

# THE PHOENIX FLYERS NEWSLETTER

Volume 2, Issue #5

The official Newsletter of Phoenix Flyers, Inc.

May 2008

## Meet a member-owner



# Reserved for you!



### In the pattern



### Hellos and goodbyes

Matt Kerby resigned from the club in April. Matt has been with us twice and says he'll be back. He swears his leaving has nothing to do with the request for a bio. Matt was a regular participant at the DVT work parties even though the work parties weren't all that regular. He was also a volunteer at both of the Copperstate events. We wish him the best and look forward to his return. Meanwhile another former member returns. Richard Varner rejoined the club in April having left in January of 2004 when he partnered in the purchase of a Cessna T210. Welcome back, Richard.

### Next board meeting on April 29th

The next meeting of the board of directors will be held at **Chandler Municipal Airport** in the pilot's lounge on **Tuesday, May 27<sup>th</sup>, at 7:30 PM**. As always, members and guests are welcome to attend.

### It's to avoid confusion, really!

Member Ken Wellner sent an article from *The Sun* in Yuma notifying us that the airport identifier will officially be changing from **YUM** to **NYL** on June 5<sup>th</sup>. Informally, the change has been in effect for several months. According to the article the identifier change was implemented by the Department of the Navy as the current "owner" of the aerodrome (where it's called MCAS Yuma; Marine Corps Air Station, Yuma). The AOPA web site lists it as publicly owned and operated however and their airport diagram uses both identifiers. The Marine Corps has been providing NOTAM and weather information under both identifiers but they're putting in new electronics systems for weather reporting and NOTAMS which only allows one identifier. NYL wins. And what might NYL stand for? According to the article neither MCAS nor airport management could say. Flying to Yuma before June 5<sup>th</sup>? It's best to use the NYL identifier.

# 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



### **30749:**

- Overhead light cover missing
- Rear portion of overhead cabin vent installed
- Oil change and 50-hour inspection completed

### **47601:**

- Panel lights reported intermittent; could not duplicate
- Most fiberglass parts replaced
- Main wheel fairings installed
- Delivered to Wickenburg for painting

### **493JL:**

- Annual inspection and pitot-static certification completed
  - Altimeter overhauled
  - New spark plugs
  - New nose and LT main tire
  - Could not duplicate #2 COMM start-up issue
  - GNS530W software updated to version 3.0
- Wiring issue between GNS530W and Shadin corrected
- Seatback AD completed; new actuators installed

### **9014P:**

- Pilot's seat secured in full upright position. Needs new cams.
- Attitude Indicator replaced again under warranty
- Port wingtip strobe light damaged; parts received
- Annual inspection completed; details in next newsletter

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

# The Safety Side

## Is it night yet?

**Tom Lessor:** I guess it's a good thing that the Ground Instructor certificate never expires. I helped take 14P to Prescott for the annual inspection and both 14P and 749 were scheduled into the late afternoon. I had some concerns about my participation because I haven't been night current in a long time and wanted to make sure we had plenty of time for me to get up to Prescott before dusk. No problem there although I may take the sunglasses off next time on short final after the sun is behind the mountains. Of more interest was the discussion on the way back to Phoenix as the conversation turned to the question "Is it night yet?"

Leave it up to the FAA to throw a regulation into the mix that mentions one hour before and after along with a definition that requires a spreadsheet. And there must be something about 30 minutes somewhere because it came up in two different discussions; one regarding civil twilight and one around sunrise and sunset. I could only come up with an Internet discussion using 30 minutes as an approximation of when night begins and ends. That had to do with determining night currency for takeoffs and landings in relation to civil twilight. So what are the night rules?

Position lights need to be turned on between sunset and sunrise (FAR §91.209). That's pretty straight forward. Night is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight (FAR §1.1). Where's that spreadsheet? We go back to sunset and sunrise for night takeoff and landing experience while acting as PIC and carrying passengers. FAR §61.57 stipulates you must have had your three takeoffs and landings between 1 hour after sunset and 1 hour before sunrise. What's it all mean?

On Sunday, May 4<sup>th</sup>, turn the position lights on at 19:14, start logging night flying time at 19:41 and be night current for landings at 20:14. I think.

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**