

Aircraft Locations

- Comanche 9014PCHD
.....T-Shades, spot #2
- Archer 47601.....CHD
.....T-Shades, spot #7
- 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.

Maintenance

ED HIRROLD

30749

No maintenance items reported.

47601

150 hr engine inspection completed.

31386

Stall warning has been repaired. The wing-mounted vane switch was replaced. Oil changed.

9014P

Stall warning has been repaired. Broken wires were identified as the cause of the intermittence.

How Lucky We Are

RICK RIDENOUR

The tragic events of September 11th have certainly affected us all. And while the temporary disruption to general aviation pales in comparison to the more profound effects of the attack, it may be the aspect that hits the closest to home. Many members had to cancel plans because of the emergency flight restrictions created by the government as it tried its best to cope with the situation. At least one member found himself stranded out of state with a club airplane on that Tuesday morning.

But before we start feeling put out by the plethora of NOTAMS and Temporary Flight Restrictions that are now in effect, we should consider how fortunate we are to live in a country that allows us to take to the skies in the first place. There are not many places on earth that give private citizens such broad flight privileges.

Because the regulations and NOTAMS are changing on an almost-daily basis, please be sure to talk with a FSS briefer before each flight.

Work Parties

RICK RIDENOUR

The Arrow was washed and waxed last month. Thanks to Paul Fortune and Larry Bernosky for helping

The **next work party** will be Saturday 20 October at 8:00AM at CHD. We will wash 601. Please contact Bob Skalka if you are interested in helping.

Monthly Fixed Fee to Increase due to Higher Insurance Costs

RICK RIDENOUR

The cost of insuring the club aircraft has increased dramatically this year. The annual premium rose from \$14,663 last year to \$18,362 this year. The increase, which works out to about 25%, was due to a combination of an increase in the value of the aircraft as well as a good-old-fashioned rate hike by the insurer. Unfortunately, there are very few insurance companies that are even willing to cover flying clubs, so we are pretty much at the mercy of them when it comes to premiums.

The increased premium of \$3700 works out to about \$6 per member per month. However, since we are saving about \$1000 per year on the reservation system, we think we can get by with only a \$4 increase in the fixed fee. Accordingly, the board voted to raise the monthly fee from \$55 per month to \$59 per month, effective 1Dec01.

But Wait. It gets worse... See the back page.

Both CHD Aircraft Now in T-Shades

RICK RIDENOUR

Another T-Shade spot opened up at Chandler so both aircraft there are now under the shades. We now have one full-shade spot (for 14P/386) and the partial-shade spot (for 601). As soon as another full-shade spot opens up, 601 will move one last time. After that, we should be done juggling parking spaces.

New Currency and Minimum Experience Requirements

RICK RIDENOUR

Just to add insult to injury, the insurance company has increased the minimum currency and pilot experience levels on our complex aircraft. These new requirements will go into effect on November 10th. We have no choice but to abide by these requirements imposed by the insurance company. There are two main items that have changed.

Comanche Minimum Time

As of November 10th, pilots must have at least **350 hours of total logged flight time** before they can fly the Comanche. The old requirement was 200 hours. If you are like me and fall between 200 and 350 hours of flight time, this means that even if you are already checked out in the Comanche you will not be allowed to fly it after November 9th.

Comanche and Arrow Currency

Additionally, and this applies to everybody checked out in either or both of the complex aircraft, you will now be required to have at least **3 hours in make and model during the preceding 180 days** in order to be considered current.

Members who are not current in a given aircraft **will not be covered by the insurance for that aircraft and will not be allowed to fly that aircraft** until they become current by flying with a board-approved CFI.

For instance, if you last flew the Arrow for three hours on June 30th, you will not be current in the Arrow after December 27th, the 180th day after your last flight, unless you log three hours in the Arrow between July 1st and December 27th. And remember, currency in the Arrow does not make you current in the Comanche and vice versa. Each has its own three hour currency requirement.

Note that the currency requirements for the Archers have not changed.

The Safety Corner

AL GALVI

Since time flies, the 3-month period of December through February for the required annual checkrides will be here before we realize it! The checkride is to be preceded by attending two safety seminars. To help in this regard, an AOPA sponsored seminar will be held in the CHD Terminal conference room sometime in November (specific date and time to be announced). It will be based upon an AOPA Safety Foundation Video program entitled "Never Again," to be followed by open discussion.

The NTSB has just released the final 1998 report on aircraft fatal accidents. It will no doubt support the AOPA presentation in emphasizing that the #1 cause of fatal accidents is still "continued VFR flight into adverse weather". The #2 cause is shared by a combination of low flying, improper IFR, and engine failure (out of fuel plus mechanical).

See you in November.

Happy Flying

Update on Upgrades

RICK RIDENOUR

30749 is scheduled to go in to Cutter Aviation in early October in order to have a Garmin GNS430 installed. The upgrade should take between one and two weeks.

After 30749, the plan is to install a GNS430 in 47601. A specific time frame has not yet been discussed. We will allow enough time between the two so that members have a chance to try out the GNS430 and comment on it.

Want to start learning how to use the GNS430? Both the GNS430 User's Manual and a GNS430 simulator program are downloadable for free from the Garmin website at www.garmin.com/products/gns430.

Also, Bob Skalka is beginning the work to get an estimate of what it will cost to redo the interior of 31386. There is a lead time of a couple months to get the material for the upgrade, and we will want to schedule the work during the cool of winter.