



Phoenix Flyers Newsletter

Volume 1, Issue 2, February 2012

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Aircraft Locations

Chandler

Hangar B-8: N47601
Hangar H-9: N9014P

Deer Valley

Hangar 6-2: N30749
Hangar 7-12: N493JL

Officers

President

Jeff Quackenbush

Vice President

Neil Tracht

Secretary

Dan Streufert

Treasurer

Tom Lessor

Maintenance Officer

Ken Conteen

Operations Officer

Damon Kelling

Safety Officer

Neil Tracht

Board of Directors

Bob Bohacik

Ken Conteen

Tom Lessor

Jeff Quackenbush

Dan Streufert

Neil Tracht

We're surprised too!

Surprised that we're getting another newsletter out. But it would be embarrassing to only have one once we got going again, don't you think? Before we get started however we need to mention that those of you that are getting a paper copy of the newsletter will have to look to our website from now on. We just wanted to let you know we're back. You can also drop an email to oureditor@phoenixflyers.org and we'll put you on the electronic distribution list. Now that we've whet your appetite I'm sure you won't want to miss a single issue. But if you're going to the website you might want to wait until the middle of the month before looking. Just in case the press gets broken.

Look what's back!

3JL finally made it home to Phoenix on Monday, February 6th, touching down at Deer Valley in mid-afternoon. The flight from Greeley, CO was conducted by Beegles Aircraft Service, the outfit that did the air-frame repair (the engine work was performed by Arizona Air-Craftsman in Prescott). Although the repairs were completed around the third week of January, Beegles was having difficulty securing the new prop from McCauley despite it having been on order since November 1st. And the new prop still isn't available. In the interim McCauley was able to provide a "take-off" prop; excellent for getting you into the air but lousy in cruise, descent, and landing. Or perhaps it was "taken off" an aircraft that had an engine upgrade and required a different prop and it's perfectly fine in all phases of flight. If you look closely



Yes, that's a 3-blade prop

(Cessna Continued on page 2)

Annual Meeting

The annual membership meeting was held on Saturday, February 4th, at the Deer Valley Airport restaurant and included a breakfast buffet. We had 19 members and two guests attending the event.



Definitely rapt attention

Much fun was had by all. And then the meeting started. Heads were dropping into plates of leftover biscuits and gravy. The snoring drowned out the board presentations. You know; a typical meeting. Actually the T-34's departing in groups of two during the middle of the meeting was pretty cool. Naturally, I jest. It was a splendid meeting.

Jeff Quackenbush brought in the cylinder that failed in 601 awhile back and

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during preflight you'll notice it has three blades! We'll have to decide if we want to keep it once the new prop is available. It's been said the 3-blades are slightly better in the climb, a tad slower in cruise but significantly quieter.

The engine will require a break-in period to properly seat the compression rings however as of this writing it appears that will be completed by the middle of the month. Because of the delay in getting the plane back, the board has extended the annual checkride period through the end of March.

Fuel Receipts

*D*o you ever feel guilty having the fuel truck come out to put 3.5 gallons in the plane? I hope you're tipping well when you do call them out. Generally you don't have to refuel following a flight of 30 minutes or less; that is, one flight of 30 minutes or less.

§ 8.8.1. (Fuel Quantity) of the Operations Manual states "Members are responsible for refueling the aircraft after each flight. A member need not refuel an aircraft following a single flight of thirty (30) minutes or less however a notation should be made in the comments of the following invoice as to the amount of fuel burned." Note the term "single flight". The next member would have to refuel if his/her flight was less than 30 minutes because than we wouldn't have a "single flight" of 30 minutes. We'd have two. I'm sure this will stir some controversy but we still expect everyone to preflight the aircraft and depart with the fuel required; including reserves. And if you know the next member is heading off on a multi-day jaunt you might go ahead and have that 3.5 gallons put in.

And the second thing on fuel receipts; please ensure you get a fuel receipt from the driver and place it in the appropriate drawer in the hangar. Your treasurer does attempt to match fuel receipts with the billing statements from the fuel companies and lately he's been concerned about Chandler. He'd like to know he's got all the receipts before questioning some of the statements. And it would be great if you put your name on the receipt if the fueler doesn't have you sign it.

