

**Aircraft Locations**

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

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

**Maintenance**

BOB SKALKA

**30749**

- Alternator repaired

**31386**

- Nothing new to report

**47601**

- Reported radio problems – not transmitting or intermittent

**9014P**

- Nothing new to report

**Next board meeting**

The next meeting of the board of directors will be held at Deer Valley Municipal Airport in the Westwind pilot's lounge on Tuesday, April 25<sup>th</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

**Welcome our newest members**

TOM LESSOR

The club filled two of our available memberships in March bringing our total to 52. Please welcome Bill Greany and James Whitely to the club.

Bill obtained his Private certificate in July of last year and will primarily be flying out of Deer Valley. James comes to us from Arizona Cloudbusters and will primarily fly out of Chandler.

**Fuel samples and GATS jars**

TOM LESSOR

The subject of fuel samples and GATS Jars came up at the last board meeting in March at the request of one of the club instructors. The instructor experienced a couple of occasions during initial checkrides in which the member wanted to return the fuel sample to the tank, either directly or from a GATS Jar. The instructor opposed this practice and requested that the board consider adopting a policy prohibiting returning fuel samples to the tank under any condition.

For those not familiar, a GATS Jar (Gasoline Analysis Test Separator) is a fuel tester with a unique, built-in screen which prevents solids and non-petroleum contaminants from passing through.



Some research on the Internet prior to the meeting revealed the GATS Jar is available from nearly every online pilot shop around. We also found several articles that addressed their use.

Two articles, from the February 2003 *AOPA Pilot* (available to members only) and June 2002 *Aviation Today*, discussed their use as a standard policy at Embry-Riddle Aeronautical University in Prescott and Daytona Beach. The Palo Alto Airport Association had a pilot program in early 2005 in which they gave free GATS Jars to every aircraft on the field! As a result it was hard for the board to argue a policy restricting their use.

A second article from AOPA however mentioned that the jars only work when used correctly. This article definitely got the attention of the board.

**Continued on back page ...**

**The Safety Corner**

NEIL TRACHT

So far only 34 out of 54 members have completed their club required annual checkrides. If you are one of the 20 that has not yet taken the checkride, you have been grounded from flying club aircraft until your checkride is completed. Call your favorite CFI and return to active flying status.

Since becoming the Safety Officer one month ago, I have been trying to sort through all of the club records on initial aircraft checkouts. Like many non-profit organizations, the Phoenix Flyers records are incomplete, especially for old time club members. In order to update club records, we will be asking for some additional information during your next club checkride. Your CFI will verify logbook entries for all aircraft that you are checked out in. In addition to the usual safety seminars, BFR, and Medical, please bring logbook(s) showing completion of initial aircraft checkouts.

Happy Flying

**Aircraft replacement update**

The majority of the March board meeting centered on the current status of our aircraft replacement plan. We had several replies to the email request that Neil sent out in early March, many from members that were unable to attend the annual meeting. The board wishes to thank all those that provided their input.

At the end of the meeting however the board was unable to determine a specific direction the membership would endorse in advancing a replacement plan. It was decided that the board will put together several options to be discussed at the next meeting on April 25<sup>th</sup> and formalize a presentation for the membership at the May 23<sup>rd</sup> meeting in Chandler. Chandler was chosen because of its large meeting room in the terminal building. And they won't kick us out at 9:00 PM.

Meanwhile we haven't renewed the ads for the Arrow and its sale is currently on hold.

## SPAM reduction - hopefully

TOM LESSOR

A member has advised me that since I fired up the old members email address again he has started getting spam directed through that address. I'm not surprised. I get club email redirected through several addresses on our website and with it, **hundreds** of spam every day. Spammers have applications that read web pages looking for email addresses and they have certainly found ours.

Our website host offers a possible solution. But since spammers already have our existing addresses I probably have to modify the names slightly to implement the change.

What I'm proposing is to prefix all of our existing email addresses with "xxx"; so the address "treasurer@" will become "xxxtreasurer@", "members@" will become "xxxmembers@", and so on. If you have these addresses in a personal address book you will have to modify them. If you email by clicking on the links available from our website they will just plain work. I'm guessing if you don't include the new prefix in the address that the email will be bounced back to you and it can be resent to the correct address.

**I'm planning on implementing this change on Sunday, May 1<sup>st</sup>** unless there is a wild outpouring of outrage from the field.

## GATS Jars

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The problem is that the GATS Jar will only separate water from the returned fuel if used correctly. This is probably why the PAAA project states when used "... in accordance with the included instructions, these jars filter out both water and particulate contaminants".

In order for the separator screen to prevent water from being reintroduced into the tank it has to be completely coated with a petroleum-based fuel. If it's not or there is any water on the screen prior to dumping the fuel back into the tank, water in the sample will pass right through the screen. When the screen is cleared of even the tiniest drop of water and premoistened with fuel, the jar works fine. The AOPA article suggested using a facial tissue or super-absorbent shop towel to ensure all moisture is removed from the screen prior to impregnating the screen with fuel.

The board elected not to restrict the use of a GATS Jar but determined that club policy will be that contaminated fuel will not be returned to the tank. Since there is a risk that water could be reintroduced into the tank if detected in the fuel sample and the proper procedures are not followed, these samples should be discarded.

The board will also post instructions in the hangars and lock boxes as to the proper use of the jars.

## Flight Invoices: 101

TOM LESSOR

It's time again for a refresher in *Flight Invoices 101 – How not to bug the Treasurer*. I'm sure we've all been briefed on the proper procedure in filling out the flight invoice during the initial checkride. But sometimes I'm thinking you just forget.

In the upper right corner of the flight invoice is a note that says "If error made – do not destroy this ticket. Mark 'VOID' and use next number". This doesn't actually apply to all errors. If you spell your name wrong, go ahead and scratch it out and spell it correctly. But if you're correcting an error in tach-time, specifically **an incorrect start time that does not match the stop time of the previous invoice**, void the incorrect ticket and start a new one using the correct start time. This allows me to correct the error on the voided ticket and not generate an error in the crosscheck of the billing system.

The other basic of flight invoices is to ensure you remove the white and yellow copies from the book and leave them in the lock box or on the hangar desk. You'll get the yellow copies with your monthly statement and it allows me one more little billing validation while I'm stuffing those envelopes.

And we thank you for your support.