

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

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

- Alternator fixed.

47601

- Pilot's shoulder strapped replaced.
- Gear struts filled.

31386

- Prop control cable replaced
- 150 hour inspection completed
- Gear pump & motor replaced

9014P

- DG replaced
- There is still a small oil leak somewhere on the engine. Maintenance time is scheduled in mid-September to try to locate and fix the leak.

New Operations Officer Selected

RICK RIDENOUR

Mike Tremose was selected by the Board to fill the vacancy created when Gary Christopher resigned from the Board. Mike will serve as Operations Officer for the remainder of the term, which will end at the annual meeting in January 2003.

386 Has Belly Landing

RICK RIDENOUR

Just as this newsletter was going to press, Arrow 31386 had a belly landing. At this time, full details are still not known.

What we do know is that no one was injured and the aircraft has been secured and is standing on the landing gear. The aircraft was landing at Cortez, Colorado when the mishap occurred. It is not yet known if the gear was not down or if the gear collapsed upon landing. Early information suggests the aircraft suffered a broken propeller as well as damage to the belly and flaps.

The aircraft tentatively has been taken down for maintenance on the scheduling system for the next three weeks. Additional information will be added to the "Club News" section of the scheduling web site, as it becomes available.

Work Parties

RICK RIDENOUR

We had a great turnout for the CHD work party in August. Many thanks to Al Galvi, Clint Hepner, Kurt Kallman, Jon and Lisa McLin, Cara Moss, Bob Skalka, and Jim Space. They washed, waxed, and cleaned the interior of 14P as well as washing and cleaning the interior of 601.

Also, a new left-main tire was put on 749. Many thanks to Larry Bernosky, Rick Ridenour, Jim Rumbo, and Bob Skalka,

We're going to try something different for the **next work party**. It will be on Wednesday, September 18, at 7:00 PM at DVT. The plan is to wash and wax 749. Please contact Tom Lessor if you are interested in helping.

The Safety Corner

AL GALVI

GPS Shortages

AOPA and Flight Service sources have announced sporadic GPS shortages that may potentially affect certain member cross country flights. US Department of Defense intentional GPS signal distortions at an Arizona site may generate these.

While scheduled, intervals may be added or deleted on relatively short notice. What then, can affect our flight plans? Centered at the Sierra Vista Municipal Airport, false GPS signals may occur within a 160NM radius area above 4,000 ft MSL. For anyone planning to fly up to 40,000 ft MSL, the radius can grow to 400NM. (Please let us know if you can coax any club airplane up that high!) In any event, be sure and check NOTAMs.

Safety Seminars

To be of service to cross-country flights conducted in the forthcoming weather-generating season, a club seminar based on AOPA's "Weather Strategies" will be held at **7:30PM at the Chandler Airport Terminal building on Wednesday, October 9th**.

An additional seminar, "GPS Operational Questions" will be announced for November.

The AOPA Air Safety Foundation is sponsoring a seminar at the Mesa Community College on Thursday, September 12th, from 7:00 - 9:00 PM. The subject is "Single Pilot IFR".

Finally, the FAA sponsored "Honeywell Quarterly Seminar" has changed its date from October 13th to October 10th.

Happy Flying