

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

February 2007

Annual Meeting Roundup

There was good food, good folks and good results at the club's annual lunch and meeting on January 20th. We finally came away with an approved aircraft replacement plan. There was no wasting time as the lunch started promptly at noon with plenty of food to go around. The Margarita Room at Garduño's offered a unique meeting atmosphere. Rod Johnson, Gary Christopher and Jim Rumbo (left; left to right) shared a standard table arrangement while Hutchinson and Leslie Persons shared one of the alcove tables with Desiree and Eric Roesler (right; left to right). More pictures are available on our website in the Member Area. The annual meeting followed the lunch and began with the normal business affairs; minutes of



the last annual meeting, maintenance and financial reports. Then it was on to old business which, as with past meetings, was pretty much all the aircraft replacement plan. Neil Tracht led the discussion surrounding the recent review of the Diamond DA40 at CHD and the possibility of acquiring an all-glass aircraft. But the final proposal again came down to increasing the share price by \$2,500 and purchasing a late model C182 with the standard "six-pack" panel. With 36 members voting in person and through proxy, the proposal passed by almost 92%; 33 to 3. A couple of clean-up by-law amendments were passed under new business followed by the Target gift card giveaway and board elections. Randy Crutchfield and James Whitely won the two \$100 cards while Jim Space and Dan Streufert won the two \$25 cards. With no one else jumping into the fray, Jeff Quackenbush, Bob Skalka and Neil Tracht were reelected to the board for another two-year term.



In the pattern



Two club members eluded the earthly bounds of gravity in January alone for the first time. Eric Roesler completed his first solo flight on January 17th under the tutelage of Al Galvi. Jon Lammers flew his first solo on January 24th under the watchful eye of Kurt Kallman, who was having a landmark day of his own. Jon is Kurt's first solo student. Congratulations and a big "whoo-hoo" goes out to Eric and Jon. Having a first solo student wasn't the only flying achievement for Kurt in January. He also passed the CFII practical test on January 16th. That deserves a big "whoo-hoo" on its own. Congratulations, Kurt.

Another farewell

Mike LaMacchia resigned in January after a little over five years in the club. We wish him well and hope the opportunity presents itself to join our ranks again someday.

The share increase

The share increase that was passed at the annual meeting will show up on the next monthly statement in March. Members will have the option of paying the full amount by the end of March or making the first of 36 monthly payments at \$78.34 per month. The monthly payment plan includes an 8% finance charge on the assessment balance. Once the board determines the cash on hand from members paying the assessment in full, we'll solicit member loans for the balance needed to purchase a replacement aircraft. The member loans will also be for 36 months and probably pay 8%. Then it's just a question of finding our perfect C182.

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 27th, at 7:30 PM. The board is expected to pass an increase in the monthly fee as part of the aircraft replacement plan proposal. As always, members and guests are welcome to attend.

Aircraft Stuff

Locations

Chandler T-Shades

Deer Valley Hangars

Archer; N47601.....TS-10 Archer; N30749 ... East 9-9
Comanche; N9014PTS-2 Arrow; N31386. West 7-12

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



Maintenance



30749:

- Annual inspection completed
 - Fixed the sticky flaps!

31386:

- Landing light replaced

47601:

- Members report electric trim inoperative in the air but okay on the ground and manual trim is stiff

9014P:

- Member reports the alternator belt is loose
- Windshield still leaks
- Flap position indicator only shows half down when fully extended

A plane wash – of sorts

“If we’re only going to wash the planes twice a year, I recommend March and September rather than January and July.” That was Rick Ridenour’s comment following the “work party” on January 13th. It was a tad chilly. Tom Lessor thanks Rick and Rod Kennan for joining him on what can only be described as a truly insane day to be washing an airplane. And all agreed getting the belly cleaned on 749 was plenty!

The Safety Side

Tom Lessor: Leave it up to the FAA to come to the rescue with a safety article when it appeared this side was going to have to be filled with “**Y’all fly safely out there**” in very large font. Fortunately an email dropped into my in-basket at the last minute concerning a recent InFO Notice on *Taxi into Position and Hold (TIPH) – Guidance for Pilots*.

Have you signed up for email notifications from the FAA? You should. They’ll send notices of upcoming safety seminars, InFO notices, Advisory Circulars and other good stuff. You can register for the updates at www.FAASafety.gov. But what’s this notice on TIPH?

The notice announces important new ATC procedures and phraseology to improve runway safety, effective Feb. 5, 2007, and recommends pertinent safe practices for pilots. It wasn’t too long ago there were rumors about that the FAA was going to do away with TIPH procedures completely. Fortunately it appears they recognized the importance of TIPH in moving traffic.

In the FAA’s analysis of accidents and incidents involving airplanes holding in position they found that in a number of cases two minutes or more had elapsed between the “position and hold” instruction and an undesirable event, usually a land-over or a go-around. They stress that a TIPH is a procedure intended to position an airplane onto a runway for an imminent departure and if you are instructed to “position and hold” you should expect imminent takeoff except when explicitly advised of a delay. They advise a pilot be aware of the length of time that they have been holding. “After two minutes in position it would be particularly appropriate to query the controller about the delay holding in position.” The notice even gives some examples in communicating.

“Cherokee 30749 holding in position runway 7R.”

Check out the complete notice at FAASafety.gov.

Happy Flying

Board of Directors and Officers

Club Officers are elected by, and are members of, the board of directors.

PresidentJeff Quackenbush
Secretary Dan Streufert
Maintenance Officer Bob Skalka

Vice-president/Safety Officer Neil Tracht
Treasurer..... Tom Lessor
Operations Officer.....Damon Kelling