

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

February 2008

Annual Meeting roundup

We had a pretty good member turnout at the annual meeting held on Saturday, January 19th, at the law offices of Jennings, Strouss & Salmon in downtown Phoenix. Honey Bear's BBQ supplied more than enough food for the event and there was plenty of discussion on the financial state of the club following lunch and the usual board presentations. There would be pictures of the event but the photographer sucked. He wasn't using a flash and all the pictures were blurred. So you don't get to see what could have been a great shot of Kurt Kallman demonstrating a chandelle with his hands. The financial discussion centered around the current rate increase on the club aircraft and likely need for an increase in our monthly dues to cover our fixed expenses. Neil Tracht gave a presentation on the real-world effects of aircraft depreciation on club equity. There was quite a bit of discussion among the 21 members present on that subject as well as the board's likelihood of increasing the monthly dues. No decision was reached but it will be a topic of discussion at the next two board meetings. Damon Kelling, Tom Lessor and Dan Streufert were reelected for a 2-year term on the board. A drawing was held for Home Depot gift cards. Jon Lammers and Jeff Quackenbush won the \$100 cards. Kurt Kallman and Tom Lessor won the \$25 cards.

Next board meeting

The next meeting of the board of directors will be held at **Deer Valley Airport** in the **Atlantic Aviation** pilot's lounge on **Tuesday, February 26th, at 7:30 PM**. We're hoping it's the pilot's lounge assuming their construction is complete and they've actually built one where we can have a meeting. As always, members and guests are welcome to attend.

Robert Travis: GNS430 training program available for Microsoft Flight Simulator 2004 - I have been using the Reality-XP GNS 430 add-on with my flight simulator planes for over 2 years and must say its well worth the \$30.00 price. This program ties into MS FS 2004 to give you a fully functional GNS 430. Every button, knob and display works like in real life. You can even tie in the MSFS autopilot into the GNS 430 to navigate your flight plan, fly coupled GPS approaches, and it will even remind you to go to VLOC (and then go into VLOC mode) when you are on an ILS approach. It has helped me get use to programming and interpreting the GNS 430 in real life. If interested, browse their website at: <http://www.reality-xp.com/products/FL4/index.htm>.

As you can imagine, you need to have MSFS 2004 installed, as well as the free Garmin GNS 430 simulator program.

Not club related

Tom Lessor – (fill'er (fil'ər) *n.* A short item to fill space in a publication)

A friend sent me several photos of the runway at Madeira Airport off the coast of Portugal. I found this so amazing I had to share a couple. See what we're missing living in Arizona? Imagine landing here! There's airport parking available under the runway.



Left base to Runway 23 at Madeira

This portion of the runway sits on 180 columns, each 230' tall, and can accommodate aircraft as large as a 747. Although it's probably easier to land a Cessna here than it would a 747 (assuming it would be allowed).



737 on short final to Runway 23

A search on YouTube will turn up numerous clips showing aircraft landing here including a 747. One of the more interesting is the one titled "Difficult landing in Madeira" which shows an Airbus making two go-arounds due to nasty crosswinds. Not a flight I would have wanted to be on as a passenger or pilot!

Aircraft Stuff

Locations

Chandler T-Shades

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

Deer Valley Hangars

Archer; N30749..... East 9-9
Skylane; N493JL... West 7-12

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



Maintenance



All aircraft have new radio station licenses!

30749:

- Front seat headrests appear to be installed backwards (or something) – will be looked at
- Rear air duct plastic replacement still to be completed – before it gets hot again!

47601:

- Painting is scheduled! Most fiberglass parts will be replaced as part of the effort
- Sun visors staying in place is still an issue
- Vacuum pump replaced under warranty

493JL:

- Autopilot still does not work. Next step will be to seek replacement.
- Information from GNS530W is not flowing to Shadin fuel flow device
- Nosewheel fairing damaged
- Seatback actuator AD needs to be completed

9014P:

- Windshield still leaks
- Pilot seatback position worn; currently wired to stay in place until repair can be made
- Nosewheel gear door rubs against nosewheel fork

Please remember to log oil use on the flight invoice!

The Safety Side

Bob Ballou, CFI: From *Flying* magazine, October 2007, The Nuts and Bolts Truth by Richard Collins:

“[...using accidents in the dwindling Cessna 210 fleet for 2004 and 2005 and all the years the Cirrus and “new” 182s have been in the fleet] the number of total accidents in the 182S/182T is the highest of the lot at 72. The good news is that only 5.5 percent were mechanically related. One trim servo, one alternator and two engines failed and led to an accident.

“The number of 182 wrecks is quite high and you have but to peruse the list for a moment to see that **pilots flying 182s make truly horrible landings** [*my emphasis*]. It takes, what, a minute to land, but into that minute are crammed over a third of the reported accidents in 182S and 182T airplanes. Cessna 210s have far less landing problems and even the Cirrus, which some feel is a bit touchy on landing, has far fewer problems than the 182. There is a good challenge there for CFIs checking pilots out in 182s and a good start is in **limiting flaps to 20 degrees when nobody is in the back seat** [*my emphasis*].”



This extract of an article written by well known aviation author and pilot Richard Collins contains his recommendations not mine. If you do not feel completely confident in your landings in the 182 (they are different than the Pipers) then please consider contacting your flight instructor for more practice, especially in cross wind conditions.

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