

Aircraft Locations

Comanche 9014PCHD
T-Shades, spot #2

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

Arrow 31386.....DVT
 West Hangar #7-12

Archer 30749.....DVT
 East Hangar #9-9

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

Annual Meeting & Banquet

RICK RIDENOUR

The annual meeting and banquet was held on January 16, 2004. Everyone in attendance seemed to have a good time, and there was a lot of lively discussion on various topics of general interest to the club.

Additionally, elections were held for three board member positions. Tom Lessor and Al Galvi offered to serve another term and were unanimously re-elected. The third board position was filled by Jeff Quackenbush. Jeff ran on the platform of "Well, I guess I'll do it if no one else will". Many thanks to Jeff for stepping up, and many more thanks to Tom and Al for their continued service to the club.

Farewells and Hellos

TOM LESSOR

We have experienced quite a bit of turnover in the club since December. Last month we bid farewell to three members and this month we say "So long" to two more. Richard Varner and Robert Rehm resigned in January.

And we would like to extend a big welcome to our newest members, Kevin Gallagher and Chuck Necker. Both will be flying primarily out of CHD.

Work Parties

BOB SKALKA

The January work party was held at CHD on January 24th. It was a planned all-day affair, with bird-proofing and tire changing being done in the morning, and washing and waxing being done in the afternoon. However, the morning crew was very efficient and hard working. The wax was on 9014P by noon. A surprise guest and I removed the excess after lunch.

Many thanks to Jim Space, Mike LaMacchia, and previous member Craig Albright for helping with the days activities. Special thanks to Jim Theobald who showed up to inspect the finished work.

The next work party is scheduled for **DVT on Saturday February 21st at 9AM**. Please contact Tom Lessor if you would like to participate.

Next Board Meeting

TOM LESSOR

The next meeting of the Board of Directors will be held at Phoenix Deer Valley in the Westwind pilot's lounge on Tuesday, February 24th, at 7:30 PM. As always, members and guests are welcome to attend.

Bisbee

RICK RIDENOUR

Looking for a new \$100 hamburger or a weekend destination? How about Bisbee?

Mike Tremose and I flew down there over Christmas. It was exactly 2.0 hours from DVT down to P04 in the Archer. There is a really nice FBO there with a courtesy car available to go into town, Copper State Aircraft Services. Fuel was reasonably priced, and the flight over Bisbee offers some great views of the Lavender Pit copper mine at the south end of Bisbee. Check out the photo I put up on Aircraftclubs.com.

Maintenance

BOB SKALKA

30749

- No new activity.

31386

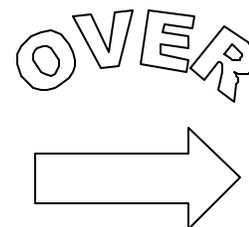
- No new activity.

47601

- Oil changed.
- Unable to validate problem reported with the transponder.

9014P

- Both main-gear tires replaced.
- The fuel-metering unit is malfunctioning and being replaced.
- 150-hour engine inspection completed. No significant problems to report. New mufflers are on order.
- #2 Comm problem solved with adjustment to achieve complete connector engagement on the audio panel.
- Reported noise problem with the intercom is proving elusive at this point.
- Problem with the autopilot hold function. The shop believes it is the altitude sensor but needs to run additional tests to verify. Will be done at first opportunity.



The Safety Corner

AL GALVI

The January newsletter addressed the objective of increasing the use of the retractables. This month, comments regarding the Comanche will be added.

Relative to all our other aircraft, although the hourly rate for 9014P is necessarily higher, the cost per cross-country mile is very comparable. For local or training purposes, the Board is giving consideration to various incentive plans.

The insurance company requires a minimum of 350 hours logged to fly the Comanche. The values, however, of flying it are significant. First, it is exceptionally well equipped. Second, it is a deeply enjoyable and satisfying airplane to fly. Third, the challenge of matching your current pilot skills to its performance is truly rewarding!

If you have the hours, please give maintaining your proficiency in 9014P your serious consideration.

Happy Flying

Membership Email

TOM LESSOR

Some of you may have noticed we have been experiencing a slight problem with the member email link on the Web site. I have been unable to get the existing email software to locate and use the membership email file since our Web host converted their site in July. This is the file that gets refreshed whenever a member uses the Web site to update their profile information.

Westhost help support suggested we install and use MojoMail, whatever that is, but based on their comments I don't think that will resolve the problem. But I plan to give it a shot anyway on one of the weekends in February. In the meantime, I suggest you use the email function available on the reservation system to mass-mail the club membership.

Web Site Bulletin Board

TOM LESSOR

As long as we're discussing Web site problems I may as well mention that the Bulletin Board has also quit working with the Web host updates. The good news on this situation is that it appears they offer a better BBS package and I will be looking at that before month's end. I believe if I can get it installed it will offer more flexibility than our previous system. Of course, if it works at all it will offer much more functionality than what we have now, which is nothing. I am hoping that it can provide a forum to discuss club-related issues, like the DVT proposals mentioned in the next article.

Maybe I can get it all working by month-end and I will notify the membership with a working email link from our site! Technology is a wonderful thing.

DVT Flying Club Proposals

TOM LESSOR

Our outgoing president, Rick Ridenour, discussed the proposed Flying Club Rules and Regulations for Deer Valley at the annual membership meeting in January.

The proposed language creates onerous reporting, insurance, and restrictions on flight training. Rick drafted a response to the city based on inputs from the board of directors and submitted it to the Phoenix Aviation Department as part of the public comments. There has been a great deal of concern expressed by many of the tenants at DVT regarding the proposal.

The board would like to take the opportunity to thank Rick for all the hard work he put into drafting our response. It was well done.