



Phoenix Flyers Newsletter

Volume 1, Issue 1, January 2009

Happy New Year!

It's the last year of the noughts and the first of our newsletters delivered through the electronic age. Isn't technology a wonderful thing? The board of directors wanted to start your new year truly happy and voted to start the year off with lower aircraft rates. Perhaps the current price of fuel had something to do with that as well. What a wacky year for fuel prices. Guess that Hummer is a great investment again, eh? But let's get to those rates! Effective January 1, 2009 the aircraft rates are as follows:



Aircraft	Hourly Rate
Archers	\$78
Skylane	\$130
Comanche	\$120

The board determined the current rates by calculating the average hourly dry rate, including engine reserves, over the past twelve months and adding an estimated hourly fuel amount. How did the Skylane ended up significantly more expensive than the Comanche? There's a good reason for that. Over the past twelve months the Skylane has cost us more to operate; due mostly to the autopilot issues. Hopefully those issues with the Skylane have been resolved. As always, the board is tasked with setting our rates to reflect the cost of operating our aircraft.

Annual Meeting Scheduled

The annual membership meeting has been scheduled for **Saturday, January 24, 2009** in the Chandler Municipal Airport conference room from noon until 4 PM. This will be a meeting event only although we plan to order pizza and soft drinks for those attending. Normally the club would provide for the meal and bill members later. This time however we may be asking you to cough up at the meeting so if you're attending, bring cash. Currently the only agenda items are the normal maintenance and financial presentations and the election of three directors. Terms are expiring for Ken Conteen, Jeff Quackenbush and Neil Tracht. The board has not received any nominations for the positions as of yet so there's time to get your name in if you're interested. Just drop a note to [the board](#). Officer positions are filled from members of the board of directors. If we were to actually follow our by-laws, a board meeting should be held immediately following the annual meeting. Like we've ever done that.

The members present at any duly and regularly called meeting constitute a quorum however if you would like to assign a proxy for the meeting a form will be included with the January statement. You will need to fill in your member information, select your proxy to be either the annual meeting chairperson or another member you know will be in attendance, and sign and date it.

So what happened to the annual lunch/dinner? As mentioned in last month's newsletter the board was considering a separate social event; one that spouses and guests may actually want to attend. The board passed a motion at the December meeting to "make it so" and we will announce a date, time and place in the near future. It may even be something we decide at the annual meeting.

DVT Vehicle Ramp Access Changes

Pay attention, people! Deer Valley Airport has announced that starting on January 1, 2009 the East and West gates alongside the terminal, Gates 1 and 2, will be restricted to only FBO traffic. They also do not want vehicles using the ramp areas in front of Atlantic and Cutter. There have been three serious accidents involving vehicles and aircraft on the ramp aprons in front of the FBOs; a Falcon 50 last year, a Cessna 421 earlier this year and a Citation in November. The cost of this damage could approach \$5M-\$6M. The FBO ramps may be a convenient short cut over the apron but that area is leased by the FBOs. Atlantic Aviation has told the Deer Valley Pilots Association that Flights for Life missions will continue to have access to facilitate cargo handling thru the gate near their FBO.

121.5 Satellite Monitoring Going Away

Effective February 1, 2009, satellite monitoring of ELT devices transmitting on 121.5 MHz will be terminated. The 121.5 analog devices are being phased out for the new digital 406 MHz models. All of our aircraft are equipped with the 121.5 MHz devices. So what will this mean for us? In the event of an accident which activates the ELT you will have to exit the aircraft and yell really loud to get attention. Seriously, there are a lot of things to consider regarding this change. For instance, Mexico is requiring aircraft be equipped with the 406 MHz devices.

The board discussed this at the September meeting and accepted a motion to replace our existing ELTs with 406 MHz devices as the ELT batteries need replacing and/or during annual inspections. The price of replacements is in the \$700- \$800 range.

auf Wiedersehen

Dave Steiner submitted his resignation from the club in December. Dave wasn't with us all that long, having been a member only since May. He also participated in the Phoenix Pilots Group, a website meeting group for area pilots. We wish Dave all the best.

Our membership is down to 50 with four openings available and no waiting list. If you know someone that might be interested please point them our way.



Hope you enjoyed our first electronic newsletter.

Questions or comments? Drop an email to the [editor](#).
