

**Aircraft Locations**

Comanche 9014P .....CHD  
.....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 October.

**Welcome Our Newest Member**

TOM LESSOR

We would like to extend a welcome to our newest member, Ted Bush. Ted lives in Goodyear and will likely be flying primarily out of DVT.

**Maintenance**

BOB SKALKA

**30749**

- No new activity

**31386**

- No new activity

**47601**

- Fuel primer repaired

**9014P**

- Battery box cleaned and repaired
- Battery replaced

**Next Board Meeting**

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

**Insurance Update**

TOM LESSOR

Three board members were out of town on August 24<sup>th</sup> precluding a quorum at the scheduled board meeting that night. That didn't stop a healthy discussion between the remaining three board members (Bob Skalka, Mike Tremose and me) and three attending members (Bob Little, Bob Ballou and Rick Ridenour) regarding our current insurance dilemma.

One discussion centered on the feasibility of various methods of self-insurance; reducing the hull coverage on all of the aircraft or a single aircraft and the club self-insuring the balance. Another discussion revolved around splitting the insurance between Avemco and Falcon Insurance. But as we stated last month Falcon didn't think this option was possible.

Bob Skalka spoke recently with another broker and received answers to several questions that came up during the discussions.

What about insuring for less than actual value? As we suspected, damage that is close to the insured value would end up with the insurance company totaling the aircraft, taking possession of it, and then reaping a huge profit on the resale. It's best to insure at actual value.

What about splitting the insurance between two companies? Most companies would be reluctant to do that. It has to do with a claim that might somehow involve both companies. There is also the question of each company insuring two airplanes and 54 members.

In all likelihood the board will pursue insuring the aircraft with Falcon Insurance.

**The Safety Corner**

AL GALVI

Last month I started a series of safety articles based upon an AOPA publication called *Safety Review*. The series reviews the relationship of mental anxieties versus accidents. This month will deal with the reluctance to give up the fixation to "get there".

Many flights start with the pilot experiencing a strong motivation to arrive at a specific destination. While en route, weather or multiple glitches may develop, preventing the opportunity of arriving at the desired destination safely. A change of plans and action becomes imperative but the fixation on "getting there" is overpowering! Is there need to say more?

Happy Flying

**Fixed Fees Likely To Increase**

The board is considering including the cost of annual inspections and the Garmin NavData updates as part of our fixed fees. The rationale is that these costs accrue whether the aircraft fly or not. With the increase in insurance costs added to the fray the board is once again addressing the issue of our monthly fees.

**Work Parties**

386 and 749 were washed at a DVT work party held on August 21<sup>st</sup>. Thanks go to Bob Ballou and his son, Brian, Larry Bernosky and Tom Lessor for their efforts. Additional thanks go to Bob for getting airport operations out to clean the wash bay drain.

And the Chandler crew got into the act with a wash and wax party on August 7<sup>th</sup>. Thanks to those of you who joined Bob Skalka at that event.

The next scheduled work party should again be held at Chandler. Bob Skalka will email the members with the details for that event.