

**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  
.....West Covered #4-20

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

**Next Board Meeting**

TOM LESSOR

The next meeting of the Board of Directors will be held at Phoenix Deer Valley in the Westwind pilot lounge on Tuesday, September 23rd at 7:30 PM. As always, members and guests are welcome to attend.

**Work Parties**

RICK RIDENOUR

Last month's work party was held at Deer Valley on August 23rd. Circumstances allowed for both 749 and 386 to get washed. Thanks go to Larry Bernosky, Tom Lessor, Jeff Quackenbush and Mike Tremose for their participation.

The next work party is scheduled at CHD on September 20<sup>th</sup> at 8:00AM. Please contact Bob Skalka if you are interested in participating.

**Grounded Status - Again**

TOM LESSOR

Our records continue to show several of our active pilots as "Grounded" for either an expired medical or BFR. Remember you can update your BFR and medical information through our web site to get your status corrected.

**Maintenance**

BOB SKALKA

**30749**

- Nearing 2,000-hour TBO on engine
- Watching Turn-Coordinator, should it be changed at 1,000 or 1,500 hours?
- Transponder repaired

**31386**

- 150-hour engine inspection completed. Landing gear checked and vacuum pump replaced.
- Watching DG and AI – Time is over 1,000 hours but less than 1,500. We are still not sure what the ideal time before replacement is. We will continue to monitor this.
- New Battery installed

**47601**

- Nearing 2,000-hour TBO on engine
- Watching AI and DG relative to 1,000 hour mark

**9014P**

- Propeller overhaul - corrosion was found in the prop hub – hub and interior parts were replaced, blades were still usable.
- Garmin GNS430 installation completed. GNS will only be VFR until second 337 is approved (requires 3 IFR approaches logged)
- DME display repaired

**The Safety Corner**

AL GALVI

In planning a recent trip with Jim Space to a remote high altitude airport with no facility to contact ATC before takeoff, an IFR flight plan could be filed only through a time void clearance. Wanting expeditious radar contact (it feels safer and we are too old to use baby pacifiers), we considered using a bearing/distance report from the departure airport IF the GNS430 could display it. Garmin tech service said no way and had no further suggestion.

While discussing the situation with Jim, he came up with the better idea of entering the nearest facility page and monitoring a nearby VOR radial/distance to quickly give a position report. ATC can usually confirm this rapidly. On further reflection, we realized the Loran in 47601 could do the same thing. Now we had a belt and a good pair of suspenders!

Just shows there is more than one way to skin a cat... and the GNS430 sure has a variety! Fabulous gadget! Glad the Comanche has one now!

Happy Flying

**Tracking Oil Usage**

TOM LESSOR

As we get closer to TBO on two of our aircraft we would like to get an accurate picture of the oil consumption. Besides it's just a good idea anyway. Please remember to show any oil you add to the engine on the flight invoice. Including that oil you add while you're off on a trip.

## Online Training

JON MCLIN

Keeping current is not just about cockpit skill. This is why the FAA requires ground instruction during your BFR, and why our club requires annual Safety Seminars for club currency. While preparing to return to IFR currency, I came across a number of online training resources at the Air Safety Foundation. Three of the online courses qualify for Wings program credit. Because of this, they should also qualify as Safety Seminars for your annual Phoenix Flyers check ride.

*Editor's note: At the August meeting, the board approved any of the Wings-qualifying courses on the AOPA Web site to count towards the annual seminar requirements.*

So here is a quick synopsis of what you'll find:

"Wings" Credit training. These courses use Macromedia Flash technology to present you with various scenarios, and to quiz you on the topic. If you complete a course with an adequate score, a personalized certificate is created to download and print. This certificate documents the training for the Wings program, and for your annual club checkride. The three current courses are:

**IFR Refresher:** This course takes you on an IFR flight in the Midwest. As you plan and execute the flight, a series of questions are presented, with online resources such as charts and the FARs available to research the answer.

**Runway Safety:** This course presents arrival and departure scenarios, and then an interactive quiz.

**Know Before You Go:** This course helps you navigate our complex airspace. It offers a review of normal airspace definitions and requirements as well as the newer

TFR (Temporary Flight Restriction) airspace implemented since 9/11.

As the IFR Refresher course is the only one I've completed, my comments apply only to it. I found it to be an excellent refresher on the IFR regulatory environment. The Flash format makes it almost fun, and probably improves retention. The material is presented at the right pace and in just the right quantity for a weekday evening of after-dinner refresher training. I'm looking forward to completing the other courses.

Besides these training courses, you'll find additional safety material, which includes:

- Airport Signage flash cards: These are training aids to help you recognize signs at our airports.
- Sky Spotter: this is another Flash course to help you file PIREPs. This one does not qualify for Wings credit.
- Safety Quizzes: 25 different quizzes on a variety of topics let you test your knowledge, and see where you need to focus your study time.

All of this is available for free at the AOPA's Air Safety Foundation at:

<http://www.aopa.org/asf/courses.html>

The quizzes are at:

<http://www.aopa.org/asf/asfquiz/>

Check it out, and pass it on to other pilots you know.

Fly safe!

## More Online Flight Training

JON MCLIN

One of the hardest parts in getting my instrument rating was studying the FARs and the AIM. I love to read, but those documents were about as effective a sleep aid as a

Tylenol PM, and went to work a lot faster! One can correctly conclude that it took several iterations to achieve acceptable retention.

The availability and power of personal computers have enabled cost-effective interactive training on your own time, which at least for me is highly effective at keeping my eyelids up and putting the data in my brain. Many of us have used commercial PC-based courses such as the King series to prepare for FAA exams. While effective, such courses cost money and take a significant time commitment. They are probably not the right approach for casual continuous refresher training that we all need.

The Internet provides a wide variety of resources which can be accessed on a casual (and cost-free) basis to help us remember the rules we forgot and to provide fresh insight into all things aeronautical. One very useful such facility is the "brainteasers" page at Avweb: <http://www.avweb.com/brain>. This page has, as of this writing, 71 short quizzes on a variety of aviation-related topics. The quizzes average about 10 questions, and are scored on-line. After you've scored your quiz, you have the opportunity to correct any errors, or to view explanatory material.

Topics include Communications Technique, Airspace, Charts, Regulations, Weather, Navigation, Safety, Maintenance, and Aviation Medicine. Since the quizzes are so short, you can visit the site for a few minutes while dinner's in the oven, and refresh your knowledge on aviation topics you may have missed in your last BFR. It's a good way to get a little aviation into an otherwise-earthbound day.