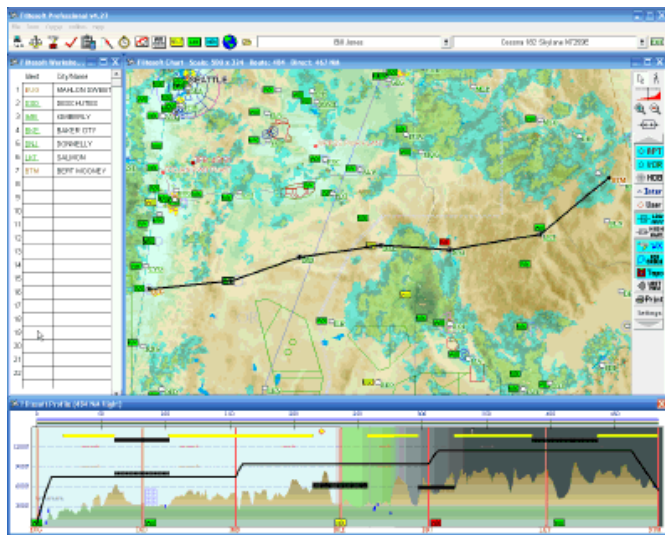


THE PHOENIX FLYERS NEWSLETTER

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Member product review Flitesoft™ from RMS Technology

By Ed Miller: After considerable research, I purchased Flitesoft™ by RMS Technology, Inc. Flitesoft is a very powerful flight planning software package. The package offers three different ways to actually enter the route of flight, making planning the route quite simple. Other features make this a great tool for planning your flight.

Route entry is very easy and has many features to aid in creating the best route. Entering the route can be accomplished in one of three ways: 1) Enter the waypoints in the worksheet, 2) Click each successive waypoint on the chart, or 3) Click the starting and ending points on the chart and then drag the route line to intermediate waypoints. Clicking on an airport while flight planning causes the system to prompt as to whether or

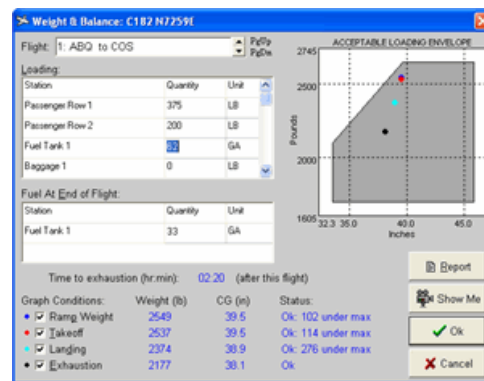
not you want to land at that airport. Answer “No” and the airport simply becomes a waypoint. Answer “Yes” and the system calculates the point along the route at which descent must be commenced based on aircraft data you have previously entered. The system also has “Bargain Fuel Locator” which will display the fuel prices for airports within range based on your current calculated fuel condition.

A profile view of your route is displayed along the bottom of the screen. This view displays a multitude of information including, terrain, your altitude for each leg, all types of airspace along the route, cumulative time along the route, cumulative distance along the route, cloud cover, wind barbs, sunset/sunrise, and moonset/moonrise information. You can change a leg’s altitude simply by dragging the altitude line in the profile view to the new altitude. You can get complete information on displayed items by clicking on them, and some abbreviated information can be seen by simply hovering on the item displayed.

To make Flitesoft as accurate as possible you must enter data about both the pilot and the aircraft. The data that can be entered for the aircraft is truly comprehensive. You enter data such as fuel usage based on power and altitude, weight and balance information, cruise information, and even the compass deviations for the aircraft. By entering accurate information here, Flitesoft is able to create very useful flight information such as a flight log that would include magnetic headings based on true course, wind, and the actual compass deviations for the actual aircraft in use. The flight log can be customized to the pilot’s liking. With little effort, I was able to create a flight log very specific to the information I like to have at my fingertips.

One of the best features is called Flitesoft Snap. This feature allows you to quickly install Flitesoft on a USB flash drive allowing you to easily carry Flitesoft in your flight bag and use the program on any computer with a USB port. When you do this you get the full program and any charts you have downloaded including raster charts of sectionals and TACs. The program does run a little slow from the flash drive but it is very usable.

All in all, I have found this product to be far superior to the free versions available. In my opinion the free versions can assist you in planning a flight; however, they cannot be the primary tool due to significant flexibility limitations that prevent planning the flight exactly as it would be flown. Flitesoft, on the other hand, will allow you to plan the flight as you intend to fly it, get all the necessary weather information, file the flight plan, plan fuel stops and stopover times, and everything else needed to plan effectively and safely. The documentation provided with the software is excellent and the active forums on their website will have you planning flights effectively within minutes of loading the software. Contact me if you want more info or to see Flitesoft in action.



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 October.



Maintenance



30749:

- Overhead light cover missing
- Tach bouncing +/- 100 RPM during straight and level flight in smooth air

47601:

- Passenger visor fixed
- Annual inspection completed
 - Yokes refurbished
 - Seatbelts re-webbed
- Seat height adjustment not working
- Autopilot inoperative; circuit breaker pulled
- Wing access plug/cap missing again

493JL:

- Pilot's seatbelt guide broken
- Passenger side door welt re-glued
- Turn Coordinator replaced
- EGT probe replaced
- Alternator shunt replaced

9014P:

- Overhead speaker inoperative
- Rotating beacon bulb replaced
- Cams still needed for pilot's seat

Please remember to log oil use on the flight invoice!

Side Notes

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, September 23rd, at 7:30 PM**. As always, members and guests are welcome to attend.

New Members

We welcome three new member-owners to the club; Joe Drobnik, Jeff Rollins and Wayne Schneider. Joe holds a Commercial ticket as does Wayne, who also is an ATP having retired from Northwest Airlines. Both Joe and Wayne reside in Mesa and will do most of their flying out of CHD. Jeff will be a student pilot and flying out of DVT.

This brings the membership to 53 and we're working the wait list to fill one more vacancy.

Paper versus plastic

This applies to all you old-timey pilots that haven't yet converted a paper pilot certificate to the plastic version. A change to §61.19 of the Federal Aviation Regulations (Duration of pilot and instructor certificates) states that "... the holder of a paper pilot certificate issued under [Part 61] may not exercise the privileges of that certificate after March 31, 2010". That would be the dog-eared certificate that's been in your wallet for 15 years or so. We just thought you'd like know. If you haven't converted to plastic yet, you only have 18 months to get it done!

Medical certificates

For the purposes of medical expiration dates we consider all flight operations are conducted as those requiring a private pilot, flight instructor or student pilot certificate. As such, the recent change to §61.23 of the FAR means that you lucky individuals that obtained your medical prior to your 40th birthday have had your medical expiration dates extended to the 60th month after the month of the date of your medical exam. Of course, that's just if you're flying our planes!

Board of Directors and Officers

Club Officers are elected by, and are members of, the board of directors.

PresidentJeff Quackenbush Vice-president/Safety Officer Neil Tracht
Secretary Dan Streufert Treasurer..... Tom Lessor
Maintenance OfficerKen Conteen Operations Officer.....Damon Kelling