

Aircraft Locations

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

The Comanche is currently in the shop for engine work. The engine is scheduled for completion on April 15th. If all goes well the Comanche should be available my month's end.

The Arrow was moved to CHD at the beginning of April. The Comanche will be moved to DVT once the engine work is completed.

The Safety Corner

AL GALVI

New members who may have taken an initial checkride in an Archer on December 1, 2001 or thereafter are club current in both Archers for remainder of 2002. Initial checkrides are required in each different make & model.

Remember that in addition to an initial checkride, in order to be club current in the retractable gear aircraft, the member must have logged at least three hours PIC in make & model during the preceding 180 days. If 180 days pass without logging the three hours, another checkout with a club instructor is required.

As the British may say, keeping track of required retract time may be "a bit of a bother", but so it need be! Please call Al Galvi at (480) 802-0104 if you have any questions.

Happy Flying

Lock Combinations

TOM LESSOR

Members with a Flying Status of "Current" will notice the new lock combination, which will be going into effect sometime around April 18th. Members with a status of "Grounded" or "Not Current" can get the new combination when they again become "Current".

The old combination remains in effect until April 18th.

Work Parties

BOB SKALKA

The March work party was held Saturday 22 March at DVT. Many thanks to Tom Lessor and Rick Ridenour for washing 31386.

The **next work party** will be Saturday 20 April at 9:00AM at CHD. Please contact Bob Skalka if you are interested in helping.

Maintenance

ED HIRROLD

30749
No report

47601
No report

31386
No report

9014P
Aircraft grounded for engine overhaul.

Hellos and Good-byes

TOM LESSOR

The club welcomes Jim Moreland to our ranks. Jim lives in Litchfield Park and has purchased David Sloan's share. David resigned from the club the first of March.

And we say good-bye to two other members that resigned in March, Larry Ferguson and D.J. Duffy.

The membership is currently at 50 and we are working through the waitlist to find two more members.

Member Loans Still Needed

TOM LESSOR

Members have shown minimal interest in helping out our financial situation by lending money to the club. Fortunately we've had a couple of good flying months (even without 14P) and revenues have been pretty good. Still, we have over \$37,000 in major expenditures due in April and only \$35,000 available with one loan in hand. We are still in need of approximately \$8,000 - \$10,000 to retain a cushion for our normal monthly operating costs.

The board made the decision a while back to continue using funds for upgrades with the understanding that when the time came for the engine overhaul on 14P we would solicit for member loans. At the time it appeared we had the support of the membership in that decision. It doesn't appear that way now.

The board recognizes that the terms of the loan may not make it a fantastic investment opportunity because we are paying down on the principle through the life of the loan. But it's not supposed to be. It's the price we ask to keep our club one of the best in the southwest. And we're not going to be one of the best if we have to sell one of our planes to meet our financial obligations.

Again, 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 principle and interest per \$1,000). Members will be offered the option of taking the payment by check or as a credit on their account, although we prefer repayment as a credit. The Board is also limiting the amount loaned to a minimum of \$2,000 and a maximum of \$5,000 by any single member.

See **Loans**, page 2

Loans

If you're interested in helping out, my home and work numbers are available on the Roster page, accessed through the Member Area of our website.. I have voicemail available on both phones so if I don't catch your call, leave a message. Or I can be reached by email at treasurer@phoenixflyers.org

And we thank you for your support

Garmin Controls

TOM LESSOR

I've noticed occasionally while replacing the Navdata cards in the Garmin radios that the units have been turned off with master avionics switch. Perhaps this does the units no harm, but I'm going to recommend that members power the Garmins off with the on-off switch before turning off the master avionics switch.

That's expensive equipment we have there. Let's all treat it nicely.

Operating Costs

RICK RIDENOUR

As mentioned in last month's newsletter, operating costs have continued to increase. The chart to the right shows the average hourly operating cost for each club aircraft over the past two years. The costs include fuel, mechanical, avionics, miscellaneous, and engine reserves.

We are a non-profit club, so we are not looking to make money on the use of the aircraft. However, we do need to cover our expenses. The board is looking into ways the club can curb mechanical-related expenses. In addition, rate increases are likely to occur for the Arrow and the Archers.

24-Month Average Hourly Costs				
	749	601	386	14P
Fuel	\$ 21.50	\$ 22.43	\$ 24.15	\$ 30.80
Mech	22.72	30.18	32.82	35.35
Avionics	4.44	2.88	6.13	2.61
Misc	1.26	0.36	0.17	0.15
Reserves	8.00	8.00	10.00	11.00
Total Cost	\$ 57.92	\$ 63.85	\$ 73.27	\$ 79.91
Rate	\$ 56.00	\$ 56.00	\$ 64.00	\$ 81.00
Profit (Loss)	\$ (1.92)	\$ (7.85)	\$ (9.27)	\$ 1.09