

Aircraft Locations

- Comanche 9014PCHD
.....T-Shades, spot #7
- Archer 47601.....CHD
.....Tie down #321
- Arrow 31386.....DVT
.....West Hanger #7-12
- Archer 30749.....DVT
.....West Covered #4-20

Note that both of the CHD parking spaces have changed recently. The parking spaces at both airports are listed above.

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.

Board Meetings Move to New Night

RICK RIDENOUR

The 2nd-Thursday-of-the-month board meetings have been conflicting with several of the WINGS safety seminars. The Board decided to move the normal meeting day to the 4th Tuesday of the month. Accordingly, the next meeting will be Tuesday September 25th, at 7:30PM at Deer Valley.

On cases where the 4th Tuesday of the month falls on a near a holiday (such as this year in December), the meeting will be moved ahead to the 3rd Tuesday of that month. Watch the newsletter and the web page for dates for upcoming board meetings.

Board Position Change

TOM LESSOR

If you don't know how long you've been the Treasurer, you've been the Treasurer a long time. After somewhere " ... in the neighborhood of 13 years", Bob Skalka turned the duties of Treasurer over to me as he and I officially swapped board

positions at the August meeting. Bob has assumed the duties of Secretary.

Bob had been hinting he was looking for a break from the Treasurer's responsibilities and I made the mistake of picking up on his hints. I really should have been wary of the glint in his eyes.

Actually I'm looking forward to the task and hope I can do the job as well as Bob. There's absolutely nothing at all to worry about. We'll all be fine as long as Bob doesn't change his phone number or email address.

If you have billing questions, I can be reached at home at 602-788-4751 or by email at treasurer@phoenixflyers.org.

Update on Upgrades

RICK RIDENOUR

Good news! The auto-pilot installation on 14P has been completed. The auto-pilot does have a few nuances that must be understood in order to use the auto-pilot effectively. The POH supplement has been sent electronically to members with an e-mail account. For a paper copy, please contact Gary Christopher.

The next tentatively planned upgrade is a Garmin GNS430 GPS for 749. We are currently getting quotes for this upgrade and hope to move forward in the next several months.

Why GNS430? The GNS430 stands out as the leader in single-box panel-mount solutions for general aviation IFR GPS units. It has a full-color moving map, as well as a built-in VHF Comm transceiver and a built-in VHF Nav receiver. Many thanks to Gary Christopher for performing extensive research into the options that are available today.

Why 749? Currently 30749 is the least well-equipped aircraft in our fleet. It seemed to stand to benefit the most from the upgrade.

Work Parties

BOB SKALKA

Both 9014P and 47601 were washed last month. Two members responded to a last-minute call to wash 14P on Thursday evening, August 16th, as it was

scheduled to be away for the planned Saturday event. Thanks to Jim Theobald and Fred Pike for their help.

The Saturday crew of Al Galvi, Bob Harper, and Jim Space made short work of cleaning up 47601.

Also, both main tires on 749 were replaced on August 22nd. Thanks to Tom Lessor, Rick Ridenour, and Bob Skalka for their help.

The **next work party** will be Thursday 20 September at 7:30PM at DVT. We will wash 386. Please contact Rick Ridenour if you are interested in helping.

Maintenance

ED HIRROLD

30749

- Both main tires replaced.
- Pilot seat back repaired. Springs for the reclining mechanism on order.
- Tuning problems with #2 comm. It appears the gear mechanism has slipped a couple of teeth. May have been repaired.

47601

- Missing air-intake foam plug

31386

- Stall warning is intermittent. Likely the wing mounted micro-switch
- Transistors have been purchased and delivered to Westwind for the autopilot
- Estimated \$200 to add aileron trim tab to correct right wing heavy situation.
- Comm #1 has been reported to not receive on 121.00MHz (GEU Tower, for instance)

9014P

- Stall warning is intermittent
- Some minor skin cracking noted around the rear topside radio antenna.
- The pitot cover is missing
- The prop governor cable attachment has been repaired.

The Safety Corner

AL GALVI

There is no end to safety considerations, but not pushing one's luck is certainly high on a long list! A recent case in point, a Russian commercial airliner was attempting to land in apparently below-minimum weather conditions. Three unsuccessful attempts to land were made, the fourth succeeded... but unfortunately by killing all on board!

Now let's admit we don't really know what happened, but whatever, a lesson may still be illustrated. Whether VFR or IFR, play any marginal situation on the conservative side! "Don't push Lady Luck"...she may be fickle!

(Just for general information, the Casa Grande LOC/ILS has recently been changed to 111.15MHz and the Coolidge Unicom to 123.075MHz.)

Happy Flying.

Aviation Safety Education Seminar:

The *AOPA Air Safety Foundation* and *FAA Aviation Safety Program* are sponsoring an **Aviation Safety Seminar** at the **Mesa Community College Navajo Room**, 1833 W. Southern Avenue, on **Wednesday, September 19th, 7:00 - 9:00 p.m.**

The seminar qualifies as one of the two safety meetings required by Section 5.3.1 of the Operations Manual. Proof of attendance is required.

The seminar is free, no registration is required, and qualifies towards the FAA Wings Program.