

**Aircraft Locations**

- Arrow 31386..... Out of Service
  
- Archer 47601.....CHD  
.....T-Shades, spot #10
  
- Comanche 9014P .....CHD  
.....T-Shades, spot #2
  
- Archer 30749.....DVT  
.....West Covered #4-20

The above locations reflect the expected Comanche move this month. An item will be added to the Club News on the Web site when the move actually takes place. The next rotation of the Arrow and Comanche will be in early April.

**Maintenance**

ED HIRROLD

**30749**

- Annual completed in December
- Both front seat shoulder harnesses replaced - the old harnesses are being rewbedded and will be installed in 386
- Oil cooler hoses replaced (There are no longer any 100hr recurrent AD's.)
- Crack in muffler repaired
- Play in elevator trim repaired

**47601**

- Annual scheduled for January (Problem of flaps not retracting smoothly on the ground will be checked out)

**31386**

- In shop for gear-up landing repairs.

**9014P**

- AD inspections completed
- R/H side exhaust clamp bolts tightened

**Work Parties**

RICK RIDENOUR

At the December work party the lock-box for 749 was repaired. One of the hinges had been sprung. It looked as if someone had tried to close the lid with the piece of two-by-four wedged between the lid and the body of the lock-box. (Some people use the two-by-four to hold the lid up by wedging it between the lid and the back of the lock-box.)

To help avoid this problem in the future, we hooked a bungee strap to the pillar on which the lock-box is mounted. This bungee strap can be used to hold the lid open by connecting the free end of the strap to the lid.

The next work party is scheduled at CHD on Saturday, January 25<sup>th</sup>, at 1PM. Please contact Bob Skalka if you are interested in participating.

**Annual Meeting and Banquet**

RICK RIDENOUR

Reminder: The annual club meeting and banquet will be held Saturday, January 11<sup>th</sup>, 2003, at the Hunter Steakhouse at I17 and Indian School Road. Information was sent with the December newsletter and bill.

As mentioned in the December newsletter, there are three board positions up for reelection. One of the board members has indicated that he will not be able to serve an additional term. If you would be interested in serving on the Board, please contact a current board member.

**Belated Hello**

TOM LESSOR

We would like to welcome John Page to the club, albeit somewhat belatedly. John joined in mid-November and will be flying primarily out of Deer Valley.

**The Safety Corner**

AL GALVI

The annual checkride time is one third over, but January and February remain. A suggestion is offered that may be helpful. Whether your BFR expiration is imminent or still some time away, you may opt to request combining it with the annual checkride.

The BFR requires a minimum of one hour of oral review in addition to one hour of flying. Those using the retractables will be discussing the new quiz. This time may be applied to the one hour oral. The quizzes for both the Arrow and the Comanche can be found on the club Web site for advance preparation.

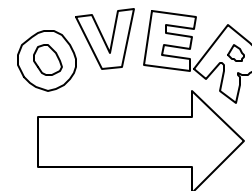
Those flying the Archers may wish to look at the Arrow quiz. The landing gear portion may be ignored as well as some minor items of difference. Subsequent review with the instructor will fill part of the oral. Yes, both Archers and the Arrow share similarities and differences, but knowing what they are should be informative!

Happy Flying

**386 Repair Status**

RICK RIDENOUR

The Arrow is still at Westwind. The engine was removed, inspected, and reinstalled. No damage to the engine was found. The flaps and ailerons are being reskinned. The portions of the fuselage skin that were damaged are being patched. We are still unable to get a firm completion date estimate from Westwind. Our best guess is mid-to-late January.



**14P Aux Tanks Should Be Left  
Nearly Empty**

BOB SKALKA

It appears to have become standard practice to leave the auxiliary tanks on 14P filled at the end of each flight. Section 8.7.1 of our Operating Procedures manual states there is to be only a couple of gallons in each aux tank.

At our last meeting, the Board elected to reaffirm the fueling procedure for 14P as listed in the Operating Procedures manual. Please abide by the manual procedure and do not fill the aux tanks on 14P at the end of each flight. Plan your in-flight fuel usage to result in 2 to 3 gallons of fuel in each aux tank at the end of your flight.

**We've Moved Again**

TOM LESSOR

Astute members will have noticed that our address has changed again. The previous Post Office location had become much too inconvenient, particularly since it has limited lobby hours. The new location is at the Sierra Adobe Station on 19th Ave and Union Hills and has a lobby that is open 24/7.