

Aircraft Locations

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

The Arrow and Comanche will swap places in early July, after which the Arrow will be at DVT and the Comanche will be at CHD.

ASF Runway Safety Program

TOM LESSOR

The AOPA Air Safety Foundation and FAA Aviation Safety Program have teamed together to offer an "... interactive program to teach pilots about runway incursion avoidance" available on the internet. The program is divided into an arrival, departure and 15-question quiz. After successfully completing the quiz, the user can print out a certificate of completion. The Board of Directors has approved completion of this program as meeting the requirements for one of the safety meetings needed for the annual checkride as specified in the Operations Manual. The certificate should be presented to the club instructor providing the annual checkride. The program can be accessed at http://www.aopa.org/asf/runway_safety or from the Events page on the club website.

Chandler Ramp Pass Update

RICK RIDENOUR

The changeover to the new system of card readers and ramp passes at CHD is now planned for the June/July timeframe, according to Greg Chenoweth, CHD Airport Manager. When they install the new badge readers they will leave the old readers up for a month or two to give everyone a chance to get their new badge. More information will be passed along when it becomes available.

Resolution to Increase Shareholder Value is Approved

RICK RIDENOUR

A special meeting of the members of Phoenix Flyers took place on Thursday, April 12. The meeting was called to vote on a proposal to increase each member's share amount by \$1,000 in order to upgrade the aircraft. Approximately half of the members were represented, either in person or by proxy.

There was a good discussion about various upgrades as well as possible amendments to the resolution. In the end, the resolution was passed with only a minor wording change. The vote was approximately 24 for, 1 against. The final wording of the resolution is included on the back of this newsletter.

There was general agreement that autopilots and "some sort of GPS" were desirable upgrades. The Board is getting a quote for a new autopilot for 14P and will continue to research various GPS options.

Members will now need to select how they want to make the additional payment – either a one-time lump sum of \$900 or 40 monthly installments of \$25 (for a total payment of \$1000). If the one-time \$900 option is selected, the payment may be made either with the May 2001 bill or the June 2001 bill. If the installment method is selected, the first payment of \$25 should be made with the June 2001 billing. Please contact Bob Skalka if you have any questions.

Work Parties

The CHD workparty for April was cancelled. The leader was unable to attend and also unable to get somebody to take his place.

The next work party will be held at DVT on Thursday May 17th at 7:30PM. If you are interested in participating, please contact Rick Ridenour.

Special Notices

BOB SKALKA

Chandler Airport

Chandler airport will be interchanging it North and South runway tower frequencies starting May 17, 2001. That is arrivals from the southwest through northeast will use 126.1 for the tower and arrival from the northeast through southwest will use 133.1. The CATF and pilot controlled lighting remains on 126.1. No reason is given in the notice. Questions can be directed to 480-917-8005.

Deer Valley Airport

Effective immediately the disposal of pre-flight fuel sample on the apron or ground is prohibited. The Arizona Department of Environmental Quality has deemed this practice unlawful. Failure to comply will be a violation of the Non-Curable Defaults section of our hangar lease and may result in the termination of our ability to store our aircraft on a Phoenix airport. **I am not making this up!**

The letter suggest the disposal of the samples in the solvent barrels at the Southwest corner of the field, dumping them in an approved container in the hangar (nothing for the tie-downs), or the use of a GATS jar. The GATS jar allows you to return the sample to the fuel tank.

The Comanche will be a special problem as it is almost impossible to collect the fuel sample.

The Board will consider the action to be taken. In the mean time use caution when checking the fuel for water. Remember safety is most important!

Questions or constructive suggestions can be directed to 623-869-0975.

Maintenance

BOB SKALKA

30749

Broken alternator wire repaired
Oil and filter changed.
The left magneto has been repaired to correct the engine-starting problem.

47601

Starter/starting problem corrected with replacement of aluminum battery cable.
Ammeter shunt replaced. The ammeter reportedly now indicates a more normal alternator output current.

31386

MP gauge overhauled
Oil and filter changed

9014P

Attitude gyro overhauled.
#1 comm is reported to have an intermittent receiver. Unable to duplicate the problem thus far.

