

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 Arrow and Comanche will be rotated on October 12th. The next rotation of the Arrow and Comanche will be in early January.

Maintenance

BOB SKALKA

30749

- Landing light replaced

31386

- LT magneto points replaced
- RPM and mixture adjusted
- Recurrent AD 02-26-01 inspection completed
- Altimeter and static system certified

47601

- Oil change and engine inspected
- RT main tire replaced
- Broken seatback stop-bolt replaced

9014P

- No new activity

Work Parties

The next work party will be held at **DVT on Saturday October 30th**, beginning at **8:00 AM**. If we can get some folks interested in doing this on a Thursday, either October 21st or October 28th between 7:00 PM and 10:00 PM, we can free the aircraft for the morning of the 30th. For those attending we will meet at the West hangar (7-12).

Please contact Tom Lessor if you would like to participate and the dates you are available.

Insurance update

TOM LESSOR

We are in the process of securing our aircraft insurance with *W. Brown and Associates* through the *Falcon Insurance Agency* in Scottsdale. There are significant differences between the new policy, effective October 30th, and the one we had with *Avemco*.

As for the basics:

- Hull coverage remains the same
- Liability and property damage remains the same
- Medical Coverage increases from \$2,000 to \$3,000 per person
- This is a biggie! Deductible increased from \$300 to \$2,500

Regarding pilot restrictions:

- PA24-260: Private or better, 350 hours total, 50 hours retractable gear, 10 hours make & model
- PA28R-201: Private or better, 100 hours total, 50 hours retractable gear, 10 hours make & model
 1. In lieu of 10 hours make & model, 5 hours dual in N31386 from a Phoenix Flyer CFI
 2. In lieu of 50 hours retractable gear, 10 hours dual in N31386 from a Phoenix Flyer CFI
- PA28-181: Any Student Pilot with CFI supervision. Any Private or better with CFI checkout.

The new policy also specifies minimum requirements for a CFI to give instruction in the aircraft.

- PA24-260: 750 hours total, 250 hours retractable gear, 25 hours make & model
- PA28R-201: 500 hours total, 100 hours retractable gear, 25 hours make & model
- PA28-181: 500 hours total, 25 hours make & model

Astute members will notice one improvement in the restrictions on the Comanche and the Arrow.

Fixed fees increase – Hourly rates decrease

At the September meeting of the board of directors the board voted to increase the monthly fixed fees by \$20 per month. This increase is necessary to cover the increased cost of our aircraft insurance. As mentioned in last month's newsletter the board also voted to include the cost of annual aircraft inspections and our Garmin NavData updates as fixed expenses.

As a result of these changes the board also voted to reduce the hourly rates on each aircraft by \$5 per hour. The board will continue to monitor how this reduction will impact our actual hourly cost.

Effective November 1st the monthly fixed fee and hourly rates will be as follows:

- Monthly Fixed Fees \$90
- Comanche \$95
- Arrow \$80
- Archers \$60

The Safety Corner

AL GALVI

This is the third in a series on how mental attitude can relate to accidents. The subject is overconfidence. Researchers have found that 90% of pilots view themselves as above average. This can lead to an "I can handle this" attitude when confronted with a hazardous situation.

We all have some areas of piloting skills that may stand betterment. Should we do this by attending safety seminars? How about a self study course? Maybe we could take some dual instruction as a refresher?

Consider evaluating how you might improve your piloting skills and then pursue it!

Happy Flying

Flight invoice date fields

TOM LESSOR

It's considered good practice, as part of completing the flight invoice process following a flight, to put the engine stop time from the completed ticket as the engine start time on the next invoice to be used. Some members are also updating the start date on the next invoice with the end date from the finished flight. This makes it appear at times as though the next member flew a three-day, half-hour flight. It can produce some confusion.

Please only carry forward the aircraft number and the engine stop time to the next invoice. It makes the billing process easier. Thanks!

Member credits – A review

TOM LESSOR

Credits and reimbursements are covered in Section 13 of the club *Operating Procedures*. Section 13.1.2 states that "Requests for credit ... must be submitted in writing to the club treasurer. Each request must clearly detail the reason for the credit and must be signed by the requesting member."

I have always been fairly flexible on what constitutes a request for credit. Copies of fuel receipts with the member's name and signature work pretty well. But please make sure the aircraft number is included on your fuel receipts. It saves me the time of having to look at old schedules to see what aircraft was flown.

I accept email requests for labor credit detailing the work performed, hours expended and the aircraft worked upon, if applicable. But if you want a labor credit you have to submit for it.

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, October 26th, at 7:30 PM. As always, members and guests are welcome to attend.

Goodbyes to two members

Two members have decided to leave the club at the end of September. We say goodbye to David O'Daniel and Aaron Brown. Aaron has been a member since April of 2002. David has been with us since 1988 and leaves us because he has purchased "a beautiful V-35A". Our best wishes to both of them and our thanks for being members of the club.