

Aircraft Locations

Arrow 31386 DVT
Archer 47601..... CHD
Comanche 9014P CHD
Archer 30749..... DVT

The Arrow and Comanche will swap places on Thursday, April 5, after which the Arrow will be at CHD and the Comanche will be at DVT.

Next Board Meeting

There was no board meeting in January due to the Annual Meeting & Banquet. The next regular meeting of the Board of Directors will be held on Thursday, February 8 in the terminal building at DVT. The meeting will start at 7:30PM. All interested parties are welcome. Note: If the terminal building is still closed for construction, the meeting will be held next door in the Westwind building.

Annual Checkrides

AL GALVI

This is a reminder that annual checkrides must be completed by the end of February. Annual checkrides not completed by the end of February will place a member on the grounded list. Please don't even think of piloting a Phoenix Flyer airplane after that date unless a club instructor has submitted an endorsed flight check form. For your convenience, phone numbers of club instructors are listed below.

Gary Christopher.. (W) 602-625-0257
(H) 623-873-0021

Al Galvi..... (W/H) 480-802-0104

Clint Hepner..... (W) 480-732-4954
(H) 480-786-8025

Rod Johnson..... (W) 480-969-3667
(H) 480-820-8601

Neil Tracht (W) 480-413-4999
(H) 480-491-6420

Annual Meeting & Banquet

The annual club meeting and banquet was held at Beefeaters Restaurant on Saturday, January 20. Approximately 50 members, guests, and future club members attended. An enjoyable evening was had by all. Many thanks to Ed Hirrold for coordinating the event.

Gary Christopher was elected, and Bob Skalka and Ed Hirrold were reelected, for a two-year term on the Board of Directors. Al Galvi was selected by the members to fill Neil Tracht's remaining term on the Board. Al will be appointed at the next meeting on February 8th.

Among the topics discussed was the type of improvements or upgrades the club would like to make over the next few years. A show of hands indicated a virtual tie between a new interior for 31386 and improved avionics across the fleet. A new paint job for 47601 received significantly fewer votes.

Another idea discussed was the potential to raise monthly dues for a period of time in order to raise additional capital. This additional capital would then be reflected in the value of each member share. A majority of the members present indicated support of such a plan. However, no final decisions were made.

Work Parties

A work party was held on Thursday January 18th at DVT. Many thanks to Bob Harper, Bob Skalka, and Rick Ridenour, who braved the frigid winter temperatures. Two new tires and a new throttle quadrant cover were put on the Arrow.

The next work party will be Thursday, February 15th, at 7:30pm.at CHD. Contact Bob Skalka if you would like to participate.

Maintenance

ED HIRROLD

30749

Had its annual inspection during the last week of January. Results from the inspection were not available at press time.

47601

The aircraft has a cracked engine mount is currently grounded. It is expected to be repaired by early February.

31386

Waiting for replacement parts for autopilot. Looking for a refurbished autotrim unit (new ones are available, but pricey).

Left main and nose gear tires replaced. Throttle quadrant cover replaced. Dim downlock light for right main gear appears to be caused by a pinched wire in the right wheel well. A mechanic will check this. Also, the radio lights are not working. This will be checked as well.

9014P

A cylinder needs replacement and the aircraft is currently grounded. It is expected to be repaired by 26Jan01. [Please see related story in *The Safety Corner* column on the back page.]

Magnetic Compass is reportedly off by 20 degrees on some headings. This problem is still being investigated.

The Safety Corner

Unhappily, within a short span of time, 9014P has had a second cylinder removed for major service work. While the causes are not clearly known, it serves as a reminder of recommended practice for both engine safety and moderation of maintenance costs.

Mixture management has a significant direct bearing upon cylinder health. Takeoffs from sea level through 5000ft density altitude should always be made at full rich, full throttle, and maximum RPM. At airports above 5000ft density altitude, a brief full throttle run-up into the wind should be made with brakes locked while you adjust the mixture appropriately. For the Archers, that means adjusting the mixture to obtain maximum RPM. For the Comanche that means setting the mixture to obtain the maximum power fuel flow for your particular altitude, as defined in the POH. For the Arrow it means adjusting the mixture to peak EGT and then enriching the mixture until EGT is 100°F below peak. For all three aircraft types, once you set the mixture control, leave it at that setting for takeoff and climb.

For cruise at 75% or preferably less power, monitor the EGT gage. The objective is to slowly and incrementally lean until peak EGT is reached. Then enrich to attain 25°F to 50°F below peak. (One white mark width is 25°F, two widths is 50°F; 50°F is recommended.)

Safe & Happy Flying,
Al Galvi

Instrument approach charts now available online from AOPA

[The following text is taken from the AOPA web site at www.aopa.org]

“AOPA members can now view and download, free of charge, all current government-published instrument approach charts. Some 9,400 NACO (formerly NOS) instrument procedure charts, including Instrument approach procedures (IAPs), standard terminal arrivals (STARs), departure procedures (DPs, formerly called SIDs), and all U.S. change notices are available at www.aopa.org/members/airports/. The charts are updated according to the aeronautical charting cycle, and are current for instrument flight.”

Air Safety Foundation and Aviation Safety Education Seminar, Mesa

The AOPA Air Safety Foundation and FAA Aviation Safety Program are sponsoring a free seminar on “GPS for VFR Operations”. It’s recommended for pilots of all skill levels and experience. It will be held at the **Mesa Community College, Navajo Room, on Wednesday, February 21st from 7:00 to 9:00 p.m.** This meeting would qualify for members needing a safety meeting for this year’s annual checkride.

Dining at Flagstaff Airport

(EXCERPTED FROM AN ARTICLE BY GERRIT PAULSEN IN SW AVIATOR MAGAZINE)

The Galley is the newest addition to Flagstaff’s beautiful commercial airline terminal, serving passengers waiting for one of the frequency commuter flights to Phoenix, as well as transient pilots. Centrally located in the terminal between the check-in counters and the rental card desks, the Deli faces the airline departure lounge. The Galley is aptly named; the restaurant is not much more than a wide spot in the terminal’s main corridor. Each of the four tables is uniquely decorated with flying memorabilia under the glass tabletops, making for an interesting time reading the table while waiting for your order. The quality of the lunch we had was good. The lunch menu is mostly salads, hot and cold sandwiches, and burgers.

There are a few transient spots by the terminal building for fly-in dining customers. However, if you need fuel or other services, it is better to part at the FBO west of the terminal. Wiseman Aviation will provide you with prompt golf cart shuttle service to and from the restaurant.

The Galley Deli & Catering Company is open 5:30 a.m. to 4 p.m. Monday through Saturday and 8 a.m. to 4 p.m. on Sundays.