

**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.

**Hellos and Goodbyes**

TOM LESSOR

We welcome and say hello to the newest member in the club, Bob Ballou. Bob will be doing most of his flying out of Deer Valley.

And we say goodbye to Scott Morrison. Scott had been with us for just under three years.

**Next Board Meeting**

The next meeting of the Board of Directors will be held at Deer Valley Municipal Airport in the Westwind pilot's lounge on Tuesday, June 22nd, at 7:30 PM. As always, members and guests are welcome to attend.

**Maintenance**

BOB SKALKA

**30749**

- No new activity

**31386**

- Alternator replaced to correct problem with alternator tripping off
- Throttle cable to be replaced

**47601**

- Annual inspection completed

**9014P**

- Annual inspection completed

**Work Parties**

The next work party will be held at **DVT on Saturday June 26th**, beginning at **8:00 AM**. Once again 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).

**Avemco To Drop 14P Coverage**

TOM LESSOR

Avemco Insurance Company has advised us that they will no longer underwrite high-performance aircraft for flying clubs. As a result they will not renew the Comanche when our policy comes up in October.

We have contacted an insurance broker in Scottsdale that indicated we likely could get coverage through him. We can't get a quote until we are within 90 days of policy renewal however. We will be talking to him again in July.

**DVT Flying Club Proposal Updated**

TOM LESSOR

The Phoenix Airport Commission has updated the draft proposal for the operation of flying clubs at Deer Valley, Goodyear and Sky Harbor. They took into consideration many of the comments which were offered during the first comment period, including the comments which were submitted by Rick Ridenour on behalf of Phoenix Flyers. As a result the current draft is significantly smaller and many of the restrictive proposals which were initially offered have been removed.

A copy of the current draft proposal is available on the City of Phoenix, Aviation Department website. The comment period for the current draft proposal runs through July 17<sup>th</sup>.

**The Safety Corner**

AL GALVI

For those who were unable to attend the recent high density altitude safety seminar, a general and limited summary based upon Lycoming recommendations is offered.

The first and most important point is to ascertain if you are operating above 5000' density altitude. If so and cruising, slowly adjust the mixture to the PEAK exhaust temperature. If the engine is rough, richen the mixture just enough to operate smoothly. Taking off above 5000' density altitude is more complex. Study the POH for partial and no-flap takeoff graphs. Be sure to note the rolling distance and then add a good safety factor.

For all planes, at preflight put brakes on firmly and run up at full throttle. For the Archers, adjust the mixture to whatever produces the maximum RPM and depart promptly. For the retractable-gear aircraft, a significant factor is to be noted.

During the preflight, if full RPM is below normal, the prop is on the stop and you should follow the Archer procedures. If the RPM is normal the prop is governing. Richen the mixture to obtain an EGT reading of 125 to 150 degrees below peak. If the engine runs rough, richen to smooth. As for all planes, start with brakes firmly on, add full throttle, and GO!

Please call me should you wish any further comment or wish to cover the subject in more detail.

Happy Flying

**Congratulating Mike LaMacchia**

Clint Hepner reports that Mike LaMacchia earned his instrument rating in May. Congratulations Mike. Well done.