

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

April 2008

Meet a member-owner



Member Tom Lessor: The bios have been coming in fast and furious since my request in the December newsletter to have y'all submit articles about yourselves to avoid large areas of whitespace. I've received, oh let me see here, none since then! I guess I'll have to get the ball rolling so you shy types see it's not so bad. And I'm pretty sure the FBI doesn't read our newsletters anyway. **I** was born in a log cabin on the windy prairies of Minnesota a long, long time ago. But that's too far back. Let's just stick with the flying. **I** received my private certificate through the Rota (Spain) Navy Flying Club in 1973. Rota wasn't the easiest place to get a license because the FAA examiner only made it down from Germany every three months. It was a place however where one could take a cross country flight which included two continents (Europe and Africa), two countries (Spain and Morocco) and a British territory (Gibraltar). After Spain it was on to Key West, FL, where I flew until November of 1977 through

another Navy flying club and the local FBO, where I obtained my commercial certificate, CFI and IFR ratings; none of which are used anymore. **I** joined Phoenix Flyers in 1999 after moving to the Phoenix area to start a job with American Express in October of 1998. By that time I had been out of flying for nearly 17 years having given it up in 1981 when someone terminated my employment as an air traffic controller. Anyone else able to say they've been fired by the President of the United States? Being in a location where it's almost always CAVU (except for the odd dust storm, smog, monsoon, etc.) I figured it was time to get back into flying. What better way than to be a member-owner in four different aircraft? And after nearly nine years in the club I'm finally checked out in all of them having completed my Cessna checkout in March. Most of my flying is local or within 150 miles or so. But I have had the Comanche on trips that went as far as Superior, WI (where I grew up), and Atlanta, GA (where I just lived for awhile). **It's** also been my pleasure to serve as your treasurer since August of 2001. I had been serving on the board as secretary but mentioned to Bob Skalka following a meeting that I was willing to assist in treasurer duties. And then I was one! **So** that's me. Who are you?



In the pattern



Movement on the wait list

As mentioned last month we had a resignation and an opening available in the club. Philip Ferrante was at the top of the list and he quickly accepted our offer to join. Philip joins us as a student pilot and will be working on his private ticket while flying primarily out of Deer Valley.

Next board meeting on April 29th

The next meeting of the board of directors will be held at **Deer Valley Airport** in the **Cutter Aviation** conference room on **Tuesday, April 29th, at 7:30 PM**. Please make note this is the fifth Tuesday of the month instead of the usual fourth Tuesday and the location has moved from Atlantic Aviation. As always, members and guests are welcome to attend.

Fixed fees increase in April

The board of directors unanimously approved a motion at the February meeting to increase the monthly dues from \$100 to \$125 per month effective April 1st. Those that attended the annual meeting were aware this increase was in works. At that meeting Neil conducted a presentation on how actual aircraft depreciation was affecting our share value in relation to the net worth of our assets; the aircraft.

During the 80's and through the 90's used aircraft were generally appreciating in value because of fewer new aircraft being produced. Since the late 90's however we've seen the emergence of new aircraft (Cirrus and Diamond, for example) as well as Cessna and Piper rejoining the marketplace. The result is used aircraft values are decreasing.

The argument was made that depreciation represents money that will be needed to replace interiors, update avionics, replace equipment and purchase new aircraft. Upgrade assessments should occur only when the assessment increases the intrinsic value of the club. Assessments should not be used to replace worn out items. Essentially the increase is to cover further depreciation and the \$15K to paint N47601, which is currently a "worn out item".

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

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



Maintenance



It's going to be a rough haul for flying out of Chandler during late April and early May with both aircraft gone. 3JL will be out for its annual inspection and 601 for painting. We've received the plastic replacement pieces for 601 and Bob Skalka will be looking for members to assist in getting those parts drilled out prior to sending the plane out for painting. Hopefully everyone will be pleased with its appearance when it returns. It's been a long time coming!

30749:

- Overhead light cover missing

47601:

- Attitude Indicator replaced
- Starter replaced
- Small nick in prop; good until annual

493JL:

- Starter replaced
- RT main tire replaced
- Pilot's seatbelt guide broken

9014P:

- Pilot's seat secured in full upright position. Needs new cams.
- Attitude Indicator replaced

Please remember to log oil use on the flight invoice!

The Safety Side

When to calculate weight and balance

Tom Lessor: I seem to recall reading one of the AOPA *ePilot* articles awhile back that dealt with the issue whether weight and balance calculations should be done for every flight. I wish I could locate the article and remember the answer. Certainly there are situations where the calculation has been made for a given configuration, and the results are so well within the CG range and weight, you could feel certain they needn't be calculated for that configuration again. I've always felt that way about most of the flying I've done. But until I read the article I don't think I actually ever did the calculation. I'm usually solo or with a single passenger. There's seldom any baggage. I always figured I'm within limits in a four-place aircraft. So after reading the article I did at least go and calculate that condition for all four of our planes. Yep, well within limits. There was a time however when I don't think I ever gave it a moments thought regardless of the load.

I mentioned in my meet-a-member article that I learned to fly in Spain. I can't say the flight training was all that good at our club. We only had one instructor; a civilian that had answered an ad and thought it to be a good way to visit Europe. I'm sure for him it was. But when I look back on some of my flights after getting my license I have to wonder if weight and balance calculations were even a part of the curriculum or just something to get past the written and oral. And it wasn't just me!

That flight between two continents, two countries and a British territory was done in a PA28-180, **with four people and baggage!** And one of the four was another pilot who received his license the same day as I did. I'm guessing we got the same training. I still may not calculate weight and balance on a local flight. But I do it now on every cross country flight when I'm carrying baggage. I'd like to think I'm smarter.

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