

## EDITOR'S NOTES

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Welcome back, Ron Pisz! (Ron was a member back when I joined years ago.)

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## PRESIDENTS COLUMN

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It's March and it's crunch time for the fun fly. The sponsors are falling into place, visit the web site [www.phoenixfunfly.com](http://www.phoenixfunfly.com) for the latest listing of sponsors. Pre-registration has been a little slow, I have about 45 pre registered at this point. Many club members are planning on attending but haven't pre registered. As long as you register before the fun fly and you are a club member, the pre-registration rate will apply, so register. It makes my paperwork a lot easier. I will be doing setup on Thursday and will probably need a little help. Those who might be available should contact me so I can get an idea, it shouldn't be too bad. I hope everyone can contribute some time during the fun fly for radio impound, registration and events. If enough people step in, no one has to spend a lot of time in one area. This is our event and we want everyone to know who we are and what we represent.

I'm keeping this month short as I've got fun fly stuff to attend to. I hope to see everyone out at the fun fly.

Eric

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## TECH TIPS

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If you're ever near a turbo powered model, be sure you stay away from the intake. Here's a picture of the intake impeller that ate the tip of someone's finger. If this is the e-mailed newsletter, be sure to check out the addition to check out the additional pictures of the insides of the turbine.



## JOKES

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Qanta's Pilot gripe sheet:

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident. ... Enjoy!

P: Left inside main tire almost needs replacement.  
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.  
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.  
S: Something tightened in cockpit! .

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.  
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget