

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

June 2007

Student Pilot membership down – Private Pilot membership up

Kurt Kallman sent notice that Jon Lammers passed the Private Pilot practical test on May 21st with Designated Pilot Examiner, Kate Smith. That would be Jon and Kate in the picture below. Jon has the distinction of being Kurt's first fledgling so Kurt had his own reasons to be anxious. **A**s Kurt tells it, "I showed up at the terminal building at 8:00 AM to



meet Kate (and to make sure I hadn't messed up any of the endorsements). Everything went smoothly, so I left for work and left Jon in Kate's capable hands. **"A**s the hours passed, I kept looking at the flag outside the window. First limp. Then stiff. Then flapping back and forth 40 degrees! I called KCHD AWOS. The robotic voice was calmly reporting winds of 080 degrees at 17! OMG! Finally, I got a call from Jon. They were back, but I was a wreck! **"I** drove back to the airport for the de-briefing and to get feedback from Kate on Jon's (and my) performance. Kate was thorough, fair, and easy to work with. I can confidently recommend her for future practical tests. **"N**eedless to say Jon rose to the challenges of the day. There were, as always (at least there have always been on my check-rides), small errors. But overall Jon put in a very solid performance; some would say

impressive. Cross country ETA, right on. Excellent diversion to Ak-Chin (Jon did admit that Neil Tracht had him divert there previously during his pre-practical stage check...What luck!). Good crosswind landings; short field right on; great soft field landing transitioning right into a soft field take off (my response to this was "Really?"). Obviously Jon had put those long hours of solo practice to good use! **"C**ongratulations Jon, the handcuffs are off. You've got a license to learn!" And congratulations go to Kurt as well. Good job.



In the pattern



New Members

The club welcomes its three newest members; Robert Travis Jr., Mark Lewis and Jason Brookham. This brings our membership to 53. It looks like we could be starting our wait list again soon.

A warmer work party

Although there was some initial whining about having a work party in the middle of the afternoon on a day when the temperature was expected to pass 100, those participating in the work party at DVT on May 19th were decidedly more comfortable than those at the January work party. With the help of Sean Erickson, Paal Franzen, Curt Gilman, Rod Kennan, Matt Kerby, Tom Lessor and Bret Wingert the work party was a resounding success under the watchful eyes of Ben Erickson and his grandson Cameron. Thanks to all those that came out to help. It's appreciated.

Monthly dues increase June 1st

As stated previously through email the board of directors has approved an increase in the monthly dues from \$85 to \$100 per month beginning June 1, 2007. The increase was discussed at the annual meeting in January and is necessary to cover the cost of the insurance premium and purchase of 3JL.

Fuel prices taking a bite

The board is monitoring the impact increased fuel pricing is having on our operating costs. The club paid an average of \$4.10 per gallon in April. Although only \$0.30 more per gallon than when we raised the rates in October of 2005 that represents an increase of \$3 to \$4 per hour in operating expenses. And there's not much indication that the upward trend won't continue.

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, June 26th, 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
Skylane, N493JL..... TS-2 Comanche; N9014P. West 7-12
Arrow, N31386Ramp

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



Maintenance



30749:

- Oil changed and 50-hr inspection completed

31386:

- Annual inspection completed

47601:

- Problems continue with drooping sun visors
- Members report VOR #2 inoperative
- Rubber fell off the pilot's rudder pedal

493JL:

- Panel lighting still intermittent
- Trim knob and intercom volume knob fell off – checking with Keebler elves for itty-bitty Allen wrench to fit the itty-bitty screws
- Avionics switch replaced but not the source of the problem – design issue

9014P:

- Annual completed
 - Prop control replaced
 - Replaced landing gear bungee cords
 - Replaced landing gear brake pads
 - Cleaned flap-indicator transmitter
 - Repaired all 4 fuel door latches
- Garmin memory battery replaced

Please remember to log oil use on the flight invoice.

The Safety Side

WINGS goes automated

Once again the FAA comes through for *The Safety Side* with the announcement of the Automation of WINGS – Pilot Proficiency Program (NOTC0890). The automated program is significantly different from the “old” WINGS program which will expire on December 31, 2007. Other than the most obvious difference (it's automated!) the new program sets actual requirements to meet applicable Practical Test Standards in accomplishing flight credits making it truly a Performance Based Program. The most significant incentive to participating pilots is the added level of safety and professionalism attained through consistent recurrent training.

It all begins at the FAA Safety Team (FAASafetyTeam) home page at www.faasafety.gov. It's here that you will set up your WINGS profile which can be customized so the training you receive is relevant to the type of flying environment you prefer. The system will track your WINGS credits for a rolling 12-month period and completing all the credits to qualify for the Basic phase of WINGS meets the requirements under Part 61.56(e) for a flight review, same as the “old” WINGS program. Of course you're also required to maintain the information in your log book.

And if it all seems too confusing, the FAASafetyTeam has provided a 21-minute online tutorial to explain the purpose and use of the new system. You'll probably still be confused after completing the tutorial, but you should be less confused.

Naturally all of this information is being maintained within an FAA database. And you're going to have to register to participate if you haven't already done so. Fortunately if you're paranoid about more government bureaucracy keeping ever more information about you in some big electronic warehouse, the standard BFR still works.

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