

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

April 2007

Aircraft Replacement Plan

Thirty-six members paid the full \$2,500 amount of the share assessment passed at the annual meeting in January. That allows \$90,000 cash-on-hand to apply toward a replacement C182 and significantly lowers any member loans we need to complete a purchase. Members electing to pay through installments have an installment payment schedule included with this month's statement.

The board has looked at a couple of possible C182 choices over the past month. Bob and Neil recently checked out a new entry on the market over at Falcon Field and the board is actively pursuing an offer on this aircraft as of the time we went to press. Hopefully we'll have a C182 in the fleet very soon!

Instructors Lounge

Do you really see it? - Bob Ballou, CFI: After reading a recent article about aircraft accidents, I started to think about the souls involved, both the pilot and those trusting passengers. The author finished his piece with, "As with liberty, the price of safety is eternal vigilance – and a certain amount of good luck." As I look back on my nearly 30 years of flying I started to lament on some of my own misfortunes and that coefficient of "good luck"; a forced landing in the desert, a blown magneto along with 4 quarts of oil, broken rope at 20' AGL and 100' of runway remaining, a blown tire on take off, vacuum pump kaput, complete loss of electrical at night.

I have cultivated my son's interest in aviation beginning with model airplanes and eventually moving him into radio controlled airplanes. One day at the RC airport I saw a gathering of "old-timers" admiring another's newly completed plane. I watched the proud RC pilot complete the pre-flight regiment including "flight controls free and correct". A few heartbeats after liftoff he realized his aileron control was reversed. The plane was totaled. How could an experienced hobbyist build an airplane, preflight it, and still not see the error in rigging? **Continued on the Safety Side ...**



In the pattern



Coming and Going

Long-time member Josh Morrison resigned in March. Josh had been in the club since 1994 and served previously on the board of directors. We wish him the best. We welcome two new members however; Renou Korff and Jeff Lundberg. Renou is a recent graduate from *ATP Flight Academy* at Williams Gateway. Jeff joins us on the recommendation of Matt Kerby and is looking forward to the club's purchase of a C182.

Chandler paving project

The Chandler paving project is in full swing and will disrupt operations in the air and on the ground with runway and taxiway closures throughout the month. The CHD aircraft will be moved from the T-shades to the ramp between April 15th and April 22nd. Look for notification as to where to find the aircraft during that period.

DVT to become another SDL?

The City of Phoenix has published the Deer Valley Airport Master Plan which recommends tearing down the South hangars and moving all GA aircraft to the North side of the airport along with all of the flight schools. Of most concern is privatizing the hangar operation on the North side. The South side of the airport would cater exclusively to jets. The Deer Valley Pilots Association is opposed to this plan and seeks support to discourage its implementation. The concern is that the city is trying to make the airport another Scottsdale Airport. Pilots are encouraged to join with them to discourage implementation of the plan. Go to www.dvtpilot.com for more information.

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, April 24th, at 7:30 PM. 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
Arrow; N31386 TS-2 Comanche; N9014P. West 7-12

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



Maintenance



30749:

- Overhead light cover missing
- Rear air duct plastic replacement still to be completed
- Oil change and 50-hour inspection completed

31386:

- Pilot seat will not raise; stuck in full-down position

47601:

- Cracked crankcase repaired
- Sun visor lubricant changed to keep visors from dropping down
- Vacuum pump replaced under warranty

9014P:

- Windshield still leaks
- Flap position indicator only shows half down when fully extended
- Intercom faceplate replaced to match installed intercom system
- Prop control lubricated
- RT brake failed during taxi but “repaired itself” on way to the shop; brakes checked and no issues found
- Tail fin spar AD completed

The Safety Side

Continued from front page ... My son, then 14, was flying solo in a glider. I watched him enter the pattern on a 45, turn on downwind (more like an “upwind”) and land on the center runway at the same time another glider landed in the opposite direction on the north runway. He told me he checked the windsock as we watched yet another glider land opposite his landing. “You looked, but what did you see?” I asked. “I guess I only looked at it,” he replied.

Closer to home and several years ago, I was checking out in our Comanche with Neil. After doing some of the usual air work we did stalls. On the first stall, I saw the stall light and I saw the airspeed indicator. Several stalls later, I mentioned to Neil that the airplane was stalling at 90 MPH indicated. The book says 67 MPH in the landing configuration. After some back and forth discussion and some additional stalls just to be sure we understood what we saw, we realized the plane was stalling at the *indicated* final approach speed. Just think, for a moment, about that coefficient of good luck for those before us flying finals at 90 mph! After much time and consternation, Bob Skalka found the error in the pitot-static system plumbing and got it corrected.

When you check the flight controls, ensure that they not only move but move correctly. When practicing stalls, scan the airspeed indicator and compare it to what the book says. Check the clock on a standard rate turn. If you’ve never seen water in the fuel, put a few drops in the sample cup so you know what it looks like when you least expect it. When refueling, do you check if fuel consumption is reasonable for the flying time? When applying carburetor heat on run-up ensure the rpm drops. Can you expect an rpm drop when applying alternate air? Why? I will let you figure that one out on your own.

“As with liberty, the price of safety is eternal vigilance – and a certain amount of good luck.” It just needed repeating. Keep the sunny side up and the coefficient of good luck down.

Happy Flying

Board of Directors and Officers

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

President	Jeff Quackenbush	Vice-president/Safety Officer	Neil Tracht
Secretary	Dan Streufert	Treasurer.....	Tom Lessor
Maintenance Officer	Bob Skalka	Operations Officer.....	Damon Kelling