

Aircraft Locations

- Comanche 9014PCHD
.....T-Shades, spot #2
- Archer 47601.....CHD
.....T-Shades, spot #7
- Arrow 31386.....DVT
.....West Hanger #7-12
- Archer 30749.....DVT
.....West Covered #4-20

The Comanche is currently in the shop for engine work and will remain grounded for the next two months (see accompanying article). The Arrow will be rotated to Chandler at the next regularly scheduled rotation time (early April).

Maintenance

ED HIRROLD

30749

- Annual completed.

47601

- GNS430 installation completed.
Paperwork in final stages of completion.
- Aircraft annual in progress.
- Navdata service on order

31386

- Annual completed.

9014P

- Aircraft grounded for engine overhaul.

Club Officers

RICK RIDENOUR

At the February board meeting, the board voted to keep the current officers. The officers are:

- President.....Rick Ridenour
- VP/Operations.....Gary Christopher
- Maintenance.....Ed Hirrold
- Safety.....Al Galvanoni
- Secretary.....Bob Skalka
- Treasurer.....Tom Lessor

14P Engine To Be Overhauled

RICK RIDENOUR

A few weeks ago 14P started making a loud engine noise. Chandler Aviation indicated that the noise was “normal” on high-time Lycoming engines and did not present a safety concern. However, the noise continued to worsen and several members did not feel comfortable flying the aircraft.

We had Chandler Aviation try to locate the problem. They did not find any obvious cause of the noise. Their best guess was that a worn valve hat might be causing the noise. There were also a few other components that were worn slightly beyond allowable tolerance. Per the FARs, Chandler Aviation was not allowed to reassemble the engine without replacing all of the out-of-tolerance parts.

The expected cost to replace the parts and reassemble the engine would have been an additional \$2000. Due to the limited time remaining on the engine until an overhaul would be needed in any event, and since the repairs might not have fixed the noise in the first place, the board decided to proceed with the complete engine overhaul rather than try to repair the current engine.

The downside of this decision is that it will take 14P out of commission for the next two months or so while the old engine core is sent back to Lycoming, the engine is rebuilt, the engine is sent back to Chandler Aviation, and the new engine is reinstalled.

Another implication of going ahead with the overhaul now is that it is a significant outlay of cash (\$25,000) that was not expected to be required until later this year or early next year. As we mentioned at the annual meeting, we have been borrowing against our engine reserves to perform some of the capital upgrades. The hope was that the engine overhaul would not be required until next year, when we would have had a chance to “pay ourselves back” with the \$25/month capital surcharge payments that members are making. Since things didn’t turn out as we had hoped, the club is going to have to get a short-term loan

to cover the cost of the overhaul. We are hopeful that we will be able to borrow from member volunteers rather than borrowing from a bank. Please refer to the following article about the loans and be sure to contact Tom Lessor if you would be interested in loaning the club money.

I do want to stress that just because we need a loan the club is not bankrupt. We had “borrowed” from the money set aside for engine reserves to buy the GPS for 601. This allowed us to add the GPS now, rather than wait for the \$25/month capital upgrade payments from members to add up to enough to cover the cost. However, since we now need that money back to pay for the overhaul, we are borrowing against the future capital upgrade payments to repay the engine reserve account.

That being said, it needs to be pointed out that across the fleet our maintenance costs continue to increase. The board will be reevaluating our operating costs at the March meeting to determine if rate increases are required on some aircraft. Interested members are invited to attend.

Member Loans Solicited

TOM LESSOR

A motion to solicit loans from the membership to pay for the engine overhaul on the Comanche was approved at the February meeting of the Board of Directors. The term of the loans will be 5 years and will include a 30-day "Payable On Demand" clause should a member need early reimbursement. The loans will be repaid in monthly installments with an interest rate of 6% (\$19.33 per \$1,000). Members will be offered the option of taking the payment by check or as a credit on their account. The Board is also limiting the amount loaned to a minimum of \$2,000 and a maximum of \$5,000 by any single member.

The full amount of the overhaul will be due at the end of March so

members wishing to help out with a loan should contact me as soon as possible. Naturally there will be some paperwork involved.

My home and work numbers are available through the Member Area of our website or I can be reached by email at treasurer@phoenixflyers.org. I have voicemail available on both phones so if I don't catch your call, leave a message.

CHD Access Cards

TOM LESSOR

An item in the recent newsletter from Chandler Airport says, " ... airport staff anticipates the new gate cards to be issued sometime in early March." Hopefully we'll be hearing from them soon.

The Safety Corner

AL GALVI

Effective March 1st, any member for whom an annual checkride is not on file will be listed as "Not Current". If you have taken an annual checkride but receive a "Not Current" notice with your next bill, please call Al Galvi at (480) 802-0104.

Grounding can also occur at any time of the year through a lapsed medical or biennial. While the flight ticket requires a listing of expired dates, an inadvertent entry of the original date can also cause a grounding notice in your next billing.

Flight status, of course, can be regained at your election by an updated medical or checkride.

Happy Flying

Work Parties

BOB SKALKA

There was no February work party. There were no planes available to wash.

The **next work party** will be Saturday, 23 March, at 9:00AM at DVT. Please contact Rick Ridenour if you are interested in helping.

Update on Upgrades

RICK RIDENOUR

The new interior for 386 was scheduled for installation in early April. However, due to the unexpected engine problems with 14P, we have decided to postpone the interior work on 386 so we don't have two aircraft down simultaneously. The interior work on 386 will be rescheduled once 14P is back on line.

Flying Status - Grounded Vs Not Current

TOM LESSOR

Generally with the first bill after the annual checkride period has ended, members are looking to verify their flight status for accuracy. Frequently the member is surprised to find he or she is grounded, even though an annual checkride was completed. This is because there is a difference between a status of "Not Current" and one of "Grounded".

A member will show as being grounded for an expired medical or BFR date, or if the account has more than \$250 in past due charges. The dates we show on your statement are the expiration dates we have on file.

A medical or BFR date can be corrected online through the Member Area of our website. I receive notices whenever you update your member information on our site. I DO NOT receive a notice if you update information on the reservation system! That is maintained through a 3rd-party vendor. Your medical and BFR dates are not displayed on our roster page but they can be updated by following the [Update Utility](#) link from that page. And those dates reflect the date the medical or BFR was conducted.

Flight Invoices

TOM LESSOR

I had to void and discard twelve blank invoices on 749 last month when a member started a new book before the previous book was filled. We keep the invoices sequentially in a date-ascending order as the aircraft are flown. Please don't start a new book until the previous book is completely used. Also, the pink copy of the invoice should not be removed from the book. After the invoice is completed, the member should tear out the white and yellow copies of the invoice and put both in a suitable location in the lock boxes or hangar desk drawer. Flight instructors should include the proper method of filling out invoices as part of the initial checkout.

Concerning another invoice item, if you find the starting tach time to be different from the actual tach time because maintenance was performed on an aircraft and a ticket hasn't been done, please complete a ticket for "Maintenance" before starting a ticket for your flight. This will prevent "holes" in the hour calculations performed by our billing software.

And one last item. If the tach time is starting to roll to a new value at the end of a flight, please round the ending tach time up regardless of how much of the "new" number is showing. In the past some members have adjusted the starting time of the subsequent flight by rounding up when the actual tach time is stopped while incrementing to a new value. Generally I accept the new value because I figure the next member doesn't want to get dinged for starting the engine and immediately rolling the tach to the next value. As a result it's the club that gets dinged because the fraction becomes non-revenue. If the tach is changing when you stop the engine it's your time. Please round up and put the correct time on the invoice.