

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
.....East Hangar #9-9

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

30749 Moved To New Hangar

RICK RIDENOUR

N30749 was moved on November 1st to hangar number 9-9, located on the East Side of the control tower facing the runways. The hangar can best be accessed through Gate 2, between the restaurant and the tower, or Gate 4, along the East frontage road. The frontage road also provides access to the walk-through gate located in the parking area to the West of hangars 10 and 11.

As with all of our aircraft, we ask that you continue to take and use the cowl plugs and the aircraft and pitot covers on extended trips.

Work Parties

RICK RIDENOUR

Last month's work party was held at Deer Valley Airport on October 26th. Thanks go to Rod Kennan, Tom Lessor, Jeff Quackenbush, and Mike Tremose for washing and waxing 749 as well as washing 14P.

The next work party is scheduled at CHD on Saturday November 15 at 9:00AM. Please contact Bob Skalka if you are interested in participating.

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, November 25th at 7:30 PM. As always, members and guests are welcome to attend.

Maintenance

BOB SKALKA

30749

- No maintenance activity

31386

- VOR #1 is out of tolerance.
Investigation is under way to determine if it is better to repair the old equipment or upgrade to newer equipment.

47601

- No maintenance activity

9014P

- Transponder
- Oil Changed.
- ELT battery replaced.

CHD Pilot/Controller Meeting

TOM LESSOR

According to a flyer included with this month's CHD tie-down statement, "Due to Security Measures put into place by the FAA, local pilots, instructor pilots and student pilots (are no longer allowed into air traffic control towers)." But the Chandler (CHD) tower personnel are extending an invitation to " ... meet us and see who we are, what we do, and why we do it." The meetings are being held on Monday, November 17th and Tuesday, November 18th at 6:00 PM in the Chandler Municipal Airport Terminal Conference Room.

The Safety Corner

AL GALVI

A source of frequent, aviation "fender benders" could well be called "wing benders"... crosswind landings!

There are two basic crosswind landing techniques to reflect upon. One is the crab/slip/one main wheel touchdown. The other is the crab/kick out.

Let's look at the crab/slip/one wheel touchdown first. The initial crab angle on long final gives a clue to the degree of crosswind. The slip on short final keeps the fuselage aligned with the runway. But what if the rudder hits the stop and the airplane is at an angle to the rollout path? NOW is the time for all good pilots to GO AROUND and find a better runway somewhere!

What about the crab/kickout method? Crab is held to the last moment and rudder is kicked to align the airplane with the rollout direction. Two points on which to reflect. First, timing and precision are essential. Second, how can you be clued IF the crosswind is too strong to land safely???

Food for thought. Watch out for indigestion!

Happy Flying

We Bid Adieu

TOM LESSOR

We have had another member resign from the club. We bid farewell to Karen Huebschman. Karen has unlimited access to another aircraft and resigned at the end of October to give someone on the waiting list the opportunity to join the club. We wish Karen much happy flying in the future.