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challenged everyone to locate the crack. Philippe Chevallier told the story of the Sedona flight on which the failure occurred.

Normal presentations were provided by the board members before getting into the discussion regarding the aircraft replacement plan. Neil reported a slight uptick in the used aircraft valuations however no expected improvement in the number of projected pilots or used aircraft sales over the next year.



Jeff's got everyone deep in thought

The Comanche will require the engine overhaul at the next 50-hour inspection and it appears the club will be expecting to keep the aircraft once we invest the money for that. Most likely we'll have it for an additional 1,000 hours so there was discussion on doing some cosmetic work as well. It's possible the next aircraft to be replaced will be 749 with a newer Archer. There was some discussion later in the parking lot that involved a Diamond DA40 however. That's been considered previously and there is some concern about it fitting into the small hangars.

If the Comanche goes to Prescott prior to the next scheduled aircraft swap in May, the Cessna will be rotated to Chandler at that time.

There were five members considered for the three available board positions; Bob Bohacik, Damon Kelling, Tom Lessor, Dan Streufert and Rocky Sonin. Bob, Tom and Dan were elected to fill the positions. Club officers will be selected by the board at their next meeting on Tuesday, February 28th, at 7:30 in the Cutter Aviation conference room at Deer Valley.

Cessna Pilots Association

Now that our Cessna is back you might want to think about an opportunity to “learn more about your airplane than 99% of your fellow Skylane owners”. The Cessna Pilots Association is conducting a total-immersion, two-day seminar on the Cessna Restart 182 (1997 – 2011 model years) in Santa Maria, CA (KSMX), on the weekend of April 21-22. Here’s what the CPA has to say.

“If you want to learn a lot about your Cessna 182 in a short amount of time, there is simply no better way than by attending this seminar. We’ll go through all the systems, discuss how they work, problem areas, maintenance tips and safe operation. One portion of the seminar you will find particularly interesting is the section on Powerplant Management. For CPA members who pre-register, the tuition is \$395, \$450 for non-members – and you can be sure that the knowledge you’ll gain will be worth many more times that amount. Non-member fee includes a year’s membership in Cessna Pilot Association.”



Wouldn't you like to know everything there is to know about this baby?

Their course outline covers 8:00 – 5:00 on Saturday, 8:00 – 5:30 on Sunday. If you're interested in attending you can contact them toll-free at 800/343-6416 or visit their website at www.cessna.org.

The seminar is being conducted at the Cessna Pilots Association Educational and Technical Center located on the airport. Santa Maria is located in California's Central Coast Wine Country between Santa Barbara and San Luis Obispo. It's kind of due West of Flagstaff. CPA will also book your accommodations at the Radisson Hotel for a special rate of \$109 for a single or double room.

Log your oil use

It's time for the friendly reminder to please log your oil use. One member asked at the annual meeting if 601 really gets 111 hours on a quart of oil. As Ken noted, our usage reporting is only as good as the information we receive. Oil use is recorded in that little box on the top of the flight invoice that's pointed to by the arrow and says “QTS OF OIL YOU HAD TO ADD THIS TRIP”.

Let your literary talent fly

As usual now that the newsletter is back we're looking for contributions from all our members. Biographical stories; flights you'd like to share; favorite recipes. All that fun stuff. Maybe something on the challenges or ease of using eAPIS on international flights. Break out your keyboard and throw us an article. It'll help to keep the newsletter going.

Membership Status

As of February 1, 2011

42 Active Members

- Anniversaries -

Mitch Meldrum - 7 years

Steve Gavette—2 years

John Sheetz—1 year

Welcome our newest member

Ted Blaine joined the club in January. He's retired from the FAA having worked at LAX Center. We're hoping he can tell us the three things never to say to ATC that keeps popping up on the AOPA Aviation eBrief. You can click on it to find out but it just wants you to sign up for some more email first. We'll just get Ted to tell us. Ted lives in Glendale and is married to Debbie. Welcome, Ted. We're glad you're with us.