

Aircraft Locations

- Comanche 9014PCHD
.....T-Shades, spot #2

- Archer 47601CHD
.....T-Shades, spot #10

- Arrow 31386.....DVT
..... West Hangar #7-12

- Archer 30749DVT
.....East Hangar #9-9

The next rotation of the Arrow and Comanche will be in early April.

Next Board Meeting

The next meeting of the Board of Directors will be held at Chandler Municipal Airport in the pilot's lounge on Tuesday, February 22nd, at 7:30 PM. As always, members and guests are welcome to attend.

Work Parties

It's been awhile since the last work party so we've planned one at DVT for Saturday, February 19th, from 1:00 PM to 4:00 PM. Come on out and help us wash and wax 386 and 749. We'll meet at hangar 7-12.

Since there hasn't been a work party at Chandler either, if anyone would like to bring 14P and 601 (and a few helpers) we can have ourselves a real social event of sorts.

Please contact Tom Lessor if you're interested in helping out.

Hellos and Goodbyes

We bid farewell to Peter Keast who resigned from the club in January. We wish for fair skies and good flight in all of his future flying endeavors.

Although Peter's departure takes us back to 52 members, we are picking up a new associate member. Rod Kennan's wife, Pamela Schmitt, earned her Private Pilot Certificate on December 3rd and will be our newest associate member. Congratulations, Pamela, and welcome.

Maintenance

BOB SKALKA

30749

- Engine overhaul completed
- Blind altitude encoder replaced
- Post-overhaul oil change and engine inspection completed satisfactorily

31386

- RT wing repair completed
- Upper wing spar cap replaced
- Landing light replaced
- ELT battery replaced

47601

- 100-hour engine inspection completed

9014P

- 100-hour engine inspection completed
- #2 COM repaired
- New gasket on LT magneto
- Rudder counter weight removed and reinstalled with new bolts

Annual Meeting a Success

TOM LESSOR

We had a pretty fair turnout at the annual meeting and dinner held on January 14th. Twenty-one members, two associate members and sixteen guests, including two couples from our wait list, attended our soiree held at the University Club of Phoenix.

During the meeting Mike Tremose, Bob Skalka and Neil Tracht were reelected to the board. Wow, were they surprised.

The highlight of the meeting was the aircraft replacement plan presented by Neil and Mike. See the associated articles regarding the plan and discussion.

Fuel Change at Chandler

Chandler Air Service surprised us at the beginning of February when they changed fuel distributors from Avfuel to Air BP. Not to worry, the fuel charges will still be billed to the club, although we had to change our method of payment. We are working on getting a proprietary charge card from Air BP so we can continue to get the contract rate for fuel.

The Safety Corner

AL GALVI

Records show that while much fewer hours are flown at night, the majority of fatalities occur after dark.

Federal Aviation Regulations (§ 61.57) require three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise within the preceding 90 days to be night current to carry passengers. While this can be done by flying three times around the patch, it still leaves night cross-country flight to consider seriously.

In mountainous Arizona, trying to avoid terrain visually at night is not the greatest idea. Instrument rated pilots can file IFR, but VFR pilots should at least consider flying airways at the minimum IFR chart altitudes. Note however that many of our IFR altitudes are well above 12,000 feet, which may require the use of oxygen. Given that option it may be better to wait for daylight.

Just a reminder, annual checkrides not completed by the end of this month will result in the loss of club flight privileges until one is accomplished.

Happy Flying

Aircraft Replacement Plan Reviewed

Neil Tracht and Mike Tremose presented a plan at the annual meeting for keeping our aircraft within the mission statement described in our club operating procedures.

Based on discussions held at the board meetings over the past three months, Neil presented four possible plans for replacing our aircraft on a four-year cycle. Each plan represented a different mix of aircraft based on a model the club may like to pursue.

Needless to say the presentation generated a healthy discussion among those attending the meeting.

See the associated article on page 2 for a summary of Neil's presentation.

Go That Way ➔

Aircraft Replacement Analysis

These are the four plans Neil presented at the annual meeting. It should be noted that certain assumptions had to be made in developing the plans however the same assumptions were used in each plan to allow for a consistent analysis. The cost per member for each plan was calculated based upon the club taking out a 4-year loan for each aircraft.

It should be stressed that nothing was decided upon at the annual meeting regarding these plans. They were presented as a basis for discussion. There is no requirement that the aircraft be replaced on a 4-year cycle. A 5-year or 6-year cycle may be better.

Average All Fixed Gear Aircraft – 4 Year Replacement Cycle																
Dollar Amounts: Cost of New Aircraft Less Value of Old Aircraft																
Low Perf Fixed	78 Archer										03 Archer \$ (74,791)					
Low Perf Fixed	79 Archer										07 Archer \$ (86,281)					
Mod Perf Fixed	78 Arrow										99 C182 \$ (99,692)					
Mod Perf Fixed	94 Dakota \$ (83,223)															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Cost: \$ (343,987)																
Uniform monthly cost per member assuming 8% loans: \$ (40.37)																

High-End All Fixed Gear Aircraft – 4 Year Replacement Cycle																
Dollar Amounts: Cost of New Aircraft Less Value of Old Aircraft																
Low Perf Fixed	78 Archer										03 Archer \$ (74,791)					
Low Perf Fixed	79 Archer										07 Archer \$ (86,281)					
High Perf Fixed	78 Arrow										01 SR22 \$ (132,692)					
Mod Perf Fixed	00 SR20 \$ (75,723)															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Cost: \$ (369,487)																
Uniform monthly cost per member assuming 8% loans: \$ (43.37)																

Average Fixed and Retractable Gear Aircraft – 4 Year Replacement Cycle																
Dollar Amounts: Cost of New Aircraft Less Value of Old Aircraft																
Low Perf Fixed	78 Archer										03 Archer \$ (74,791)					
Low Perf Fixed	79 Archer										07 Archer \$ (86,281)					
Mod Perf Retractable	78 Arrow										98 M201 \$ (126,092)					
Mod Perf Retractable	86 C182RG \$ (81,573)															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Cost: \$ (368,737)																
Uniform monthly cost per member assuming 8% loans: \$ (43.28)																

High-End Fixed and Retractable Gear Aircraft – 4 Year Replacement Cycle																
Dollar Amounts: Cost of New Aircraft Less Value of Old Aircraft																
Low Perf Fixed	78 Archer										03 Archer \$ (74,791)					
Low Perf Fixed	79 Archer										07 Archer \$ (86,281)					
High Perf Retractable	78 Arrow										94 F33 \$ (206,989)					
Mod Perf Retractable	86 C182RG \$ (81,573)															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Cost: \$ (449,634)																
Uniform monthly cost per member assuming 8% loans: \$ (52.77)																

Obviously from any of the plans it is apparent that replacing aircraft is going to cost money. The cost per member may come from increased dues, increasing our share value or in all likelihood a combination of both. Again it should be said that no decision has been made regarding any of these plans. However this will likely be a topic at board meetings for the next several months. Member attendance at board meetings is always welcome.