

# THE PHOENIX FLYERS NEWSLETTER

Volume 1, Issue #3

The official Newsletter of Phoenix Flyers, Inc.

March 2007

**Share assessment invoiced:** The \$2,500 share assessment has been posted to this month's statement. That's probably an understatement for those that look at the invoice before the newsletter. It's definitely there. Obviously the board would prefer if everyone could pay the assessment in full, however as stated in last month's newsletter the assessment can be paid installments. It would be best if members paying the full amount could get your payments mailed early so the board can determine what may be needed in member loans to complete a purchase should we locate an aircraft we wish to move on. **M**embers wishing to pay the assessment over 36 months should subtract the assessment amount from the total due. You will receive an installment plan credit on your next statement for the full \$2,500; however you will still owe the club for the full amount. *Members choosing the installment plan will not be charged the 2% late fee on the \$2,500.* In addition to the credit, your statement will also include the first of 36 assessment and interest charges (8%) totaling \$78.34 per month. Your share value will go up by the assessment amount for each month you remain on the installment plan. This will be the amount the board will pay in purchasing your share should you resign prior to the full assessment amount being paid. You can pay the assessment in full at any time by including an amount for the difference between \$2,500 and the share value shown on your statement under "Mbrshp Type" and stating the purpose.

**Member loans needed:** The board knows that all members won't pay the \$2,500 assessment in a lump sum and anticipates the need to obtain loans for the balance we'll need in purchasing a replacement aircraft. The board is looking for members that would be interested in providing an *unsecured* loan with a 36-month term at 8% interest, the same amount we will be charging members accepting the installment plan to pay their assessment. You won't be a lien holder on the aircraft title. In the interest of making his life easier the treasurer will recommend the board accept member loans in decreasing amounts offered. If one member wants to loan the entire amount required, that member gets dibs. Members willing to offer up loans should contact the board as soon as possible and your assistance is appreciated.



## **In the pattern**



No sooner had last month's newsletter gone out then Neil Tracht advised that we have a new Private Pilot in our midst. Congratulations go out to Ed Miller who passed his proficiency exam on February 9<sup>th</sup>. Well done, Ed. **A**nd Rod Kennan has been added to our board-approved flight instructors.

## **Coming and Going**

**K**en Bradley has resigned after nearly ten years in the club. Also leaving us was Scott Mills having picked up a 1/4 share in a 1973 Piper Challenger. We're sorry to see them go and wish them all the best. **B**ut we've also added Paal Franzen. Paal is a CFII and comes to us with beau coup flight experience in a wide variety of aircraft with an extensive aviation background. Best of all he has lots of Cessna experience! Although he won't be available for checkouts as a board-approved instructor for awhile he certainly is eligible to provide advanced training for our licensed members. Welcome, Paal.

## **Lock combinations changing**

DVT hangar lock combinations will be changed on Saturday, March 10<sup>th</sup> and CHD lock box combinations sometime between March 10<sup>th</sup> and 17<sup>th</sup>. The new combination is with this month's statement for those members that have completed their annual checkride and do not have a paperwork discrepancy on the records. Student pilots should obtain the combination from their primary flight instructors. **E**veryone is encouraged to cut out the almost wallet-sized block on your statement and carry the combination with you in case it gets changed while you are on the way to the airport to take a flight or, worse yet, while you are away *on a flight*.

**M**embers completing their checkrides late can get the new combination from the instructor providing your checkride.

## **Next board meeting**

**T**he next meeting of the board of directors will be held at Deer Valley Municipal Airport in the Atlantic Aviation pilot's lounge on Tuesday, March 27<sup>th</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

# Aircraft Stuff

## Locations

### Chandler T-Shades

Archer; N47601.....TS-10  
Comanche; N9014P .....TS-2

### Deer Valley Hangars

Archer; N30749 ... East 9-9  
Arrow; N31386. West 7-12

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



## Maintenance



### **30749:**

- Overhead light cover missing
- Interior plastic replaced around door and passenger shoulder harness – rear air duct still to be completed
- Broken alternator field connector repaired

### **31386:**

- Engine AD complete
- Cracked propeller spinner replaced

### **47601:**

- Oil changed
- Assist step welded
- Vacuum pump replaced
- LT main tire replaced
- Engine inspection complete – aircraft at Prescott for crankcase repair

### **9014P:**

- Prop control is stiff
- Both main tires replaced
- Windshield still leaks
- Flap position indicator only shows half down when fully extended
- Intercom is intermittent

# The Safety Side

**Tom Lessor:** Apparently the folks at CHD tower were not impressed with the recent FAA InFO Notice on *Taxi into Position and Hold (TIPH) – Guidance for Pilots* that I talked about last month. In the February issue of *The Chandler Flyer* the notes from the Tower state that “...the FAA has placed such stringent requirements on the use of ‘position and hold’ that most small airports like [CHD] will probably never have it again.” I may have to head to the FAA Safety website again and see what the stringent requirements were since the InFO Notice didn’t address anything that seemed to imply TIPH was going to be onerous to conduct. Based upon my last flight at DVT it appears the “big” airport will continue to use it; unless something has changed in the past couple of weeks.

Since CHD doesn’t anticipate using TIPH they do offer up several suggestions to assist in keeping the traffic moving expeditiously.

“When you are finished with your run-up, prior to calling the tower, taxi up to the hold line and then call for departure. If you need a momentary delay, request it at that time. If you can accept an immediate departure, this is a good time to tell us.

“If it is going to take you awhile to complete your run-up, please do not pull up the hold short and block someone else that may be ready to go before you. When you have been issued a clearance, we are expecting you to do just that and unless you asked for a delay we’d like you moving. This is especially important if there are several aircraft in the pattern to the north runway.

“Please keep in mind that communication is the key and questions are acceptable at the appropriate time. Pay close attention to what is going on the frequency; chances are you [find] that you can answer your own question if you know what’s going on around you.”

Happy Flying

## Board of Directors and Officers

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

President .....Jeff Quackenbush  
Secretary ..... Dan Streufert  
Maintenance Officer ..... Bob Skalka

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