

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

August 2007

Hot topics under discussion by the board of directors

Tom Lessor: Now that we've acquired 3JL here are some of the other topics being discussed by the board of directors at the past several meetings. We've had at least one inquiry as to the status of a Garmin GPS for the Skylane. The board has received an oral quote from Arizona Air-Craftsman on several possible configurations for both a Garmin 430W and 530W (that's the units equipped with WAAS; Wide Area Augmentation System). Bob Skalka checked on the price for the basic installations, the inclusion of TIS (Traffic Information Service) and weather displays. The 430W basic installation is approximately \$12,800 and the 530W is \$18,140. Adding TIS would be an additional \$6,000 and would require upgrading the transponder as well. Weather would be an additional \$8,000 plus a monthly fee for the service. The board is requesting written estimates from several shops on basic installations only. Several members of the board are leaning toward the 530W as a better investment. Our insurance premium is due at the end of October and we may have to wait until we sell the Arrow



before an actual installation can occur. The next replacement aircraft is in the initial discussion phase. Other than knowing we have to replace the Comanche next there's no consensus on how that purchase will be funded. It's probably not feasible to enact another increase the share price. In all likelihood it may require an increase in aircraft rates and fixed fees to establish a purchase fund. And then there's the regular discussion on when we will ever get N47601 painted. This has been a favorite topic at board meetings for several years, and we all know the current condition of the paint. At least those pilots that fly the aircraft do. I suspect the picture we have here was probably taken around the time the club purchased the aircraft.

I'm not sure a comparable picture taken from the same distance would hide the fact that the paint is shot. I think there's a good chance the board will elect to have the work done this year. Fortunately the condition of the paint doesn't affect the flying characteristics of the airplane, but it would be nice if it looked good too!



In the pattern



Our newest private pilot

Yes it's the same headline as we had last month as we do indeed have another newly minted private pilot within our ranks. Rick Ridenour reports that James Bellinger passed his practical test on July 25th in N30749. Congratulations, James. Well done!

Hellos and goodbyes

Robert Harper has resigned from the club having been a member for 8 ½ years. So long, Robert, and we wish you fair skies and strong tailwinds in all your future endeavors. We also have a new member in our ranks. Let's welcome Jeff Mink who joined the club at the end of July. Jeff obtained his private certificate in February and will probably do most of his flying out of Chandler. We remain at 53 active members but have a commitment from the next person on our waiting list.

DVT work party

Consider this plenty of warning for the next scheduled work party at Deer Valley as it won't be occurring until next month! But now's the time to be telling your significant other to cancel the plans with the in-laws, to forget about those household chores, to plan on taking the kids to soccer practice, or to scratch that romantic weekend in Vegas planned for September 8th. That's because you'll already have plans to attend the work party on that Saturday morning between 8 – 12 to spiffy up our Archer and Skylane. We'll be meeting on the West side at hangar 7-12. It being September and all, maybe it won't be so warm. And we'll get done early enough you may still be able to get to Vegas for at least a romantic evening.

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, August 28th, 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
 Comanche; N9014P TS-2 Skylane, N493JL..... West 7-12
 Arrow, N31386 .. TD-603

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



Maintenance



30749:

- Pitch trim position indicator adjusted
- Overhead light potentiometer repaired
- Carburetor heat muffler shroud repaired
- Rear air duct plastic to be replaced when temperatures drops. Part is on in hand.

31386:

- DG replaced with overhauled unit

47601:

- No new squawks.

493JL:

- GPS battery replaced
- Taxi light replaced
- Avionics knob issues resolved – hopefully
- Shadin Fuel Flow issue with LED intensity auto-adjust

9014P:

- Oil changed and 50-hour inspection completed
- Stabilator horn checked for cracks and none found
- LH and RH forward engine cowl latches replaced

Please remember to log oil use on the flight invoice.

The Safety Side

Tom Lessor: Following my notes last month on utilizing the NRST function to locate a Flight Service Station, Jon Lammers sent me an email suggesting I mention a couple of features he wasn't aware of and worked out on his own.

Jon notes that “while it is pretty obvious that pressing and holding the CLR button returns you to the default NAV page, it isn't all that obvious that momentarily pressing the CLR button will de-clutter the display. I found this out one time when I noticed the airspace was not indicated on the GPS and I couldn't figure out how to get it back.”

Actually this is a feature I was aware of but it got me to thinking about one that always has me guessing. How do you restore all of the display options on the unit? Like when I'm trying to figure out how to get that silly little airplane to face UP again when it's pointing DOWN. It turns out to be relatively simple and appears on the menu screen for almost every available map on the unit. And it's a faster method than stumbling around with the individual menu item to setup the map itself.



The “Restore Defaults” item on each menu will restore the factory defaults for all of the other selectable items on a given map display. My problem always seems to be large right knob versus small right knob. In this case from the Map Page Menu rotate the **large right knob** to select “Restore Defaults” and press the ENT key.

Now if only the default map page wasn't NORTH up. My plane is still going the wrong way!!

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