

Aircraft Locations

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

The Comanche is still in the break-in phase for the new engine. Please contact Al Galvi at (480) 802-0104 if you are interested in flying it.

Hellos And Good-byes

TOM LESSOR

We bid adieu to Tom Slotter who resigned at the end of May. And hello to Kurt Kallman. Kurt lives in Mesa and will be flying primarily out of Chandler.

Phoenix Flyer Aircraft Cited by CORAF

TOM LESSOR

What is CORAF? They would be the Citizens Opposing Residential Aircraft Flyovers in Payson. I found out about them through a letter we received noting that one of our aircraft had been observed flying "outside Payson Municipal Airport's Noise Abatement Program Flight Patterns". As a reminder, CORAF would like us to point out that the noise abatement information is available at various points throughout the airport, on the Weather Observation System (119.325), and in the FAA Airport/Facility Directory. Let's be good neighbors up there.

The Safety Corner

AL GALVI

Archer N47601

Archer 47601 has been flight tested and approved for GPS IFR, with and without the autopilot. Variations performed, GPS, LOC, and VOR approaches worked gratifyingly.

If the autopilot is used, the settings for all approaches are the same and are as follows:

- Toggle switches for both power and heading ON
- Roll knob centered
- Mode selector LOC.

In addition, the heading indicator card must be set to agree with the magnetic compass. Both the heading bug and the #1 Omni Bearing Selector (OBS) should be set upon the published inbound course. The GPS CDI key should select the VLOC or the GPS mode as the approach requires.

Please note that a switch below the autopilot can select either the GPS or Loran. All instrument approaches should be made in the GPS position. The #2 nav head is not interconnected with the autopilot but may be used independently on VOR or LOC/ILS frequencies.

Further note that an AP/GPS approach should be activated only when intercepting on the inbound course. The autopilot in 47601 does not have altitude hold.

Comanche N9014P

Concerning the break-in of the Comanche's new engine, results have been encouraging so far. Completion, however, will require many more flying hours. Comanche pilots, current or aspiring, are asked to give serious consideration to their own time building while contributing to the Club in expediting the break-in period. For any questions, please call Al Galvi at (480) 802-0104.

Happy Flying

Work Parties

BOB SKALKA

The May work party was held Saturday 18 May at DVT. Many thanks to Larry Bernosky, Tom Lessor, and Rick Ridenour for washing and waxing 30749.

This month's **work party** will occur throughout the month at CHD, working on the new interior for 31386. Please contact Bob Skalka if you are interested in helping.

Maintenance

ED HIRROLD

30749

- Right Fuel Gauge inop, particles found in right tank – under investigation as of this writing.

47601

- Rear seats were reversed (left-right) which prevented the seats from latching upright. This has been corrected.

31386

- Down for new interior

9014P

- Engine break-in period.

Rate Increase

TOM LESSOR

As noted in previous newsletters, our aircraft operating costs have continued to exceed our flying revenue. In April we told you that all but one aircraft were operating at a loss over the past 24 months. Our flying rates must cover the operating cost of our aircraft, including a margin for engine replacement.

An analysis of our aircraft expenses versus our flying income over the previous 3 1/2 years shows that we have been generating an average of only \$4.10 per hour in actual engine reserves, approximately \$6 per hour less than we need.

See **Rates**, page 2

Rates

We will have two more engine overhauls coming due within 24 - 30 months, both on the Archers, and are currently \$5,000 in the hole on reserves after the \$30,000 outlay for 14P. Rate increases initiated in July 2000 and April 2001 were insufficient to generate the necessary reserves. As a result we find ourselves in the position of needing to rebuild the reserves we should have been accruing over the past several years, as well as generating the required reserves we will need in the future.

It should be noted we did not end up in this position because of the upgrades to club aircraft. The expenditures for upgrades equaled the share assessment income we had received to date at the time it was necessary to replace the engine in the Comanche.

At the May meeting of the Board of Directors, the board voted what will be considered a substantial increase in the hourly rates. **Effective July 1st, 2002** the hourly rates will be:

Archers\$65
Arrow III.....\$75
Comanche\$95

The board is also reviewing options to reduce our maintenance expenses. More member involvement in performing those maintenance tasks that can be completed by an "owner" will help reduce expenses. Member maintenance includes oil and tire changes.

The board regrets having to increase our rates a third time within two years but we must ensure we generate the revenue required to operate our aircraft. We've flown fairly cheaply over the past three years and it looks like now it's time we pay the piper for our Pipers.

How Do We Compare?

A straight hourly comparison against Chandler Aviation shows we still have an edge. Granted they have newer aircraft.

Warrior (161)\$66
Archer\$76
Arrow IV.....\$99

If you consider that Chandler's rates are for Hobbs time and they are required to charge tax, we do look better. Tach-time on an Archer can differ from 1 to 3 tenths over Hobbs time. Using a .1 difference and 7% tax, the Chandler rate for an hour of tach-time on an Archer would be \$90.

Given that we charge \$59 a month in dues, you would still have to fly the Archers over 2 hours a month to recognize a saving in flight costs.

Member Help Requested

ED HIRROLD

We are aggressively trying to reduce the hourly cost of flying. A reduction in the direct operating cost will translate to reduced hourly rates. Here's how YOU can help that happen, and earn some money at the same time.

The board recently approved an increase for members working on the aircraft to \$15 per hour. As aircraft owners (we are ALL owners of our fleet), we are allowed to perform a wide range of various maintenance tasks including (but not limited to) oil change, tire change, lubrication, wash, wax, replacement and/or repair of various non-structural items, etc.

We need mechanics, and mechanics assistants. If you have mechanical experience, or even just some strong mechanical aptitude, and are willing and able to participate in this program, please contact one of the board members listed below. **YOUR HELP CAN MAKE A DIFFERENCE.**

Ed Hirrold 602-237-2466
Bob Skalka 480-838-7838

	Year				Totals
	1999	2000	2001	2002	
Income	\$57,104.48	\$58,660.68	\$63,596.02	\$26,086.52	\$205,447.70
Expense	48,244.55	56,773.79	60,825.45	25,512.12	191,355.91
Difference	8,859.93	1,886.89	2,770.57	574.40	14,091.79
Hours Flown	1,007	1,008	994	432	3,440
Reserves/hr	8.80	1.87	2.79	1.33	4.10

The above table shows our flying income versus expenses for the past 3 1/2 years. The Difference / Hours Flown reflects our actual engine reserves per hour. We require a mean of \$10/hour in reserves.