

THE PHOENIX FLYERS NEWSLETTER

Volume 2, Issue #11

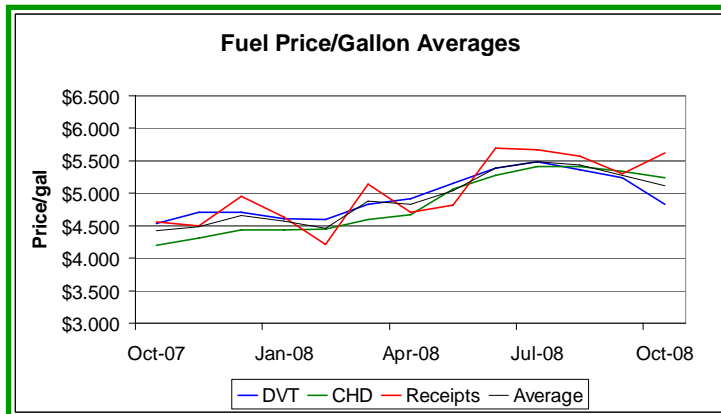
The official Newsletter of Phoenix Flyers, Inc.

November 2008

Fuel prices allow for rate decrease – We've all seen that the skyrocketing fuel prices that prompted the board to increase the aircraft rates in August have ended and are trending downward. As a result the board approved a rate decrease at the October board meeting.

Effective November 1, 2008

Archers	\$91/hr
Skylane	\$134/hr
Comanche	\$139/hr



Cutter to supply fuel at DVT – The treasurer has finally been able to secure credit with Phillips 66 and as announced way back in July, we're switching our fuel provider at Deer Valley to Cutter Aviation **effective immediately** (or as soon as you can remember to do so). Those who fly out of Deer Valley at night have been aware that Atlantic Aviation stops fuel delivery around 8:30 PM because of their commitment to provide fuel to Sherriff Joe. You can **contact Cutter on frequency 122.95**. Try not to, but if you forget and call Atlantic instead we still have an account there as well. We will however continue to use Atlantic for any maintenance that we have done at Deer Valley.



In the pattern



Adieu

James Bellinger has provided notice of his intent to resign from the club. James joined the club in May of 2006 as a student and earned his private certificate in July of 2007. We wish him well.

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, November 25th, at 7:30 PM**. Yes, that's the Tuesday before Thanksgiving. As always, members and guests are welcome to attend.

It's annual checkride time

November 1st began the four-month period the club sets aside for annual checkrides. In accordance with §5 of the Operations Manual, all members must complete an annual checkride with a board-approved instructor between November 1st and March 1st. The instructors held their annual meeting so they'll be ready for ya. **M**embers must also have completed two safety seminars within the past 12 months prior to their checkride. Members that have been in the club less than 6 months need only have completed one. **M**embers can go to our website and follow the Operations Manual link to §5 for all the pertinent information. **An updated checkride form is also available on the website.** Make sure you have it completed and bring it with you for the instructor.

Aircraft Stuff

Locations

Chandler T-Shades Deer Valley Hangars

Archer; N47601..... TS-10 Archer; N30749..... East 9-9
Skylane, N493JL..... TS-2 Comanche, N9014P..... EC3-13

The next rotation of the Skylane and Comanche will be in early January. 14P is in a temporary location during construction around the West hangars.



Maintenance



30749:

- 50-hour cylinder head AD completed

47601:

- Attitude Indicator overhauled and Turn Coordinator replaced; Autopilot appears to be working again

493JL:

- Issues continue with Autopilot HDG mode; Turn Coordinator will be repaired under warranty

9014P:

- Garmin GNS430 memory battery replaced
- Oil temperature probe cleaned and replaced
- Pilot's seat secured in full upright position. Needs new cams.
- Overhead speaker out

Please remember to log oil use on the flight invoice!

The Safety Side

New minimums for the Comanche and Skylane

Tom Lessor: Members that take a look at the Operations Manual and download the current checkride form will notice we have new minimums for the Comanche and Skylane. The board received a second insurance quote from another underwriter when our renewal came due in October. Although AIG came through with a 12% decrease in premiums, we also received a quote from Starr Aviation Insurance that was over \$3,000 less than AIG with less restrictive pilot requirements on the Comanche and Skylane. At the October meeting the board approved a motion to insure with Starr.

The board considered Starr's pilot requirements for the Comanche and Skylane to be too "minimum" however. Starr would allow student training in the Skylane and Comanche requirements of 100 hours logged PIC time with 25 hours in make and model. They also offered 10 hours dual in make and model in lieu of the 25 hour requirement. In the interest of safety while still offering reasonable access to the aircraft, the board adopted the following changes to the Operations Manual regarding pilot requirements for the Comanche and Skylane.

§4.3.5.1. Experience Requirements for the Skylane

Any pilot maintaining a Private or more advanced pilot certificate who has demonstrated to a Phoenix Flyers appropriately certificated flight instructor the piloting skill required for the aircraft being flown.

§4.3.5.2. Experience Requirements for the Comanche

Any pilot maintaining a Private or more advanced pilot certificate who has demonstrated to a Phoenix Flyers appropriately certificated flight instructor the piloting skill required for that aircraft being flown and who has flown a minimum total Pilot-In-Command (PIC) time of 200 hours, or total PIC time of 100 hours if the pilot is instrument rated, including 25 hours in the make and model; or in lieu of make and model time, 10 hours of dual flight instruction in aircraft of the same make and model being flown including at least 15 takeoffs and landings while accompanied by an appropriately certificated flight instructor.

Happy Flying

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