

**Aircraft Locations**

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

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

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

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

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

**30749 Moving to Hangar in November**

RICK RIDENOUR

In early November, N30749 will be moving from its current location in the T-shades to a hangar located in the southeast area of the field. The hangar is number 9-9 in the East Hangars. The exact date of the move is not yet fixed, but will likely be during the first weekend of November.

**Garmin Training Syllabus**

TOM LESSOR

Garmin has published a new GNS 530/430 training syllabus for use by training facilities and flying clubs. The syllabus provides lessons to be completed at home (yes, homework) and with an instructor. It also makes use of the GNS 430 simulator, which is also available for download from Garmin.

Members interested in obtaining a better understanding of the capabilities and operation of the club's GNS 430 can download the syllabus in PDF format from the link provided on our [Aircraft & Rates](#) page on our Web site. Then team up with an instructor of your choice.

**Next Board Meeting**

TOM LESSOR

The next meeting of the Board of Directors will be held at Chandler Municipal Airport in the terminal pilot lounge on Tuesday, October 28th at 7:30 PM. As always, members and guests are welcome to attend.

**Maintenance**

BOB SKALKA

**30749**

- Oil Changed
- Latch on engine oil inspection door repaired.
- Reported problem with the pilot seat height adjustment not holding.

**31386**

- No new items

**47601**

- Vacuum pump replaced.
- Carb heat mechanism adjusted to allow complete closure of control valve.

**9014P**

- GNS-430 IFR certification received.
- Oil Changed.
- ELT battery replaced.

**Helipads at Deer Valley**

TOM LESSOR

In the July newsletter we warned members to be careful of the helipad areas on the ramp in front of the tower. Apparently the FAA has decided not to make these official helipads and they won't be issuing runway incursion violations if you happen to taxi over one. Still, it's probably best just to follow the yellow taxi lines and avoid the areas anyway.

**The Safety Corner**

AL GALVI

Whenever a particular situation regarding flying safety is concerned, there are many factors to consider. A major one starts when on the ground and neither the engine nor the plane is moving. You can practically hear your mother's voice saying, "Don't touch a hot prop!" So when can a prop be hot? Anytime one ground wire to either magneto may unknowingly be broken!

An interesting but sad case in point. Despite an engine having been previously shut down by a full mixture cutoff, a pilot moved a prop that gave just one hiccup, enough to cause a very serious injury. One mag ground wire was found broken. Just a tiny bit of fuel that passed through at engine shutdown was enough to cause the "kick".

Now if you can imagine your mother's voice again, she is really saying, "Treat every prop as if it were hot!"

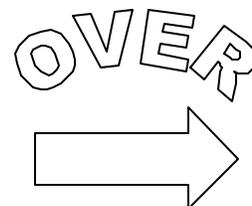
Happy Flying

**Work Parties**

RICK RIDENOUR

Last month's work party was held at Chandler Airport on September 20th. Thanks go to Al Galvi, David O'Daniel, and Bob Skalka for washing and waxing 14P as well as changing the oil.

The next work party is scheduled at DVT on Sunday October 26<sup>th</sup> at 1:00PM. Please contact Rick Ridenour if you are interested in participating.



### Rough Mag Check at Run Up?

BOB SKALKA

Fouled spark plugs are the most common cause of excessive RPM drop or engine roughness during the mag check. The plugs often become fouled with lead deposits as a result of the engine running very rich during taxi operations. Summer's high, density altitudes and a full rich mixture during taxi from landing to the tie down or from the tie down to the run up area combine to foul the plugs. Plug fouling can be avoided by aggressive leaning of the mixture during taxi operations. Move the mixture control about 2/3 of the way toward lean.

Caution: If you do lean during taxi, you must remember to set the mixture control appropriately prior to takeoff. That would be full rich if the density altitude were less than 5000 feet MSL or leaned for max power if the density altitude is greater than 5000 feet. Any leaning of the mixture prior to takeoff must be done at full throttle.

Lead deposits that cause a failed mag check during the engine run up can be removed by leaning the mixture for max RPM at the run up power setting, 2000 RPM. With the engine leaned at run up power it will take about 30 seconds to clear the deposits from the plugs. After 30 seconds, try the mag check again leaving the mixture set for the max RPM. A good mag check will normally be obtained if fouled plugs were the problem. If 30 seconds doesn't clear the problem, let it run an additional 30 seconds and try it again. Once a good mag check is obtained, remember to set the mixture as appropriate for take off. **Leaning the mixture at run up power is not acceptable for take off power.**