

# THE PHOENIX FLYERS NEWSLETTER

Volume 1, Issue #10

The official Newsletter of Phoenix Flyers, Inc.

October 2007

## Updates and comments on a sundry of things

**Sold!** Everyone has probably seen the email regarding the sale of the Arrow. Assuming all goes well, 386 should be making its way to Illinois around the middle of the month. This works out well as it means we don't have to include it in our insurance policy which renews on the 31<sup>st</sup>. The new owners flew in from Texico, IL the last weekend of September to check out the goods. Bob Skalka and Neil Tracht spent a whirlwind Friday showing them the plane, the logbooks, and completing a demonstration flight. They liked what they saw and gave us a deposit before heading back to Illinois early Saturday morning. In honor of the event we have included a picture of the Arrow to remember it by. Okay, you all

know why the picture is really here. It takes up room. **G530W:** The Garmin 530W has been ordered for 3JL. Why the 530W instead of the 430W? One of the biggest selling points for the majority of the board is the combined data offered on the 530W, essentially showing the information from two windows on the primary display. It has a faster refresh rate than the 430W and a couple of other features, like the compass rose and bearing from a VOR. The research Damon Kelling did in comparing the two units and the presentation he put together swayed four members of the board in selecting this unit. Installation will be done by Flight Trails Helicopters in Mesa once the unit comes in. Hopefully the plane won't come back with a collective and cyclic control stick! Initially we thought we would have to remove the ADF to make room for the unit but Flight Trails came up with a configuration that makes that unnecessary. So AM music and talk radio will still be available after the upgrade. Is there anything else we use the ADF for?



**Completely unrelated:** How 'bout dem D'backs? It turned out to be an amazing season and, as of this moment anyway, a pretty incredible post-season.



### In the pattern



### Member resignation

The FAA bureaucracy got the best of Jim Theobald and he decided he would have to hang up his wings permanently and resign from the club. Jim says he'll miss the flying but still has plenty to keep him busy in retirement. We wish him all the best. Jim had been on inactive status and his resignation doesn't affect the active membership which remains full at 54.

### In the clouds

We offer our congratulations to Jeff Lundberg for passing his instrument check ride on September 8<sup>th</sup> in N30749. In recognition of Jeff's success we had him wash the Archer on the following Wednesday evening. Are we nice or what? Actually Jeff offered to do that as it had been scheduled for the work party on the same day. He did rope Matt Kerby in to assist him however. Good things all around.

### Extra month for checkrides

At the last meeting of the board, a motion was passed to modify the Operating Procedures and extend the period for annual checkrides by one month. Section 5.1 has been modified to state the annual checkride must be accomplished between November 1<sup>st</sup> and March 1<sup>st</sup>. The purpose of the change was to have two months available at each location, Deer Valley and Chandler, before the aircraft rotation takes place. The Deer Valley gang always had the Comanche for only one month for those wishing to use it for the annual checkride. The same problem would have occurred for the Chandler folks using the Skylane.

### 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, October 23<sup>rd</sup>, at 7:30 PM. Members and guests are always welcome to attend.

# Aircraft Stuff

## Locations

### Chandler T-Shades

### Deer Valley Hangars

Archer; N47601.. TD-603 Archer; N30749..... East 9-9  
Skylane; N493JL..... TS-2 Comanche, N9014P. West 7-12

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



## Maintenance



### **30749 (Out of Service):**

- Electric fuel pump replaced
- Bendix starter being repaired
- Overhead light cover still missing
- Rear air duct plastic still to be replaced

### **47601:**

- Engine rebuilt and reinstalled following #4 cylinder head separation in flight – engine break-in procedures are in effect

### **493JL:**

- The autopilot was returned from Honeywell following maintenance but still failed after unit heated up. It's been sent back for repair after confirming that problem is in unit and not elsewhere.
- Rear seatbelt guide on the pilot's side broken off

### **9014P:**

- Pilot seat covering repaired

**Please remember to log oil use on the flight invoice.**

# The Safety Side

**Bob Ballou in the Instructor's Lounge:** The FAA Wings Program that we know and love is over, gone, done with, kaput and ended by the end of the year. Yes, say goodbye to the old Wings! But wait, there is a new FAA Wings program and it is in effect right now.

The old Wings program was a time based program. Attend the required safety seminars, log the time and get your trusty CFI to sign that blue card and presto-change-o you not only had completed a level of wings but flight review as well.

The new Wings program is proficiency based. Like the old Wings program you attend safety seminars, fly an airplane, and it still counts as a flight review. That's where the similarities end. This is a web based program that the pilot registers for and it is proficiency based. The pilot enters his or her certifications and the program tailors a proficiency program specific to your unique profile.

This new program is not as simple as the old program, but then again, flying airplanes these days is not simple either. Go to the FAA website, [www.faasafety.gov](http://www.faasafety.gov), and click on "Wings" in the left margin. In the first paragraph find the hyper-text "click here" and click on it. This will insert you into a tutorial (about 20 or so minutes) that explains the new program.

The instructors in my recently completed Flight Instructor's Recertification Clinic (FIRC) told us that the FAA really wants pilots to participate in this program annually (BFR's are still biennial). While we are flying with fewer accidents the fatality rate is flat and we all want to see that come down. This new program is geared towards training pilots in risk areas, such as maneuvering flight, runway incursions and so forth.

**Keep yourselves current, safe and enjoy the cooler weather.**

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**