

Aircraft Locations

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

The Comanche moved to Deer Valley on October 3rd. The Arrow will move to Chandler after repairs are complete.

Maintenance

ED HIRROLD

30749

- GPS NavData card failed; replaced with next edition card from Jeppesen
- Intermittent problems reported with NAV/COM #1 (Garmin) and #2
- Oil change and 50-hour inspection completed

47601

- DG repaired
- 150-hour inspection completed
- Transponder reply light fixed
- New panel light switch installed
- New EGT probe installed
- New co-pilot PTT switch installed

31386

- In shop for gear-up landing repairs

9014P

- Oil leak problem resolved

386 Repair Status

RICK RIDENOUR

Repairs are just getting underway on 386. The work will be performed at Westwind. Currently Westwind is in the process of obtaining a ferry permit and ensuring that the aircraft is safe to fly back to Phoenix. There was some delay in beginning repairs since the insurance company wanted to look into whether or not the work performed by Westwind on the landing gear one week before the incident was related.

At this point it appears that the landing gear motor tripped a circuit breaker when the handle was selected to the down position. This prevented the gear from lowering. When the aircraft was later placed on jacks and the circuit breaker reset, the landing gear operated normally.

Moral: ALWAYS check for THREE GREEN!

Work Parties

TOM LESSOR

Wednesday, Sept 18th brought a beautiful night for a plane wash with cool weather, a gentle breeze and a beautiful full moon. 749 got its bi-monthly washing, but with only 1/8 of the turnout they had at Chandler last month, I left the waxing for another day.

The **next plane wash** will be in **CHD**. Bob Skalka will send out an email requesting volunteers once the date and time are selected.

Thanks to Bill Cary, Jeff Quackenbush, Tom Lessor and Bob Skalka for their effort on the 50-hour inspection and oil change on 749.

Farewells

TOM LESSOR

We say adieu to Paul Fortune who resigned from the club in September. Paul found an opportunity in a Piper Turbo Arrow partnership he wanted to pursue. His presence will be missed at the DVT plane washes.

The Safety Corner

AL GALVI

This month, an AOPA seminar in "Weather Strategies" will be held at the Chandler Airport Terminal Building on Wednesday, October 23rd, at 7:30 PM. (Note the change in date from what was previously published.) The seminar will be particularly useful for planning and monitoring cross country flights. It will be illustrated by a video and slides. Guests will be welcome.

Next month on Wednesday, November 20th, at 7:30 PM a seminar will be held at Deer Valley. (Specific location to be listed in the November newsletter). The subject will be on the Garmin GNS430 unit now installed on our Archers. The GNS430 has remarkable capabilities but its operation can raise numerous questions. The seminar format will be based on a question and answer session in which select areas will be covered. Attendees will be invited to raise their own questions of particular interest.

Both seminars will qualify for the club annual requirement of completing two seminars by the time you take your annual checkride (between December 1st and February 28th). Whenever taking that checkride, it is suggested to consider combining it with a Wings Phase Training session. It will serve as a good refresher and qualify towards a valid BFR.

Happy Flying

PIM's And User Guides

TOM LESSOR

There are some new links on the aircraft information pages of our web site that can be used to purchase or download manuals and user guides for the club aircraft.

The link on the Aircraft & Rates main page points to Essco Aircraft, "... *the Aircraft Manual People*". I've used these folks to order Pilot Information Manuals for all of our club aircraft. The going price is around \$16 per manual. The club still has some copies of the PIM for the Comanche available at \$8, but I found the print quality a bit better from Essco Aircraft.

There are also new Garmin links on the Archer pages. One can be used to download a copy of the GNS 430 Pilot's Guide and Reference. If you're like me and don't want to use a printer cartridge printing it at home, you can follow the link to purchase the guide. Select the "GNS 430" from the Product Accessories drop-down menu. The guide costs \$8. There is also a Quick Reference available for \$4.50. Shipping is a little steep at \$6 and they ding you for sales tax but it is the "real deal". The pictures aren't in color in the Pilot's Guide. I suspect that if they were the price would be significantly more. The Quick Reference has color pictures.

Finally, there's also a new link on the Comanche page to download a PIM on the System 40-50 Autopilots from S-Tec.

Remember that Pilot Information Manuals are for **reference purposes only**. The Pilot Operating Handbook in each aircraft is the only book valid for flight operations.

Flight Invoices

TOM LESSOR

Occasionally flight time performed as part of a maintenance effort doesn't make it to a flight invoice. This causes a discrepancy for the next pilot flying the aircraft when the starting tach-time is wrong.

Occasionally I get invoices on which a pilot has corrected the starting tach-time and then used that ticket to record the flight. That works, but it makes for an imbalance in our billing software that crosschecks the flight times. There is no way for me to account for the "missing" time without a flight invoice.

The correct method to record a starting tach-time in error is to complete the invoice with the incorrect time. Place the current tach-time in the Engine Stop field of the invoice and indicate in the Comments section that the tach-time was in error. Put a big circle around both times to make sure I don't bill you for that invoice. Then start another invoice to log your flight, using the correct starting tach-time.

What to do if you can't find an invoice to record your flight? Use a page from the Squawk Book or some other paper and record the pertinent information for the flight, same as on a regular invoice.

And finally, please make sure you include your name and member number on all flight invoices.