

Aircraft Locations (Effective 10/08)

- Arrow 31386..... CHD
..... T-Shades, spot #2
- Archer 47601 CHD
..... T-Shades, spot #10
- Comanche 9014P.....DVT
..... West Hangar #7-12
- Archer 30749DVT
..... East Hangar #9-9

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

Maintenance

BOB SKALKA

30749

- LT main tire replaced
- Missing keys replaced
- Corrected alternator whine in headsets
- Tachometer does not go to zero with engine off

31386

- Starter replaced – stripped gear drive
- Door opens slightly in flight – needs new seal
- Gear override light inoperative
- Throttle switch for gear up warning comes on at too high a power setting

47601

- Electric trim inoperative until weather cools down again
- Oil changed

9014P

- Windshield still leaks a bit

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, October 25th, at 7:30 PM. As always, members and guests are welcome to attend.

Board raises hourly rates

Hopefully everyone with an email address on our reservation system received the notification regarding the board's decision to increase the hourly flying rates as a result of recent increases in fuel costs.

An analysis of our average per gallon costs shows an increase of nearly \$1 per gallon since we decreased the hourly rates in November 2004, with most of the increase occurring since March. The board doesn't feel the price will go down significantly any time soon and certainly not back to price we were paying last November. The rate increase was based upon the average fuel consumption for each aircraft multiplied by \$1.25 per gallon.

Effective 10/01/2005 the following rates apply:

- Comanche..... \$113/hour**
- Arrow..... \$93/hour**
- Archers \$72/hour**

Based upon what we've seen at Chandler we aren't the only ones feeling the crunch. Currently an Archer rents for \$93/hour and the Arrow for \$125/hour. And that's Hobbs time!

Once and future goodbyes

TOM LESSOR

Ron Shelley has jumped on the airplane ownership bandwagon and resigned from the club. Ron has purchased a 1990 Socata Trinidad (TB20). Ron has been flying with Phoenix Flyers a little over seven years. We wish him the best.

We're not ready to officially say goodbye to Mike Tremose yet. Mike has tendered his resignation effective the end of December to allow us to start looking for a replacement for him on the board. Sometimes it takes us that long to hunt down and capture a member that's willing to serve.

Mike was reelected to the board in January and we will need to find a member to fill the remainder of his 2-year term when he leaves.

The Safety Corner

AL GALVI

Last month I told you about how all of the club instructors have volunteered to donate an hour of dual towards a BFR, FAA Wings instruction, a new rating, instrument training, overdue annuals, or whatever. The purpose was to encourage increased active flying and proficiency.

Since that time we also noticed at least one insurance carrier considers recent flight experience on their application. You've seen the email requesting updated information.

Currency relates to safety and your consideration of active flying is encouraged. Striving for a new rating is particularly effective in increasing proficiency and safety.

If you would like to take advantage of donated dual time you may contact me at safety@phoenixflyers.org. An instructor will be assigned on a rotating basis.

Happy Flying

Rick Ridenour, CFI

Speaking of members going for additional ratings, Rick Ridenour recently completed a CFI checkride in the Arrow and the board approved him as a club CFI at the September meeting. Rick says that now is the time to catch him for those once-used Commercial maneuvers like lazy-eights. Two months from now he may be saying something like, Say what?

Congratulations, Rick. Well done.

Member loan(s) solicited

Last year we financed a portion of our insurance premium through a lender. This year the board has authorized the treasurer to seek member loans to pay the premium.

The loan(s) will be for 12 months and pay 6.00% interest. Unlike the loans we established for aircraft upgrades, these will not be repaid as a credit to your account. You will receive an installment check with your monthly statement, and a 1099-INT as well. You can't beat it!

Contact treasurer@phoenixflyers.org for details if you are interested.