

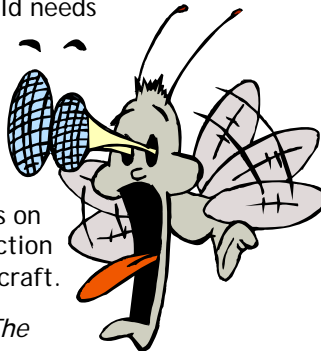


# Phoenix Flyers Newsletter

Volume 1, Issue 2, February 2009

## Whose bugs are they?

You've kicked the tires, checked the fuel quantities, made sure the wings are still bolted on and you're ready to go, except for one small thing; the windshield needs cleaning. So you break out the Plexus and one of the cloth towels (never a paper towel) and start applying the elbow grease. The thought crosses your mind that the last member to fly the plane must have been practicing crop dusting maneuvers given the number of bug carcasses you're cleaning off and you wonder to yourself, "Whose bugs are these?" A prospective member once asked if there are any club regulations on cleaning the aircraft following a flight. Well there is, sort of. Section 8.7 of the *Operating Procedures* speaks to the interior of the aircraft.



*"The interior is the responsibility of those who use the plane. The airplane interior should be cleaned after each flight."*

Section 8.7 also states the Maintenance Officer will arrange for exterior cleaning of the aircraft. That probably doesn't mean Ken or Jeff is expected to meet the aircraft upon return to clean the bugs off the windshield however. The flight invoice has a section where you indicate that you have turned the master off, removed the ignition key, ordered fuel and cleaned the interior. How about we all interpret "Clean Interior" to mean removing your bugs from the windshield as well. You'll appreciate a clean windshield on your next preflight and the member flying after you will appreciate one as well.

## Member News

### New (relatively speaking) Private Pilot

It's never too late in recognizing a member's achievement. Bill Karpinski got an early Christmas gift last December! On the morning of December 22nd he successfully completed his Private Pilot Practical examination with Designated Pilot Examiner, Greg Porter. Bill was under the tutelage of two Phoenix Flyers instructors, Paal Franzen and Rod Kennan. He flew his first passenger as Pilot-In-Command one week later with his daughter Emily. On the following flights he took his folks from Ohio sightseeing and his wife Jodi to Payson for his first PIC \$100 hamburger! Bill works at American Express and manages the Data Warehouse for the Risk, Information, and Banking Group. He plans to start working towards his instrument rating soon.

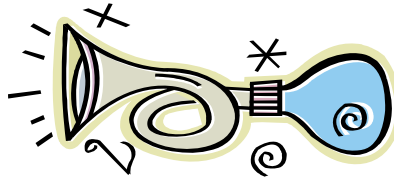


### Member resignations

We bid adieu to three members of the club that resigned in January; Curt Gilman, Clint Hepner and Mark Lewis. Clint, one of our board-approved flight instructors, leaves having been in the club for 11½ years. Curt was in the club for a little over two years and Mark a little under. Mark has found today's economy good for getting into a smaller aircraft partnership at Chandler. We wish all three the best. Our active roster is down to 49 members. If you know of anyone interested in joining make sure to have them visit our website and fill out an application.

## February Anniversaries

Mitch Meldrum	4 years
Paal Franzen	2 years



## Club "stuff" - Tom Lessor

### Are you grounded?

I get frequent inquiries regarding the flying status shown on the monthly statements, frequently in the form of, "What gives?" What gives is that I don't always have the current information regarding your medical and BFR and a look at your statement will usually indicate what's missing. There are three types of Flying Status on the invoices; Current, Not Current and Grounded. *Current* means our records show you with a current medical, BFR and annual checkride. *Not Current* indicates a current medical and BFR but not the annual checkride. Grounded indicates we don't have a current BFR and/or medical or you have a past-due balance of \$250 or more from the previous statement.

Currency generally involves notification from the Safety Officer that you have completed the annual checkride (or an initial checkout in one aircraft for new members). This is a checkbox in the database and I admit that sometimes I miss this when doing the statements. Or it might be that the information hasn't been passed to me because your paperwork is still in the "system" getting from the instructor to the Safety Officer to me. Grounded status is usually because you haven't communicated with me however. If you take a BFR with one of our club instructors and indicate that in the comment section of the invoice I will endeavor to update the information in our database. But the best method to ensure you keep your records up to date is through the [Update Utility](#) on the club website. When you update your profile on the club website I get a notification email and update the information in our records. Haven't had a BFR because you're a new pilot? Your BFR date is the date you obtained your certificate.

But if you're not current or grounded can you still fly? Since it's all about record keeping, your records supersede our club records. If you have a current BFR, medical and you are club current, you are current to fly club aircraft. It would be nice however if you would make sure we have the information for insurance purposes.

### Annual checkrides

Annual checkrides must be completed by the end of February in order for you to receive the new lock combinations which will be changing around the middle of March. You don't need to worry about being "Not Current" on your last statement if that's your status. All club currency status will be reset next month based upon the information I receive from the Safety Officer. If your next statement shows you grounded however and you have completed your annual checkride you may want to check that I have your most recent BFR and medical information. Time to visit that [Update Utility](#) again.

### Annual meeting

Eleven members attended the annual meeting at Chandler Municipal Airport on Saturday, January 24<sup>th</sup>. Following the annual reports from the board members the remainder of the meeting was primarily devoted to the presentation by Neil Tracht regarding the current valuation of aircraft and retaining reasonable member equity in our assets. Much of the discussion centered on the real depreciation of the club aircraft in today's market and recovering that depreciation in our fixed fees. There was, of course, the continuing discussion regarding aircraft replacement as well. The only other agenda item was the election of three board members. Ken Conteen, Jeff Quackenbush and Neil Tracht were all reelected to the board for another two-year term.