

Aircraft Locations

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

Work Parties

A work party was held at DVT on Thursday, May 17th. Paul Fortune and Tom Lessor would like to thank Denny Morris for swinging by on his way home in Chandler to help wash and wax 749. 14P was not available.

The next work party will be held at CHD on Saturday June 23rd at 7:30AM. If you are interested in participating, please contact Bob Skalka

Maintenance

ED HIRROLD

30749

Magneto points replaced
Alternator wire replaced

47601

Ammeter shunt replaced
Navigation lights are out

31386

Mixture knob was replaced
Governor control reattached

9014P

Crack in upper, left corner of windshield
#1 Comm repaired (loose tray and plug)
Stall light fails to come on occasionally
Annual due in June

The Safety Corner

AL GALVI

Last month's newsletter carried two articles that touched upon the subject of runway incursions. One described a quiz program on the Internet that can serve as one of two safety programs required for the annual checkout. The flexibility of choosing your own time to acquire this endorsement should be both attractive and useful.

The second article mentioned the tower frequency changes at Chandler that interchanged 133.1 and 126.1 sector control. Runways 22R/4L are now controlled by 126.1 and 22L/4R by 133.1. Note that whereas previously ALL takeoffs were directed by 133.1, now each runway is separately controlled.

In a recent address to a group of pilots by tower supervisor Bob Earl, it was explained this was developed by a joint effort by the FAA, airport management, and tower supervision. The motivation to enhance incursion prevention was apparently aided by focusing a single frequency for all movements on each separate runway. Whatever, pilot alertness will remain a key essential!

Happy Flying.

Share Assessment

BOB SKALKA

The due date to secure the \$100 savings by providing \$900 toward the share assessment is June 30, 2001. If that amount is not received by that date, your share will be billed \$25 each month for the next 40 months as part of your regular monthly billing.

Joke of the Day

Little Billy and his Dad were down at the airport watching planes taking-off and landing. Little Billy looks up to his Dad and says, "Dad, when I grow up I want to be a Pilot." His Dad looks down at him and says, "You can't do both son."

New Reservation System Planned

RICK RIDENOUR

A new phone- and Internet-based reservation system has been selected by the Board to replace the existing system currently in use. In addition to costing approximately \$1000 a year less than the current system, the new system offers many features that are not available with the current system.

The changeover date is expected to be around the first of August of this year. For now, continue to use the current reservation system, regardless of whether you are scheduling a flight that will take place before or after August 1st.

The new system offers several features that should result in better scheduling of the aircraft. Back-up reservations can be made, allowing a member to have "first dibs" on an aircraft should the primary reservation be cancelled. When accessed over the Internet, the system allows you to look at the schedules for all aircraft simultaneously. This is particularly helpful when you are looking for any free aircraft for a flight.

The one drawback to the new system is the phone access. It offers basically the same features as the current phone system, but frankly it is not as user friendly. The board discussed the issue at length and had several club members try out the proposed system. Based on the feedback, the board decided that the cost savings and the enhanced Internet access outweighed the disadvantages.

More information will be sent during July. If you would like to check out the system on-line, you can look at a sample club at aircraftclubs.com.

Aircraft Scheduling

THE BOARD

The subject of aircraft scheduling – specifically the question of what constitutes “fair” scheduling – has been brought up from time to time in the past. Recently there was a discussion on this subject on the Phoenix Flyers web page bulletin board, although that was by no means the first time the subject was raised.

There are no hard and fast rules on the subject, and the Board would like to keep it like that if possible. For the most part the current system works very well. For the benefit of the newer members who may not know what the club considers acceptable, and as a reminder to the long-term members, the Board would like to suggest the following guidelines. These are basically just courtesy and common sense.

1) Remember, we are talking about OUR airplanes, not MY airplanes. We share these four planes among 50-plus members. You will not always get an airplane when you want one. Each month there are about 32 weekend-plane-days available (4 planes X 4 weekends X 2 days). So, if you are getting one weekend day a month on average, you are getting your “fair share”, and then some. Does that mean you can’t reserve the plane for a whole weekend? Of course not. But we should remember that weekend time is a very limited commodity. We should not EXPECT that we will get an airplane every weekend or even every other or every third weekend.

2) Number of reservations. An article in the September 2000 newsletter on the subject of aircraft scheduling suggested that members limit their reservations to three or at most four at a time. A review of aircraft scheduling from January to April shows that the vast majority of members typically follow that guideline and have no more than three concurrent reservations. Only six members ever had more than three concurrent reservations over the past four months and only two members averaged more than four reservations at a time during the study period. As a guideline, you should not have more than three, or at most four, reservations at any one time, and only two of these should be weekend reservations.

3) Length of reservation – The maximum reservation length is 16 days. Obviously, you only take what you need. You don’t make a 16-day reservation just to make sure you get an airplane for three consecutive weekends. Phoenix Flyers stated policy is to charge members a minimum of one hour of tach time for each 24-hour period of a reservation. In the past, this rule has not always been enforced, in part due to the extra work required by the treasurer to reconcile the reservations to the billing slips. A renewed effort is being made to ensure that this rule is enforced for everyone.

4) Advance scheduling – As a guideline, schedule out farther for your more-difficult-to-coordinate trips and less far for your easier-to-reschedule trips. And no, you can’t say “well ALL of MY trips are difficult to reschedule, therefore I am going to schedule everything a month in advance.” We all have to prioritize our trips and be content when we get a plane for some of the times we would like one.

What makes a flight difficult to reschedule? Things like coordinating with school/work vacation, reserving lodging at your destination, having out-of-town guests, or coordinating with an instructor are all things that can make a flight difficult to reschedule.

There is a notion that longer reservations may be made farther in advance than short reservations. If each member flew the same mix of long and short flights, this rule would help ensure that members were able to schedule the longer flights first while still giving everyone equal access to the aircraft. The problem is that some members tend to make only multi-day reservations while others only make one-day reservations. Clearly, a policy of letting the member who makes long reservations schedule the aircraft farther in advance than the other member would not result in fair access to the aircraft.

If you have a special need for an aircraft – be it a two-week vacation or a breakfast run to Sedona with out-of-town guests – go ahead and schedule the plane several weeks in advance. However, each member should probably only have one or two such “special” reservations at a time.

5) Holiday Weekends – Special consideration should be given for holiday weekends. Memorial Day, The Fourth of July, Labor Day, Thanksgiving, and the winter/New Year’s holidays are times when many of us would like to get away for a while. Two things should be kept in mind. First, please remember to share. If you had an airplane over Memorial Day, don’t sign up a month in advance for Labor Day. Give the other members a chance. If no one else has signed up for Labor Day one week before the holiday, then go ahead, consider yourself lucky, and reserve the aircraft. The second thing to keep in mind is that more likely than not someone is going to want to take the airplane on a trip for those long weekends. Please refrain from signing up for a few hours of time in the middle of a holiday weekend. Here again, if it gets to be a few days before the holiday and no one has reserved the aircraft go ahead and make your reservation. (Holiday weekends are one time where “make long reservations farther ahead than short reservations” is a good guideline.)

To close, remember that these are all guidelines. From time to time there will be cases where you need to stretch the guidelines a bit. That’s OK. Please just remember to use courtesy and common sense and the informal scheduling practice will continue to work well.