

Aircraft Locations

- Arrow 31386.....CHD
.....T-Shades, spot #2
- Archer 47601.....CHD
.....T-Shades, spot #10
- Comanche 9014P.....DVT
.....West Hangar #7-12
- Archer 30749.....DVT
.....East Hangar #9-9

The next rotation of the Arrow and Comanche will be in early July.

Say Hello

TOM LESSOR

We want to say hello to our newest member, Mark Middlekauf. Some of you may remember Mark from the annual meeting in January. At that time it looked like Mark would be on the waiting list for quite awhile. But with a few resignations and people at the top of the list declining to join, Mark found himself next in line. We welcome him to the club.

Board Increases Memberships

In an attempt to increase our aircraft utilization the board voted to increase the size of our membership from 52 full memberships to 54 effective immediately.

Maintenance

BOB SKALKA

30749

- Fire extinguisher loose and needs to be attached to something

31386

- Grounded due to alternator problem

47601

- No new activity

9014P

- Fuel odor in aircraft needs to be investigated

Work Parties

Another work party at DVT was cancelled because of the lack of member support. I guess it's a good thing the aircraft are in hangars and protected from too much bird damage.

The next work party will be held at **CHD**. At the moment 601 is pretty busy on the weekends. Watch for an email from Bob Skalka indicating the date and time of the work party and contact him if you wish to participate.

Retractable Rate Increase

TOM LESSOR

It has been mentioned in previous newsletters that the board of directors has been reviewing aircraft operating costs especially with respect to the Arrow. Maintenance costs plus reserves over the past 24 months has approached nearly \$100 per hour on 386. And with the increase in fuel prices over the past several months the Comanche is operating at close to its current hourly rate. The board expects it too will soon be operating above the current hourly charge.

As a result the board voted at the April meeting to increase the hourly rates on the Arrow and Comanche. Effective June 1st, 2004 the following rates will apply for the retractable-gear aircraft:

- N9014P \$100 per hour
- N31386 \$85 per hour

Page 2 of this newsletter contains a table with the hourly breakdown on aircraft expenses for each of our planes based on a 24-month average. Each column in the table contains the average operating expense based on expenditures for the previous 12 months.

The board feels there is no need to increase the rate on the Archers as both are operating well below the current hourly rate.

The Safety Corner

AL GALVI

I mentioned in an email sent in April that we are having a safety seminar this month and I hope you marked your calendar for this event. The subject will cover the care and feeding of the engine at high-density-altitude airports and high-terrain flights. Precautions for observing aircraft limitations under these conditions will be reviewed.

The practical use of the Garmin GNS430 will be presented for a broad range of conditions. As you know there is an endless range of capability to satellite navigation but some areas are more useful than others. These will be concentrated upon, in particular relative to high-density-altitude conditions.

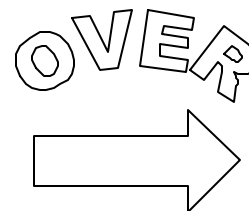
An effort will be made to serve as both a refresher for experienced pilots and as an introductory session as well. Above all your safety as a pilot-in-command will be the principal concern. The seminar will qualify as one of the two safety meetings needed for the annual checkride.

The seminar will be held at the Chandler Airport Terminal at 7:30 PM on Tuesday, May 11th. Hopefully it will help to bring you home uneventfully as it gets HOT!!

Happy Flying

Next Board Meeting

The next meeting of the Board of Directors will be held at Chandler Municipal Airport in the pilot's lounge on Tuesday, May 25th, at 7:30 PM. As always, members and guests are welcome to attend.



Hourly Aircraft Operating Cost - 24-Month Averaging

The table below shows the monthly average operating costs for each of our aircraft based on 24-month averaging. Each column contains the average hourly cost for the previous twelve months. Thus the costs in the April column represent the average hourly expense from March 2001 through April 2003. The March column is from February 2002 through March 2004.

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
N30749												
Fuel	20.98	21.36	21.85	21.63	21.80	21.68	21.63	21.63	21.91	21.60	21.91	22.18
Mech	18.54	18.13	19.78	20.13	20.32	20.76	20.63	18.74	27.09	24.99	23.49	24.13
Avionics	3.72	3.63	3.66	3.90	3.93	3.99	5.29	5.37	3.46	3.16	3.44	3.54
Misc	0.36	0.35	0.33	0.35	0.39	0.42	0.45	0.56	0.57	0.56	0.70	0.72
Reserve	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Total	51.60	51.48	53.62	54.01	54.45	54.85	56.00	54.30	61.02	58.32	57.54	58.56
N47601												
Fuel	21.01	21.31	21.19	21.66	21.01	21.38	21.40	21.22	21.50	21.45	21.84	21.94
Mech	17.86	16.46	15.03	14.66	14.66	14.29	15.44	15.44	14.73	14.36	14.14	10.87
Avionics	3.39	3.42	3.56	3.63	3.62	3.64	3.63	3.63	3.60	3.54	3.94	3.09
Misc	0.30	0.39	0.38	0.37	0.43	0.43	0.43	0.46	0.43	0.42	0.41	0.41
Reserve	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Total	50.56	49.58	48.15	48.33	47.72	47.74	48.90	48.74	48.25	47.77	48.34	44.31
N31386												
Fuel	25.69	24.97	25.06	24.67	25.34	24.64	25.26	25.43	24.94	25.18	25.30	25.37
Mech	52.91	50.53	48.54	36.69	37.92	45.14	44.47	46.58	46.77	51.10	49.19	62.46
Avionics	4.48	4.35	4.23	4.11	4.20	4.12	4.10	4.16	4.21	1.45	1.54	1.51
Misc	0.20	0.42	0.45	0.38	0.47	0.48	0.46	0.52	0.53	0.53	0.57	0.60
Reserve	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
Total	93.28	90.27	88.28	75.85	77.93	84.38	84.29	86.69	86.45	88.27	86.59	99.93
N9014P												
Fuel	32.72	31.06	34.26	31.72	31.40	31.51	31.42	31.98	31.72	32.30	32.01	30.57
Mech	24.96	36.53	32.28	30.62	44.87	44.93	42.14	42.28	42.41	46.04	44.54	42.60
Avionics	3.15	1.90	1.65	1.65	2.84	2.85	2.51	2.55	2.56	2.63	2.93	2.66
Misc	1.32	1.29	1.38	1.38	1.41	1.47	1.49	1.62	1.60	1.70	1.70	1.55
Reserve	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
Total	77.16	85.77	84.56	80.37	95.53	95.75	92.56	93.43	93.29	97.67	96.20	92.38

It should be mentioned that one of the factors in calculating the hourly expenditures is the number of hours flown on each aircraft. Last year at this time all of the aircraft were being flown considerably more than they have this year. 749 has been particularly bad with only 71.08 billable hours so far this fiscal year (Nov - Apr). Billable hours are viewable on our Web site as part of the monthly treasurer reports.