

**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 January.

**Maintenance**

BOB SKALKA

**30749**

- 20 hours from 2200 hour engine overhaul
- 150-hour engine inspection completed

**31386**

- RT magneto replaced
- Turn coordinator making noise

**47601**

- No new activity

**9014P**

- 100-hour AD completed
- Stabilator torque tube inspected
- Tail fin forward spar inspected

**Work Parties**

A work party was held at DVT on Saturday, October 30<sup>th</sup>. We thank Bob Ballou and his son, Brian, Jeff Quackenbush and Tom Lessor for their participation.

The next work party should occur at CHD. Look for an email later in the month with the details.

**Engine Overhaul for 749**

749 will have the engine overhauled during the annual inspection at the end of December. This is in keeping with our policy of TBO plus 10%. All of the work will be performed by Arizona Air-Craftsman in Prescott.

**Insurance and Instruction**

TOM LESSOR

We asked Falcon Insurance for a clarification regarding the instructor minimum insurance requirements included in the new policy. The board questioned whether the minimums applied to advanced instruction when a club member meets the qualifications to fly the aircraft as PIC.

The underwriter advised it would be ambiguous to try to endorse the intent of the policy and the CFI minimums apply regardless of the type of instruction given.

The policy specifies the following CFI minimums:

- 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

All of the board approved flight instructors are aware of the minimums as they are currently written. **It is the member's responsibility to ensure that any outside instructor meets the insurance requirements prior to receiving instruction in club aircraft.**

**Hellos and Goodbyes**

We would like to welcome Matt Kerby back to the club. Matt left us three years ago and was able to rejoin in October. He is currently working on a glider rating and intends to get checked out in club aircraft again once that is completed.

We also say hello and welcome Damon Kelling to our ranks. The wait list isn't as long as it used to be and Damon only had to wait six months before joining.

And we say goodbye to Fred Pike. Fred is moving to Atlanta and quit the club in October. We wish him the best of luck.

Our membership is currently at 52 and we are working our way down the wait list to pick up two more members.

**The Safety Corner**

AL GALVI

This is the fourth of a series on how mental attitudes can relate to accidents. Rigid thinking equals inflexibility.

All flights start with certain normal expectations. When an emergency may arise, unplanned demands can be screaming at us for action! Our minds are so focused on the expectations that the shock of the emergency may paralyze our ability to act.

Consider planning for how to handle the unplanned as part of every preflight.

Happy Flying

**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, November 23<sup>rd</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

**Annual Meeting and Banquet**

JEFF QUACKENBUSH

The Annual Meeting and Banquet has been scheduled for **Friday January 14, 2005** at the University Club of Phoenix, the same location as last year. A cash bar reception starts at 6:30 PM with dinner to follow at 7 PM. The annual meeting will be held at the conclusion of dinner.

Additional information on dinner choices will come in a separate mailing. Please mark you calendars and we look forward to seeing you there!

**Aircraft Replacement Considered**

At the last board meeting Bob Skalka, our Maintenance Officer, reported on a couple of articles warning of corrosion potential on older Comanche aircraft. The club has already performed some recommended inspections on the stabilator torque tube and tail-fin spar.

This prompted a discussion of possibly replacing the Comanche and the Arrow with newer aircraft. The board is working on a recommendation to be presented at the annual meeting.