

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

Maintenance

BOB SKALKA

30749

- No maintenance activity

47601

- Oil and filter changed
- Flaps often stick in the down position when retraction on the ground. Will be corrected at the next annual in early March.

31386

- In shop for gear-up landing repairs.

9014P

- Oil and filter changed
- Stall warning switch replaced
- Intercom checked after reported failure. No problems found.

Next Board Meeting

RICK RIDENOUR

The next board meeting will be held at the terminal building at CHD on Tuesday February 25th. The meeting will be held in the pilot briefing room and will begin at 7:30pm.

Work Parties

RICK RIDENOUR

The January work party was postponed and held on February 1st at CHD. The February work party will be held Saturday February 22nd at 1:00PM at DVT. Please contact Rick Ridenour if you are interested in participating.

Annual Meeting and Banquet

RICK RIDENOUR

The Annual Meeting and Banquet was held on January 11th, 2003. Many thanks to Ed Hirrold and Mike Tremose for organizing the event. Everyone in attendance rated the Hunter Steakhouse as one of the better places we have had the meeting in recent years.

Elections were held for three board member positions. Bob Skalka, Mike Tremose, and a reluctant Neil Tracht were elected to the board.

386 Repair Status

MIKE TREMOSE

Hopefully by the time you read this newsletter 386 will be back in service! Due to the length of time that Westwind has taken to repair the aircraft the aircraft was due for its annual.

The annual uncovered a few things that needed to be addressed, including a few significant items such as reskinning the rudder. This unfortunately prolonged the repairs, but once it is finished 386 should be good to go for quite awhile.

Fact Sheets

TOM LESSOR

Member fact sheets were included with this month's statements. Please ignore the \$1000 Member Type. It just means you have a "full" membership and is not a reflection of the member share value.

Please take a moment to review the BFR and medical dates we have for you and correct as necessary.

The Safety Corner

AL GALVI

The short month of February ends the period for routine annual checkrides. Prompt submission by flight instructors of completed forms by month end will be appreciated. The Safety Officer will then forward a list of all of the forms that have been received to the Treasurer.

The Treasurer will advise members not on the list that they are no longer current. To be reinstated as current, a member will need to complete an annual checkride. Note that expiration of either a BFR or physical will also cause grounding.

In early March the lock boxes and hangar lock combination will be changed. The new combination will be provided only to pilots who are current. All in all, it is suggested that life may be simpler to have the checkride out of the way before month end.

Comanche pilots may note that a flight control gust lock and a nose gear warning flag have been added. If you use the gust lock and leave the aircraft in a place where ground crews may try to tow the aircraft, please be sure to put the warning flag on the nose wheel.

Also for Comanche pilots, it is requested that the auxiliary fuel tanks be left with just two to three gallons of fuel at the completion of the flight. Leaving a small amount of fuel in the tanks helps to keep the fuel bladders supple without unduly limiting the passenger loading options for the next pilot to fly the aircraft.

Happy Flying