

Aircraft Locations

Comanche 9014PCHD
Archer 47601.....CHD
Arrow 31386.....DVT
Archer 30749.....DVT

The Arrow and Comanche will swap places in early October, after which the Arrow will be at CHD and the Comanche will be at DVT.

The Safety Corner

AL GALVI

There is no end to safety topics, but this month let's consider WIND. July starts the "Monsoon" season, which we pilots can think of as the "Big Wind" month!

Let's start with the simple securing of a plane after a flight. All chains tight? Controls left tightly restrained by a safety belt? (Piper does not believe in control locks!) The slamming of controls by gusts can be seriously damaging!

Now, a thought about a flight which finds significant crosswinds and gusts at the time of landing. If recent flights have not provided much of a chance to develop proficiency in these conditions, would some dual be helpful? (In giving BFRs and currency checks, the need for increased proficiency in crosswind and gust control is often seen.)

Are you "wind ready"?

Happy Flying.

14P Billing Error Last Month

BOB SKALKA

Those of you who flew 9014P during the month of May got a brief respite from paying for that time. A minor software change in the database used to collect and compute the flying charges resulted in a \$0 charge for 14P. Furthermore, we did not catch it until after the bills had been mailed.

However, the respite is over, and you are billed this month. The 14P flying transactions should look the same as on last month's bill with the exception

that this time the correct dollar amount is included.

We are making further changes to the billing software and database to accommodate the share upgrade. We are also in the process of transferring the treasurer's job to Tom Lessor. While I do not anticipate any further difficulties, the opportunity for problems is quite high right now!

Change in 'Mbrshp Type' Field on Monthly Bill

BOB SKALKA

One of the changes made to the database is to have the 'Mbrshp Type' field represent the actual value of your share. Previously, this field was a text field that indicated the purchase amount of the original share. The field will now represent the turn in value of your share with updates each month as you are billed for the share upgrade. Those of you who have paid the \$900 will see that amount added to the share value.

Currently, the full share value is \$750. That is the turn in value. As long as there is a waiting list, the Board gives you the \$250 membership fee from the next joining member to achieve the \$1000 buy back we have used for a couple of years now. Thus, a full share value will be \$1750 after all upgrades are complete in 40 months. Those who elected to pay \$900 of the upgrade before the end of this month will see their share value increase by \$2.50 each month so that at the end of 40 months their value is \$1750.

New Reservation System Update

RICK RIDENOUR

Preparation is under way for switching over to the new reservation system. Here is the planned timeline for the switchover:

1-17 July: User accounts will be set up for all members. Members with an e-mail address listed on the club roster

will be notified of their account by an email from AircraftClubs.com.

Members without an e-mail address on the roster will be notified either by mail or by telephone.

You will have to have the Pilot ID and PIN supplied by AircraftClubs.com in order to use the new scheduling system. If you have not received notification of your account by July 17th, please contact Rick Ridenour or Tom Lessor.

1-23 July: As soon as you are notified of your new account, you may try out the new scheduling system by making "pretend" reservations that occur in the month of July.

These reservations are just for practice and do not actually reserve the aircraft. During this period from July 1st through 23rd, **continue to use the old scheduling system for all "real" reservations.**

Refer to the Scheduling Guide included with the monthly statement for instructions on using the new system. For Internet access, go through the AircraftClubs.com home as described in the guide.

23 July: On the evening of Monday July 23rd, all reservations in the old system for flights from August 1st and beyond will be copied over to the new system by the system administrators. No action is required by the member to copy their existing reservations to the new system.

24-31 July: During this time period, **use the old system to schedule flights during the rest of July** and use the new system to schedule flights for August or later.

31 July: Last day for the old scheduling system.

1 Aug: From this day on all flights will be scheduled on the new system.

Web Site Changes

TOM LESSOR

When you access the club home page after July 23rd, you're going to notice we made some changes to the site.

We've added a new Reservations link to the MEMBER AREA link list. This

link will take you directly, well almost directly, to the scheduling system login page. This wasn't much of a change.

You'll probably consider the change to a framed site to be more significant. Frames allow us to target information to specific sections (frames) of your browser window. We do this by telling your browser how to "frame" our page and then direct our links to a particular frame.

We had to modify a lot of web pages to add the Reservations link. By going to frames we've made future maintenance of this list much easier.

Comments on the new site should be directed to Tom Lessor or the Web Administrator.

Maintenance

Ed Hirrold

30749

Note: An intermittent problem has been reported with the audio system. If no sidetone is heard while transmitting with the pilot boom-mic, or if the ground facility reports only a carrier, try wiggling or disconnecting the handheld microphone. If problems are encountered, please notify Ed Hirrold.

47601

Starter replaced.

31386

Gear strut housing casting replaced.

9014P

Scheduled for autopilot installation in July/August timeframe.

Work Parties

CHD

Both 31386 and 47601 got much needed washing on Saturday morning, June 23rd. Thanks to Al Galvi, Bob Harper, Clint Hepner and Bob Skalka for putting in the time and effort it takes to clean up really dirty aircraft.

DVT

The next work party will be held at Deer Valley on Saturday July 21st at 7:30AM. If you are interested in participating, please contact Tom Lessor.