

**Aircraft Locations**

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

Archer 47601.....CHD  
..... T-Shades, spot #10

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

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

The next rotation of the Arrow and Comanche will be in early April.

**Maintenance**

BOB SKALKA

**30749**

- Flap Console Replaced
- Pitot Heat is inoperative.

**47601**

- Annual scheduled for 3Mar03
- EGT is inoperative
- Flap sticking (doesn't retract smoothly with no aerodynamic load)

**31386**

- Returned to service 25Feb03.

**9014P**

- Stall Warning sensor replaced
- Right side vent does not shut off
- Cockpit Speaker is inoperative
- Left Main strut leaking
- 150 hour inspection coming in March
- Gear warning horn coming on at higher MP than expected (17" vs. 15")

**Next Board Meeting**

RICK RIDENOUR

The next board meeting will be held at the Westwind building at DVT on Tuesday March 25<sup>th</sup>. The meeting will be held in the pilot

briefing room and will begin at 7:30pm.

**Work Parties**

RICK RIDENOUR

The February work party was held Saturday February 22<sup>nd</sup>. Many thanks to Larry Bernosky, Tom Lessor, and Rick Ridenour for washing and waxing 749.

The next work party will be held Saturday March 22<sup>nd</sup> at CHD at 1:00PM. Please contact Bob Skalka if you are interested in participating.

**386 Is Back!**

RICK RIDENOUR

After many delays and setbacks, 386 is back on the line! The repairs for the gear-up landing have been completed, the annual has been completed, some old repair work that had not been performed to specification has been redone, and the right-wing-heavy tendency has been removed. Many thanks to Bob Skalka and Mike Tremose for keeping the heat on Westwind to complete the repairs.

Now for the bad news. 386 was down for about six months, so most if not all of us are any longer type current for insurance purposes. As a reminder, if you do not have 3 hours PIC in PA28R aircraft in the last 180 days you need to have a checkout with a club instructor. This applies even to those who are current in the Comanche.

Refer to the club Operating Manual for additional details on the insurance requirements.

**The Safety Corner**

AL GALVI

March first and the bell tolls. Congratulations to all whom have accomplished their checkride. Regrets for those who have not been able to fit that in!

For those members who have not yet completed their checkride, please note that NO flying as PIC is now to be done in a Club airplane until an annual review is recorded with a Club Instructor. Thank you for your cooperation.

Happy Flying

**Club Officers Elected...**

RICK RIDENOUR

At the board meeting in February, the current board members and those board members elected at the Annual Meeting & Banquet in January voted for officers of the club to serve until next February. The officers selected are as follows:

- President ..... Rick Ridenour
- VP/Safety..... Al Galvanoni
- Operations ..... Mike Tremose
- Maintenance..... Bob Skalka
- Secretary ..... Neil Tracht
- Treasurer..... Tom Lessor

**... And Vote Themselves a Pay Raise!**

RICK RIDENOUR

The board voted to increase the monthly credit given to the Maintenance Officer and Treasurer from \$100 to \$150. The board felt the new rate was more appropriate given the significant amount of work that the Treasurer and Maintenance Officer are required to give to the club. As before, there is no credit for the positions of President, VP/Safety Officer, Operations Officer, and Secretary.

## DVT and CHD "Crew Chiefs" Appointed

RICK RIDENOUR

The role of Maintenance Officer has become more than a one-person-job over the past several years. Having aircraft at two locations at opposite ends of the valley and having to deal with repair facilities at both locations adds to the amount of time and effort demanded of the Maintenance Officer. In an effort to provide closer coordination with the DVT- and CHD-based repair facilities with which we work, the board appointed Bob Skalka as CHD crew chief and Mike Tremose as DVT crew chief. The crew chiefs will serve as the day-to-day coordinators of squawks on the aircraft as well as working with the repair facilities for any scheduled maintenance. As Maintenance Officer, Bob Skalka will continue to have overall responsibility for maintenance activities.

As it is envisioned that the people acting as crew chiefs will be performing the lion's share of the work, Mike and Bob will split the \$150/month credit for the position of Maintenance Officer.

What does this mean to the members? If you have a question or concern with an aircraft at CHD, contact Bob Skalka. If you have a question or concern with an aircraft at DVT, contact Mike Tremose. They will work to get your concern addressed in a timely manner. There is still no guarantee that every squawk can be corrected immediately, but hopefully we will be able to get squawks addressed in a reasonably short time.

Email to our maintenance address will go to both Bob and Mike.

## Why Am I Grounded?

TOM LESSOR

There's a question I get a lot. There are three possible categories you will see under *Flying Status* on your statement; Current, Not Current or Grounded.

Currency reflects the status of the annual club checkout that you are required to complete between December and the end of February. Grounded reflects the information I have regarding your medical and BFR dates. If your statement says that you are grounded, check the expiration dates for your medical and BFR and you will find the reason.

But you enter the expiration dates every time you fill out a flight invoice. Why don't I have the correct information? Because I don't look at those dates when I'm doing the billing. Updating the flight invoice with the correct expiration dates prior to your flight is your way of stating that even though our club records don't show it, you are legal to fly the aircraft, providing of course that you are also current.

I get currency information from our Safety Officer, Al Galvi. Next month we will be changing the lock combinations. Members that have completed their annual checkout and are not grounded will receive the new combination with next month's statement. So if you want to get the combination, make sure I have your current medical and BFR information. The best way to do that is through the update utility on the roster page of our Web site. But you can call or email me as well.

One last note about currency. If you have not completed your annual club checkout for this year you are NOT CURRENT, regardless of what it says on your statement. That means no flying as PIC until you meet the currency requirement. You won't be covered by our insurance in the event of an accident.