The Safety Corner

AL GALVI

A recent *Flying* magazine article authored by John King of the widely-publicized King School of Aviation was captivating! It advocated an intriguing concept that the term "safety" should be substituted by the term "risk management"... So what? Flying involves many elements of risk, all of which must be competently evaluated and then managed to achieve safe flight. As we all know, these include, but are not limited to, the airplane, the weather, the pilot, the time of day or night, the airport, the terrain and on and on and on!
To keep all within the parameters of safety, what can we do? First, identify which factors may create undue risk. Then decide – go or no go.
Happy Flying.

Member Information Sheets Included with this Billing

BOB SKALKA

A printout of the database information that I have for each member is included with this month's billing. Please take a moment to check it for accuracy. Especially check the home and work telephone numbers, the email address, BFR and Medical dates. The dates on the form are the actual dates, not the expiration dates. Eventually, I will include you birthday on the form so that the system will properly calculate the expiration date. Return the corrected form with you payment.
Thanks!

Text of Approved Resolution

The following is the text of the resolution as it was approved at the General Meeting on 12 April 2001. (The second sentence is the only sentence that was changed since the notice was mailed to all members. The term "upgrade the avionics in the aircraft" was changed to "upgrade the aircraft".)

Each share in Phoenix Flyers, Inc. shall be assessed an amount of \$1000 for upgrades to all of the Club aircraft. The primary intent is to upgrade the aircraft. Specific upgrade details shall be determined by Board action at its regular monthly meetings.

By the passage of this resolution, Article IV, Section 6 of the "Phoenix Flyers, Inc. By-Laws" shall be amended to read:

SECTION 6. RESIGNATION. Any stockholder may offer his share for sale by filing a written statement to the Board of Directors. The stockholder shall allow the Board ten (10) days in which to purchase the share at his asking price. If the board does not elect to purchase his share, the stockholder may sell to anyone acceptable to the Board. However, the monthly fixed fee will continue to be charged against that share until transferred to a new member. The corporation will purchase a share at any time for \$1750, less any amount due the corporation. A member who allows the amount due, including all liens, against his share to exceed \$1750 for a period more than thirty (30) days may cause his share to revert to the Club, unless special arrangements have been made with the Treasurer.

Each member shall be required to pay the assessment over a 40-month period at a rate of \$25 per month without penalty. The \$25 shall be included with the normal monthly billing and shall incur the 2% per month late charge if not paid before the next billing cycle.

Each member who pays \$900 of the full assessment within 60 days of an affirmative vote will be credited for the full \$1000 amount at the end of the 40-month period.

Upon passage of this resolution, each member's share has a lien of \$1000 placed against it by the Club Treasurer. The Club is allowing the owner of each share the option of paying down the lien in 40 monthly installments, or of paying the bulk of the lien, \$900, within 60 days. The value to the Club for the early payment of the lien is \$100, which is credited to that share at the end of the 40-month period. When a share is sold, the lien travels with the share.

A member share that is sold or terminated prior to the end of the 40-month period has a Board guaranteed value equal to \$1750 plus minus any amounts due including outstanding lien amounts against the share. In accordance with the current operating procedures of the Club, if there is a waiting list, the member selling the share will receive \$2000 minus the outstanding lien amount and any other amounts due. Thus, if a member has been paying the \$25/month for 10 months, his guaranteed share value is \$1750 - (\$1000 - \$250) or \$1000. However, if there is a waiting list, the Board will pay the selling member \$2000 - (\$1000 - \$250) = \$1250. The person purchasing that share will pay \$1250 for that share and will assume the remainder of the \$25 monthly payments against the lien.

A member share that paid \$900 against the lien has a Board guaranteed value of \$1750 - (\$1000 - \$900) or \$1650 for the duration of the 40 months. If there is a waiting list, the Board will pay the member selling the share \$2000 - (\$1000 - \$900) = \$1900. The person purchasing that share will pay \$1900 and will get the \$100 credit when the 40-month period ends.

Section 12 of the Phoenix Flyer's Inc. Operating Procedures will be modified to reflect the above stated conditions for termination of stock ownership.