

Aircraft Locations

- Arrow 31386.....CHD
.....T-Shades, spot #2
- Archer 47601.....CHD
.....T-Shades, spot #7
- Comanche 9014P.....DVT
.....West Hanger #7-12
- Archer 30749.....DVT
.....West Covered #4-20

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

The Safety Corner

AL GALVI

The safety meeting held 15Nov01 is acceptable as one of two required for the annual checkride. When accomplishing your checkride, if you have attended it, please ask your instructor to enter this information on the form.

A new checkride form lists the current required insurance log times. If you are flying one of our retracts, please review your logbook in advance to ascertain if you have entered the required minimum 3+ hours as PIC within 180 days in that make and model.

Please note that your signature is required on the form. Valid and accurate entries will assure your own personal insurance coverage.

Note to instructors, annual checkride currency in both the Arrow and the Comanche: The Phoenix Flyer Operations Procedures state "Currency in the Arrow or the Comanche maintains currency in all other aircraft". This will now apply ONLY if the member also meets the 3 hours/180 days requirement as PIC in EACH make and model of the complex aircraft.

Happy Flying.

Update on Upgrades

RICK RIDENOUR

The user's manual for the GNS430 has gone missing from 30749. We only have one color copy, and it is to be shared by everyone. If you inadvertently put the manual in your flight bag, please return it to the aircraft as soon as you can. Thanks. (If you would like to get your own copy of the user's manual, copy can be downloaded for free from Garmin's web site (www.Garmin.com).)

Rob Kocak made the suggestion at the last board meeting that the Comanche panel be redone to give it a standard "6-pack" layout. The board felt that this change is worth considering and asked Rob to do some additional checking into cost. This potential upgrade can be a topic of discussion at the Annual Meeting.

Finally, I misspoke last month when I said that the GNS430 installation in 749 was complete. No job is finished until the paperwork is done! The FAA form 337 which gives authorization for the GPS to be used for IFR is still in works. We expect this form to be complete by mid-December. Additionally, a navigation database subscription is being obtained that will provide updated databases on a 28-day cycle. In order for the unit to be used for IFR, it must have a current database.

Annual Meeting and Banquet

RICK RIDENOUR

The Annual Meeting and Banquet is tentatively scheduled for Saturday, January 19th. We are still looking for a restaurant that can accommodate us.

We've had a lot of new members join us this year, so it will be a good opportunity for everyone to meet. Look for more information on the web site and in the January newsletter.

Maintenance

ED HIRROLD

N9014P

- #2 Comm was repaired and again has receive audio problems
- The magnetic compass is exhibiting >30° error in some directions. It will have to be moved from its current mounting.
- The alternator belt has been tightened

N31386

- 150 hr engine inspection.
- Broken muffler and fuel leak corrected

N30749

- The DG is defective and will be replaced
- The operator's manual for the GNS-430 is in the POH in the aircraft

N47601

- No maintenance actions identified

Work Parties

BOB SKALKA

The November work party at DVT was held Saturday November 17th. Thanks to Larry Bernosky, Paul Fortune, and Rick Ridenour for helping wash and wax 749.

The **next work party** will be Saturday 15 December at 8:00AM at CHD. Please contact Bob Skalka if you are interested in helping.

Hello and Good-byes

TOM LESSOR

We'd like to welcome Bill Pabst, Rod Kennan and Mike Tremose to the club.

James Greisiger has resigned. We wish him best of luck in his future endeavors.