



Phoenix Flyers Newsletter

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General stuff of interest

We got hangars!

After nearly twelve years on the waiting list we finally have hangars at Chandler. The paperwork has been signed and we will be moving the aircraft shortly, leaving the birds to poop on someone else's planes. The hangars are located to the west of the tower: H9 will hold the Comanche or Skylane; the Archer will be located in B8. There are a couple of repairs that need to be done to H9 before we move however 601 should be in B8 by Sunday, June 21st. As a "special treat" the board is planning to tour the new hangars prior to the meeting on Tuesday, June 23rd. Members are welcome to take the tour (and attend the meeting) as well. Plans are to look at the hangars around 7 PM.



New hangar locations at CHD just north of runway 4L / 22R

The hangars will have two locks each, either one which will allow access to the hangar if opened; a keyed lock which will allow access by airport operations and our regular combination lock. Watch for an email to actually confirm when the moves are complete. We don't want you wandering around the airport wondering where the aircraft are located.

eAPIS and 406MHz ELTs

The Electronic Advance Passenger Information Service (eAPIS) became mandatory on May 18, 2009 for all GA aircraft departing or arriving the good ol' U S of A. Any member wishing to take a club aircraft out of the country must enroll on the [eAPIS website](#). Pilots are subject to major fines and/or penalties if eAPIS is not provided. Once enrolled, pilot information will be retained by the Department of Homeland Security and you must transmit notices of arrival and/or departure and traveler manifest information to CBP (Customs and Border Protection) electronically a minimum of 60 minutes prior to departure. Based on some reports by members of Baja Bush Pilots that may be all the time you want to give them. One pilot reported he was going through his pre-start checklist when out of nowhere seven CBP cars and two local airport police cars came speeding up with lights blazing speeding to the front of his plane. The CBP and police all jumped out of the cars with weapons drawn, pointing at the pilot and passengers and screaming for them to put their hands on their heads. He reported his passengers were horrified and frightened. Really? Following the incident the CBP officer in charge said it was just a random check. AOPA has this report as well and has "reached out to customs" to prevent a repeat.



Another concern of our members is regarding the requirement for the new 406MHz ELT when flying into Mexico or Canada. The Canadian Minister of Transport opted not to sign the bill requiring the new ELT for all flights within Canada, stating it did not provide for any alternatives. Mexico may be an entirely different plate of nachos altogether however. Oddly, Baja Bush Pilots seems to be of little use on this subject however the EAA website reports that the 406 MHz ELT will be required after July 1st. They say it with authority. "Presumably after this date a 406 MHz ELT would be required." The board discussed this issue at one of the meetings and may have passed a motion to replace the 121.5 MHz ELT when the battery requires replacement or the next annual inspection. But if you're looking for that motion in any of our minutes you may not find it. Perhaps it was in the February minutes the dog ate. We inquired about replacing the ELT in 3JL when it was at Arizona Air-Craftsman for its annual but they recommend waiting as the current models are running around \$1,200—\$1,500 with installation. They believe a cheaper model will be available in late summer. The little jewel on the left costs \$1,995. We will continue to monitor the situation. The Search and Rescue (SAR) satellite system discontinued monitoring 121.5 MHz ELTs on February 1, 2009.



Rub-a-dub-dub, 749 in the tub



Steve Adams works the brush while Robert Travis does detail work

Perhaps not in a tub, however 749 did get a scrub on Saturday, June 6th with the help of Steve Adams, Bob Ballou, Rod Kennan, Zack Mills, Robert Travis, Jeff Wheless and Bret Wingert. 14P got a partial cleaning (there may have been some cleaning in Prescott) and both hangars were swept out as well. Much thanks to the crew for coming out to participate.



Above: Zack Mills laying down on the job and getting the job done while Bob Ballou works on the nose. Left: Rod Kennan applying elbow grease and a shine to the wing.



Member News

New members—New ratings

Since the last newsletter in April (whatever happened to that May newsletter?) we've had three new members in the club. We welcome Phillipe Chevallier, Gary Blyn and Steve Adams into our ranks. Can't tell you much about Phillipe or Gary but Steve is currently retired (lucky guy) and a CFII. Steve isn't eligible for board-approval for six months however he can provide advanced instruction to any member holding a PPL or better.

We've also had two members earn their instrument rating recently. Congratulations go out to Jon Lammers and Geoffrey Hoffa. Well done, guys.

Next board meeting—June 23rd at CHD



The next meeting of the board of directors will be in the Chandler Municipal Airport pilot lounge on Tuesday, June 23rd. As noted earlier there will be a tour of new hangars at 7 PM. The meeting will commence afterward around the normally scheduled time of 7:30 PM. As always, members and guests are welcome to attend.

Final edition?

Unless another of our board members would like to take on the task of editor, this will most likely be the final edition of our club newsletter. Your current editor is burned out trying to come up with fun facts and news every month along with actually putting the newsletter together. And it's not like you miss it if it doesn't show up. Only one member mentioned the absence of the May newsletter and one member-contributor requesting feedback on a series of articles he was willing to write on flying into Mexico had one reply. If the newsletter does go away we will continue to keep you informed through emails and "news" on our reservation system. Otherwise, adios.