



Phoenix Flyers Newsletter

Volume 1, Issue 5, May 2012

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Aircraft Locations

Chandler

Hangar B-8: N47601
Hangar H-9: N493JL

Deer Valley

Hangar 6-2: N30749
Hangar 7-12: N9014P

Officers

President

Jeff Quackenbush

Vice President

Neil Tracht

Secretary

Dan Streufert

Treasurer

Tom Lessor

Maintenance Officer

Ken Conteen

Operations Officer

Bob Bohacik

Safety Officer

Neil Tracht

Board of Directors

Bob Bohacik

Ken Conteen

Tom Lessor

Jeff Quackenbush

Dan Streufert

Neil Tracht

We need a new logo

by Tom Lessor, Editor

You mean we have an old logo, you ask? We do. Sort of. Two of them actually though we obviously don't use them much or you wouldn't be asking. Our new operations officer, Bob Bohacik, has started using one. It's on the flyer we handed out at the past two aviation events in which the club participated. It's also used



on the Microsoft® Access database we use for member information and was the logo on original electronic newsletters. The colors are also the basis for those used in this newsletter. The one we stopped using entirely is the "looks like a chicken" logo. Old-timer members

may remember it from the roster page from the website. I don't know. It doesn't look that much like a chicken. But it's a goner. I was thinking something more along the lines of the Phoenix Pilots Group, Bush Pilots International or Deer Valley Pilots Associ-



ation logos. Not familiar with the organizations? PPG are aviation enthusiasts that select various destinations to fly to weekly. They also get together for seminars and the occasional happy hour. Join their free meet-up site to receive the

weekly events. BPI, formerly Baja Bush Pilots, is an organization dedicated to pilots that enjoy flying across the borders. A good join if you do much flying to Mexico. DVPA ants and users of DVT. If you fly out of DVT



organization that serves the ten- you should spring

for the \$10 annual fee and become a member if you're not already. If we have anyone in the club that is graphically inclined, put on your artist cap and see what you can come up with. We're looking for something that will look good on apparel as well as anywhere else we can think of to slap it on, like this newsletter. Apparel? Yes. Perhaps we can offer something to be worn that actually represents our club! I happen to own

"stuff" with all the above logos. I'd like to own something that represents Phoenix Flyers. Wouldn't you? If you're not an artist, submit an idea. Stick drawings are fine. Perhaps we can find someone to make it a reality. We'll make it a contest. Winner gets a Sporty's® Deluxe Flight Gear Bag that I'd like to get off my bedroom floor. It may have been used once. Wow, who



knew it's configurable in three ways? Designs must be submitted by the end of the contest, which may be: a) if we get more than two submissions; b) when I realize I've had a few submissions and the bag is still on my bedroom floor; or c) July 31st, 2012. I feel the creative juices flowing already.

Aircraft rate increase

At the May 22nd meeting, the board increased the hourly rates on the Cessna and Comanche. The board has been watching fuel prices since the beginning of the year and though gas prices have trended downward lately, we haven't seen the same movement in aviation fuel. The last rate increase on June 1st, 2011 only affected the Archers. That increase was due to higher maintenance costs on both aircraft which have been amortized over the past year. The board elected to leave the Archer rates as is which should cover the fuel increase. Effective June 1st, 2012 the aircraft hourly rates will be as follows:

Aircraft	Hourly Rate	Change
Comanche	\$138	+ \$4/hour
Cessna	\$132	+ \$3/hour
Archers	\$101	No change

Now, about billing during the change in rates. At this time the schedule isn't showing anyone has the aircraft across May 31st - June 1st so this should not be an issue. If you do schedule the Cessna or Comanche across the rate change however be prepared to fill out two flight invoices at the end of your trip: one for the hours you put on in May; and one for the hours in June. Your treasurer will not be happy to get a single invoice with comments that some of your flight was in May and some in June. He is most likely to bill the entire flight at the new rates.

14P is back

The Comanche is back from Prescott and Jeff has adjusted the maintenance schedule to show its availability. The engine requires a break-in period for the next 10—15 hours. The Comanche will not be available for training or short operations until the break-in period is completed. Flights will need to be conducted at 65% - 75% power. Anyone planning to use the aircraft before the break-in period is complete should contact Jeff prior to your flight. In addition to

the engine overhaul, the annual was completed, the carpeting replaced in front, the glareshield replaced and the front seats were repaired and reupholstered. The repair work consisted of replacing the seat padding so hopefully flights will be a little more comfortable on the tushies. Let's be nice to the upholstery and avoid those spills. The windshield most likely still leaks however.

Membership Status

As of May 1, 2012

41 Active Members

- Anniversaries -

Bob Ballou - 8 years

Partha Dasgupta - 10 years

Rick Ridenour - 12 years

Rocky Sonin - 1 year

Leaving

Our resident snowbird has migrated back to his home state of Washington and is leaving the club. John Sheetz was a member for a little over a year. We wish him well in his continued retirement.

Instrument rating

Rumor has it that one of our members obtained his instrument rating recently. Word on the ramp is that it's Randy Crutchfield. Some people believe Randy is Jeff Quackenbush's first instrument student. It's all speculation. Nobody tells the editor anything.

