

**Aircraft Locations**

Comanche 9014P .....CHD  
.....T-Shades, spot #2

Archer 47601.....CHD  
.....T-Shades, spot #3

Arrow 31386.....DVT  
.....West Hanger #7-12

Archer 30749.....DVT  
.....West Covered #4-20

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**

- Right fuel quantity sender replaced

**47601**

No report

**31386**

No report

**9014P**

- Flap cable replaced
- Removed and replaced alternator

**Fuel Invoices**

TOM LESSOR

A friendly reminder from your Treasurer. Please make sure the aircraft tail number is included in fuel receipts you submit for credit. It will save me the time of having to bring up the reservation system in attempting to determine which aircraft on which to apply the charges.

**Work Parties**

RICK RIDENOUR

The **next work party** will be Saturday, July 20th, at 8:00AM at DVT. Please contact Rick Ridenour if you are interested in helping.

**Board Vacancy**

RICK RIDENOUR

Due to a work schedule that takes him out of town frequently, Gary Christopher has had to resign from his position on the Board of Directors. Gary also held the office of Vice President and Operations Officer. This position will be filled in accordance with Article VI, Section 8 of the by-laws. The Board is currently accepting nominations for a replacement for Gary. This position expires at the next Annual Meeting in January.

Any member interested in filling this position and serving on the Board of Directors can contact a board member or attend the next Board meeting at the Chandler Airport Terminal on July 23rd at 7:30 P.M. The Board plans to fill the opening at that time.

**Hellos And Good-byes**

TOM LESSOR

We had two resignations in June. We bid good-bye to Randy Helm and Jim Moreland. And we say hello to Dan Streufert and Bob Little.

That's no error on the roster page. Dan lives in Illinois! Dan will be moving to Phoenix once he gets the sale of his business out of the way in Illinois. Bob is already flying out of Chandler.

**386 Interior**

RICK RIDENOUR

Many thanks to everyone who helped with the interior upgrade on 31386. The job was completed ahead of schedule!

Special thanks to Bob Skalka, who led the effort, worked nights and weekends on the job, and volunteered his workshop for reupholstering the seats.

Bob's helpers on the effort were Bob Harper, Clint Hepner, Kurt Kallman, Mike LaMacchia, Tom Lessor, Fred Pike, Rick Ridenour, and Jim Space.

The aircraft looks great with the new interior.

**The Safety Corner**

AL GALVI

Last month an article described a method to execute an instrument approach in 47601 with the GNS430 linked to the autopilot. Based upon questions regarding the new autopilot installed in Comanche 9014P, some observations are offered which are hoped may be helpful.

First, while the S-Tec instruction pamphlet mentions a "10 second" test period, an in flight check showed that the test cycle took over twice as long to complete! Furthermore, an attempt to recycle the test segment shortly after 10 seconds simply prolonged the process of activating the unit. Suggestion? Just let the mandatory test cycle run its course until ONLY the green ready light appears.

Now for the good news. A 9014P autopilot flight check was made in unusually smooth conditions and found both the "roll" and the "heading" modes capable of holding both left and right turns at standard rate when quickly and fully deflected. Further encouragement was that altitude was held +/- 50' while making maneuvering turns.

No checks could be made in significant turbulence. When possible, it will be interesting to learn the results. In addition, it will be instructive to see what attempts at various types of instrument approaches will bring to light.

New item regarding vernier controls for engines. In a recent flight with one of our retractables, the prop vernier was found in the normal full forward position, but the friction adjust was screwed so tight that it was difficult to unscrew it. After a number of turns it was still binding and not moveable when pressing the release button.

As of this writing it is not known if damage was done. PLEASE secure any vernier control full forward with a very light screw turn on the friction adjustment. The same goes for engine oil dipsticks. Thank you!

Happy Flying