

**Aircraft Locations**

- Comanche 9014P ..... CHD  
..... T-Shades, spot #2
  
- Archer 47601 ..... CHD  
..... T-Shades, spot #10
  
- Arrow 31386 .....DVT  
..... West Hangar #7-12
  
- Archer 30749 .....DVT  
..... East Hangar #9-9

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

**Maintenance**

BOB SKALKA

**30749**

- Overhead light cover missing
- Pilot's armrest repaired

**31386**

- Gear override light not connected
- Pilot seat position lock works loose
- Member reports Middle Marker light inoperative
- Member reports alternator gauge sticky

**47601**

- Battery replaced

**9014P**

- Flat spot on LT main tire

**Member farewells**

We say goodbye to Bob Little and Kevin Gallagher. Bob has purchased a sport airplane based at CHD and says, "As I've gotten older I find I'm more interested in flying lower and slower." Kevin plans to get back to his own plane which "... is up and running again."

We wish them both happy flying.

**James Bellinger solos**

Rick Ridenour reports that James Bellinger did slip the surly bonds of earth and successfully flew his first solo on August 10<sup>th</sup> in N30739. Congratulations, James. Well done.

**Share proposal increase fails again**

TOM LESSOR

At the August 26<sup>th</sup> membership meeting the proposal to increase our share value to generate operating funds for the aircraft replacement plan failed for a second time. The final vote was 29 for and 11 against. In accordance with our by-laws we needed 75% in favor of votes from those attending the meeting and the proxies in hand for the proposal to pass; 30 votes.

**Next board meeting**

The next meeting of the board of directors will be held at Chandler Municipal Airport in the pilot's lounge on Tuesday, September 26<sup>th</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

**Member Information Sheets**

TOM LESSOR

Everyone should have received their member information sheets with this month's billing statement. The information sheet shows the most current information we have on each member. Some of it's not very current.

Please take the time to review your information sheet for accuracy, make any needed corrections, and return it with your monthly payment. It's all information we need to provide for our insurance renewal. I'm sure that makes you feel better already.

Every year when it's time to renew our insurance policy the underwriters ask for a current club roster and all of that personal information we have on the information sheet, at least all of the information on the lower half of the page. Oh, they also ask for our occupations. They don't really care about our base airport however. But why ask for an AOPA number?

Although the club hasn't made any requirement that we all become AOPA members, even though we think it's a good idea, it happens we would save 5% on our liability premiums if we all are. And if we all are we need your number.

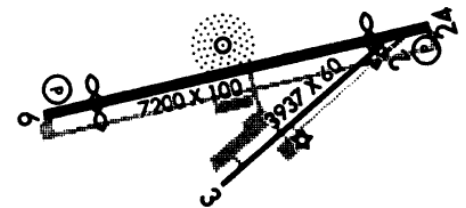
**The Safety Corner**

TOM LESSOR

Any guesses on what the airport signs would look like at the intersection of the departure end of runway 26 and the taxiway to runway 22 at Lexington's Blue Grass Airport?



Is there any airport in Arizona that could pose a risk of using too short a runway, even for a GA pilot, and particularly if the density altitude was way up there? Ever been to Show Low?



Let's all be attentive out there.

**Correction:**

In the July newsletter I stated that the major AOPA concern for the proposed changes to the Phoenix Class Bravo airspace was lower floor limits on the West side, particularly around the Salt River Bald Eagle Breeding Area. *The AOPA concerns are for the East side, which is where the breeding area is actually located.* I must have been having a dyslexic day.

Happy Flying