

THE PHOENIX FLYERS NEWSLETTER

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The official Newsletter of Phoenix Flyers, Inc.

December 2008



Annual Meeting Coming

Tom Lessor: The annual meeting will be coming around again in January ... sometime. The board discussed options at the November meeting. One suggestion was for something similar to what we had last year except it would be a beer and pizza get together. The beer part may not be a possibility however. A decision as to the format depends on the selection of a location. I suggested that instead of the normal annual meeting and lunch/dinner we have the annual meeting sans food and a totally separate lunch or dinner affair. We are after all, a "social flying club" although we seldom act like one. It's no secret that the spouses enjoy the meal portion of the annual meeting but pretty much are ready to scream when we get into the meeting events. For that matter, members are frequently ready to scream during the meeting! The meeting is required as part of the Articles of Incorporation however and it is the one opportunity to get the member-owners together to discuss the state of the club. Stay tuned for further updates.



Board Elections

Elections for three board positions will be held at the annual meeting. Board terms are for two years with club officers elected by the board from board members. This year the board positions held by Ken Conteen, Jeff Quackenbush and Neil Tracht are expiring. Ken's position comes due because he is filling the vacancy left by Bob Skalka. Please contact the board if you wish to throw your hat into the ring.

Last of the paper newsletters

Tom Lessor: This will be the last of the newsletters to show up with your monthly statements. Beginning in January you will begin to receive the all new, 100% *Phoenix Flyers eLetter* to whatever email address we currently have on file. This is the second time we've had the "last of the paper newsletters". The board decided in June of 2004 to discontinue paper newsletters as part of an effort to reduce fixed expenses. But I felt that you all needed something brighter in your monthly envelopes than just a billing statement and I went back to paper as a reimbursed (to the club) expense. But it's truly time to drop the paper. Plus I've just realized I own Microsoft® Publisher and can do eLetters! There will be a couple of test eLetters coming to you during December in an attempt to validate email addresses and determine who can actually receive them. Please bear with me. It would help if you're not blocking phoenixflyers.org. And as usual the eLetters will be available on our website.



In the pattern



Next board meeting

The next meeting of the board of directors will be held at **Deer Valley Airport** in the **Cutter Aviation** conference room on **Tuesday, December 23rd, at 7:30 PM**. As always, members and guests are welcome to attend.

Hello and goodbyes

The board received resignations from Jeff Mink and Jeff McCormick in November. We wish them both well. And we would like to welcome and say hello to our newest member, Zack Mills.

The club is down to 51 members with three openings available. You may have noticed the club no longer has a waiting list so if you know of anyone interested in joining we can sign them up immediately!

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:

- Tachometer and cable replaced. Replaced TACH starts at 0146.0 hours
- RT brake bled for air in the line
- Scheduled for annual inspection in January

47601:

- Member reports upper door latch difficult to lock

493JL:

- Reports of DG precessing - DG to be removed for repair under warranty to resolve autopilot HDG issue

9014P:

- Windshield still leaks
- CHT probe wire moved to prevent inaccurate reading
- Oil temperature reads high – replacement parts no longer in production – alternate solution being investigated
- LT magneto repaired at Sedona

Please remember to log oil use on the flight invoice!

The Safety Side

Know your options

Jeff Quackenbush: A recent event involving 14P caused me to ponder a bit more than usual. After some discussions with another friend, pilot and CFI (who is not a member of the club), he indicated that it would be a good newsletter item for the club. And knowing that Tom is always looking for contributions to the newsletter I decided to go for it.

Two members of the club were enjoying a great November day over northern Arizona in extreme VMC when suddenly the engine started running rough, loosing RPM and power. The initial thoughts were about fuel starvation and after switching on the electric fuel pump and switching tanks with no satisfaction, their thoughts turned to landing the aircraft. Since they were over the great airport of Sedona at 10,500 feet, it was a great decision to concentrate on an immediate landing there. I commend the PIC for a job well done.

It was discovered on the following day that the left magneto had come apart (disassembled itself) in flight. While coming apart, the spark timing from the left magneto was “all over the place” and therefore causing the engine to run rough and loose power, with both magnetos selected.

The points I want to make are:

1. **W**hen under pressure and stress, human trouble shooting skills are poorer than usual. That is why continuous learning, training and the use of checklist are important. It's harder to tell if it's an air, fuel or spark issue.
2. **I**f you are over a great landing opportunity when things start to go wrong, take it like our fellow members did.
3. **T**here are times when the engine will not run properly on both magnetos, but may run well on only one.

Happy Flying

Board of Directors and Officers

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

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