in an area on the airport, please call Operations; we have a direct line to a professional Queen dethroning expert.

From The Tower

Where Did 2006 Go?

Tower staff hopes everyone had a safe and happy Holiday season!

As you have probably noticed, it has been pretty busy for most of the day until it gets dark. The main reasons are probably the cool weather, the start of the new flying year or just plain 'ole enthusiasts flying around the Valley.

During these times it is very crucial that all aircraft use radio discipline by listening for your call signs, clearances and instructions, using a little bit of patience, and give the Tower all the required information on your initial transmission(s) in order to minimize repeating ourselves.

Also, as a reminder, if you don't understand what the Tower has instructed you to do, please feel free to ask. When it does get busy, aircraft can expect to do full pattern entries and be very limited on unusual requests and patterns.

Always be sure to watch out for the other guy while flying in the Chandler Class-Delta airspace because tower staff may not be able to let you know about every aircraft that may be flying within the vicinity. Remember, this is a VFR Tower, which means, **"See and be seen."**



Safe Flyin' Everyone!



GENERAL INFORMATION

The Chandler Airport Commission usually meets on the second Wednesday of each month at 7:00 p.m. in the terminal building conference room. The agenda is posted outside of the City Clerks office located on the second floor of the Chandler Office Center and the Airport Administrative offices in the Terminal Building. All tenants and patrons are invited to attend.

AIRPORT COMMISSION

Jim Fordemwalt - Chair
Stan Olivier - Vice Chair
Les Bartlett
David Church
Jim Cullumber
Gary DeHoff
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CHANDLER CITY COUNCIL

Mayor - Boyd Dunn
Vice Mayor - Lowell Huggins
Bob Caccamo
Matt Orlando
Martin Sepulveda
Trinity Donovan
Jeff Weninger

AIRPORT CONTACT INFORMATION

Airport Administration.....	480 782-3540	Operations	480 782-3544
Billing Question	480 782-2335	Chandler ATCT	480 917-8005
AWOS.....	480 814-9952		