

THE PHOENIX FLYERS NEWSLETTER

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March 2008

Maui flying – it's not Arizona anymore, Dorothy!



Member Robert Travis: During my Honeymoon in Maui, I had a chance to fly in some unbelievably beautiful areas, the East coast of Maui and Molokai Islands in Hawaii. The flight planning began a month earlier when I went to Airnav.com and looked up the different airports that would be on the Island and see if anyone had aircraft rentals. Maui Aviators was listed at the main airport at Kahului. Needless to say, we had enough time to do a two hour familiarization tour. 300+ pictures later, both my wife and I can say it was well worth it. My wife also learned truly how wonderful flying in small aircraft can be when she asked me to circle around a waterfall for more pictures. **P**aul, a CFI with Maui Aviation, was in the right seat. I was in the left and my wife Agnes was in the back of a Cessna 172SP taking pictures. Paul was our tour guide and handled the radio

and the navigation, while we flew around a good portion of both islands. The winds can be very strong but the ride was smooth. It was an experience both looking at the scenery below and being able to fly in such a beautiful area that I will never forget. I figured the total cost of the flight was less than for a similar 2 hour helicopter tour for both of us. And of course, I got to log the time. **I**t was also different flying over the water between the islands. I would be happy to share my memories and experiences with anyone who is planning on going to Maui. For now, go to airnav.com, enter PHOG as the airport ID and look up Maui aviators on the bottom of the airport listing. Or you can check out their website at www.mauiaviators.com. (Editor's thanks go to Robert for his three contributions to the newsletters)



In the pattern



Movement on the wait list

Renou Korff tendered his resignation from the club at the end of February. This moved our wait list for the first time since July of last year. It didn't move much however as the first person on the list has indicated his continued interest in joining. Meanwhile we hope Renou enjoyed his time with us as we bid him adieu.

Rick says "Time for a work party!"

"If we're only going to wash the planes twice a year, I recommend March and September rather than January and July." *Rick Ridenour – January 13, 2007*

This time we're actually having one in March having found that even May was a tad warm last year. We also had a few complaints that we sent 14P back to CHD a little dirty so we want to have 3JL looking good for the transfer next month. So it's **work party time at Deer Valley on March 29th from 8:00 – 12:00**. Please contact the treasurer if you are planning to assist. Your help will be appreciated and we'll meet at hangar 7-12 on the West side.

Lock combinations changing

DVT hangar lock combinations will be changed on Saturday, March 15th and CHD lock box combinations sometime between March 15th and 18th, depending on when Bob gets back from the great Midwest. The new combination is with this month's statement for those members that have completed their annual checkride and do not have a paperwork discrepancy on the records. Student pilots should obtain the combination from their primary flight instructors. **E**veryone is encouraged to cut out the almost wallet-sized block on your statement and carry the combination with you in case it gets changed while you are on the way to the airport to take a flight or, worse yet, while you are away *on* a flight. **M**embers completing their checkrides late can get the new combination from the instructor providing your checkride.

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, March 25th, 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

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



Maintenance



30749:

- Front seat headrests fixed
- Rear air duct plastic replaced!!

47601:

- Leaking RT brake repaired
- Still have problems with pilot's sun visor
- Broken cowl lock replaced

493JL:

- Autopilot may finally be working!
- RT rear static wick missing

9014P:

- Good to go to the great Midwest!

Hopefully everyone received Bob's email on oil usage. Bob mentioned that overall our average rate of oil usage is 10 hours per quart. That's pretty close to what's expected. But sometimes you just wonder.

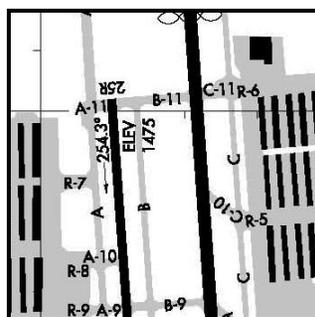
According to invoices 3JL had three quarts added in 21 hours, 14P had one quart in 20 hours, 749 two quarts in 33 hours and those within three flight hours of each, and 601 flew all 28 hours without a single quart of oil added.

Please remember to log oil use on the flight invoice!

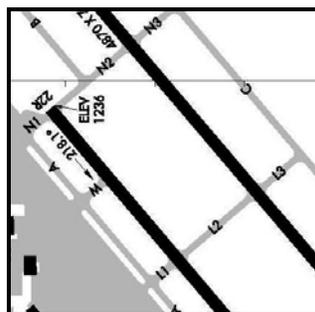
The Safety Side

CHD taxiway signage changes

Tom Lessor's opinion: The January edition of *The Chandler Flyer* mentions changes in the works for the taxiway intersection signs to conform to the FAA Advisory Circular 150/5340-18D effective 12/06/04, "Standards for Airport Sign Systems". It appears that CHD airport management has interpreted the standard to "[eliminate] numbers on the intersection signs. Hence N-1, N-2, N-3 intersections on the airport will be designated as just "N". This will be the same for all of the taxiway intersections that have a number; Hotel, Lima, November, Papa and Quebec. [If] you had referenced "holding on Lima-1 for the ramp" you would now say something like, "holding on Lima short of Alpha for the ramp".



DVT taxiway diagram



CHD taxiway diagram

I found myself wondering how Deer Valley would incorporate this standard since they have lots of intersections that start with the same letter. So I went out to the AOPA website and compared the diagrams for the two airports. I also read the Advisory Circular and to be honest I couldn't find anything about numbers not being allowed.

Comparing the two diagrams however it appears that CHD doesn't have intersections as much as it has individual taxiways, some of which are currently called L1, L2, L3 ,etc. Is "M" an intersection or a taxiway? It seems to me if CHD wants to standardize they should change L1, M, N1, L2, N2, L3 and N3 to A5, A6, A7,

L, N, C2 and C3 respectively; similar to Deer Valley or Sky Harbor. But that's just my opinion. Meanwhile be careful out there.

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