

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 July.

Another Farewell

TOM LESSOR

Michael Krum resigned from the club in March. Michael had been with us just under three years. We wish him well.

We still have two memberships to fill and have verbal acceptances from two applicants on the waitlist for those openings. Hopefully we'll be offering our hellos to those two in our next newsletter.

Maintenance

BOB SKALKKA

30749

- Oil changed

31386

- Annual inspection completed
- New KX155 NAV/COMM installed in the number one slot
- Engine cylinders overhauled

47601

- No new activity

9014P

- No new activity

Work Parties

The next work party will be held at **DVT on Saturday April 24th**, beginning at **8:00 AM**. The plan is to wash and wax both 749 and 14P so a good turnout will certainly be appreciated. Please contact Tom Lessor if you would like to participate. For those attending we will meet at the West hangar (7-12).

Next Board Meeting

The next meeting of the Board of Directors will be held at Phoenix Deer Valley in the Westwind pilot's lounge on Tuesday, April 27th, at 7:30 PM. As always, members and guests are welcome to attend.

New Lock Combination

TOM LESSOR

The aircraft lock combinations will be changed during the weekend of April 10th - 11th. Members that have completed their checkrides and are not grounded received the new combination with this month's billing statement. Make sure you have the new combination if you are flying during the weekend of the change lest you come back and can't open the boxes or hangars.

As of this newsletter I have received the names of thirty-seven members and associates that have completed the required annual checkride. Remember that if you have not completed a checkride, you are not authorized to fly club aircraft. Our insurance will not cover you.

What if you completed your checkride but did not get the new combination with your statement? Check your flying status on the statement. It will probably show you as being grounded, meaning that our records do not reflect your latest BFR or medical. You should always update your BFR and medical status through our Web site so that the Treasurer gets notified of the changes.

The Safety Corner

AL GALVI

"To be or not to be?" That is the question. No, not by Shakespeare but rather, "to be grounded or not?" If I have received an annual checkride form for you from one of the club instructors the answer is "to not be". But if I haven't received notice that your checkride is complete then the answer is "to be". If you have completed your annual checkride and you are grounded on your April statement, please call me.

Last month we talked about loss aversion and regret theory, two topics covered in a recent article of *Flying* magazine. Loss aversion dealt with situations where an individual will do anything to avoid loss. Regret theory dealt with situations that result due to a serious error in judgment. Let's give a second thought to situations that may cause us to take unwarranted flight risks.

Don't get into a situation where loss aversion compels you to take a trip under risky conditions because you don't want to lose a vacation opportunity. Don't make serious errors in judgement that causes you to regret the situation you are in.

More next month.

Happy Flying