

**Aircraft Locations**

- Arrow 31386..... Out of Service
- Archer 47601.....CHD  
.....T-Shades, spot #10
- Comanche 9014P ..... DVT  
.....West Hanger #7-12
- Archer 30749..... DVT  
.....West Covered #4-20

The retractables will rotate next in early January.

**Maintenance**

ED HIRROLD

**30749**

- Carburetor rebuilt to reduce the flat spot as the throttle is advanced.
- ELT removed for repair.

**47601**

- Battery replaced.
- Ammeter is occasionally reading zero and will be investigated.

**31386**

- In shop for gear-up landing repairs.

**9014P**

- Flaps repaired.

**Upcoming Board Meetings**

RICK RIDENOUR

The December board meeting will be held one week earlier than normal due to the winter holidays. The December meeting will be on Tuesday December 17<sup>th</sup> at 7:30pm in the pilot lounge at Westwind at Deer Valley.

Members and guests are always welcome.

**FOD**

TOM LESSOR

It stands for Foreign Object Damage to an aircraft. The type of damage that can occur when something strikes an aircraft, like loose gravel on a taxiway, or a wheel chock in a tie-down space. Some of you may have wondered about that duct tape holding the chock for 749 together.

I was in the habit of leaving the chocks for 749 in place when I took the plane. The idea was to be able to return the aircraft to its exact parked location when I taxied back into the spot and nudged the wheel up to the chock. It was a bad idea, as I learned when I parked the plane following an oil change. In looking back, I suspect I added a little more power to move the plane up another foot into the space. I was immediately notified of the error of my ways when half of a wheel chock hit the lockbox. The chock had been sucked up into the propeller and nicely split in half. Fortunately the pieces didn't strike any aircraft, like the Cessna 421 or Piper Saratoga that share adjoining spaces. But I did leave behind a little yellow paint and a nick in 749's propeller, foreign object damage.

So no more leaving the chocks in place for me. Now I pull them and set them next to the lockbox before I push out. And I stop and pull the plane the final few feet into parking. I would recommend everyone do the same. I also recommend caution taxiing over the tail tie-down chain. Wouldn't that make a mess if the prop picked it up!

Let's all be careful out there.

**Work Parties**

RICK RIDENOUR

The December work party was held Thursday December 5<sup>th</sup> at Deer Valley. A tire change was performed on 749 and an oil change was performed on 601. Many thanks to all who participated.

Any additional work parties in December will be announced through e-mail.

**The Safety Corner**

AL GALVI

December 1<sup>st</sup> started the annual checkride period. An annual checkride is required for all members. Any member failing to complete a checkride by February 28<sup>th</sup> will be grounded and will not receive the new combination for the hangars and lockboxes.

As part of increased safety enhancement and evidence to our insurance company of due diligence, all members will be asked to show their current medical and BFR certificate or logbook entry to the club instructor for recording on the checkride form.

As noted in the November newsletter, members must possess a Pilot's Information Manual for each of the club airplanes that they fly. These must also be brought along for the checkride.

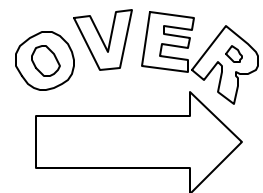
Please note that an *initial* checkride in either the Arrow or Comanche will require submission of a written review quiz prior to flight. The blank quizzes will be placed on the Phoenix Flyer Web site shortly. Members are encouraged to contact a club instructor to answer any questions and to arrange for their checkride.

Happy Flying

**386 Repair Status**

RICK RIDENOUR

The Arrow has made its way back to Phoenix. The plane is at Westwind and is currently being repaired. We are estimating late December for a completion date.



**Annual Meeting and Banquet**

RICK RIDENOUR

The annual club meeting and banquet will be held Saturday, January 11<sup>th</sup>, 2003, at Hunter Steakhouse located at I-17 and Indian School Road. A social hour will begin at 6:00pm, followed by dinner at 7:00pm and the meeting at 8:00pm. The invitation is enclosed with the December statement. Please try to RSVP by January 4th if you plan to attend.

You'll notice the cost is a bit pricier than last year. We selected a classier place for the meeting.

**Elections**

TOM LESSOR

Elections to the Board of Directors will be held at the Annual Membership meeting on January 11th. Members are elected to the Board for 2-year terms with three positions expiring each year. Bob Skalka, Ed Hirrold and Mike Tremose currently hold the positions expiring this year. Mike is completing the term formerly held by Gary Christopher.

Members are only elected to the Board of Directors. The officers of the corporation (President, Vice President, Secretary, Treasurer, Operations Officer, Maintenance Officer and Safety Officer) are elected by the Board and are generally members of the Board.

Members interested in being considered for election to the Board of Directors should submit their name to any current member of the board by January 1st. We would like to post the list of candidates in the January newsletter.



Recent picture of 386. The engine has been removed for inspection.