

Aircraft Locations

Arrow 31386.....DVT
.....T-Shades, spot #2

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

Comanche 9014P.....CHD
.....West Hangar #7-12

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

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

Maintenance

BOB SKALKA

30749

- Oil change and 50-hour inspection
- Pitot heat repaired

47601

- Annual completed
- Starter replaced
- EGT gauge replaced
- ELT battery replaced
- Trim setting repaired

31386

- Loose exhaust manifold fixed
- Quadrant switch for gear warning fixed

9014P

- 100 inspection completed
- Mag housing replaced
- #2 Comm fixed by reseating audio panel

Next Board Meeting

RICK RIDENOUR

The next board meeting will be held at the terminal building at CHD on Tuesday April 22nd. The meeting will be held in the pilot briefing room and will begin at 7:30pm.

Work Parties

RICK RIDENOUR

There was no work party in CHD last month because of scheduling conflicts.

The next work party will be held Saturday March 19th at DVT at 10:00AM. Please contact Rick Ridenour if you are interested in participating.

Lock Combinations To Change

TOM LESSOR

Members that have completed their annual check rides and are not grounded received the new lock combinations with this month's statement. The numbers will be changed sometime after Friday, April 11th. It's highly recommended that you immediately cut the combination number information from your statement and carry it with you. After Friday if you try the old number and it doesn't work, try the new number and it should.

Requests For Credit

TOM LESSOR

Section 13.1.2. of the Operations Manual states that ... "requests for credit, except for automatic credits, must be submitted in writing to the club treasurer. Each request must clearly detail the reason for credit and must be signed by the requesting member."

I'm fairly liberal as far as the method in which the request is made. I get notes scribbled on returned statements; individual gas receipts, and emails (which I accept although not officially "signed"). But I also get the occasional request to "credit my account for 1 hour of work."

This is just a reminder that I need to know the *purpose* for a credit request. It keeps me from having to ask. Thanks.

Why Am I STILL Grounded?

TOM LESSOR

If your status is GROUNDED you did not get the new lock combination, even if you have completed your club annual. And why are you grounded?

As indicated on your statement, "a '0' for the combination indicates that you're are grounded for a past due amount greater than \$250, a BFR or medical that is expired, or for no annual check ride. Information on the invoice indicates which it is. As soon as the problem is resolved the combination will be provided."

The Safety Corner

AL GALVI

As previously reported, all members are required to have a complete 2003 check ride form on file to act as PIC in a club airplane. Forms received to date have been forwarded to the treasurer. Members not on the check ride list will receive a "Grounded" notice in the April bill.

If you have taken a recent check ride and receive a grounded notice, please call me.

A note to members flying maneuvers in nearby practice areas. The FSDO is recommending "calls in the blind" be made on 122.75MHz in the DVT area and 122.85MHz in the CHD area. "See and avoid" is still primary and the obvious caution to be observed, but brief and general messages are encouraged. (See also Lisa McLin's article on the back page for additional information about the geographical limits for the use of the two frequencies.)

Happy Flying

Collision Avoidance in Practice Areas

LISA MCLIN

Did you know that our Piper Arrow, N31386, was once involved in a mid-air collision? If you're curious, the detail is provided following this article.

As pilots, one of the most important responsibilities we have is to "See and Avoid". A key part of "See and Avoid" is communication, which is why pilots use common traffic frequencies when not in contact with ATC. As a student pilot, I have often used the traditional air-to-air frequency 122.75 while flying in or traversing practice areas near Deer Valley (Arizona's second busiest airport next to Sky Harbor) and Chandler.

Recently, I learned of a program that recommends the use of an additional frequency (122.85) for the southern portion of the metropolitan Phoenix area. An organization called the Arizona Flight Training Workgroup (AFTW) promotes use of this additional frequency to alleviate congestion on 122.75. Mike Halloran, Safety Program Manager at the Arizona FSDO, initiated this group in June of 2002.

The frequency division line is I-10 to the west and US 60 to the east. All pilots north of the line should use frequency 122.75 for air-to-air communication, while pilots south of the line should use 122.85. You will find a graphical representation of this on a map at the AFTW web site at <http://www.aftw.org> under the category "Topics of Discussion". Also available is a map showing local practice and aerobatic areas around the metropolitan Phoenix area.

The AFTW Web site also contains helpful safety information and graphics for both Prescott area procedures and the Casa Grande/Stamfield practice

Instrument Approach. If you are not an Instrument Pilot, you may not be aware of the intense flight activity in the Casa Grande area, so this part of the page may be especially important for you. If you enjoy web flying, check out the above link. If not: find someone who does to print this important information for you, or contact the Scottsdale FSDO at 480.419.0111.

Remember... It's all "See and Avoid". Please keep your eyes out of the cockpit and your ears open!

NTSB Identification:

LAX89LA002A

For details, refer to NTSB microfiche number **37789A**

Accident occurred OCT-02-88 at
PALMDALE, CA

Aircraft: PIPER PA-28R-201

Registration: N31386

Injuries: 4 Uninjured.

At approximately 6000 ft MSL two airplanes collided in flight. N49382 was climbing to altitude, N31386 was descending in a shallow left turn. The airplane descending collided with the climbing airplane from behind and to the right. Both airplanes were able to land without further incident.