

**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.

**Maintenance**

BOB SKALKA

**30749**

- Oil changed
- Turn coordinator leveled

**31386**

- Oil changed
- Nose wheel inner tube replaced
- RT side brake fluid leak corrected
- Alternator belt is loose

**47601**

- Annual inspection completed
  - New ELT installed
  - Muffler repaired
- Electric trim inoperative
- Repaired loose alternator wire

**9014P**

- Annual inspection in progress
  - Flap locks being repaired
  - Replace gear bungee cords
  - Investigate continuing fuel smell
  - Replace main tires
  - Investigate oil in engine compartment
  - Replace memory battery in GPS unit

**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, June 28<sup>th</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

**Flight Planning Software**

TOM LESSOR

Browse through any aviation magazine and you will be amazed at the many offerings for flight planning software available today. RMS Technology has Flitesoft™, Jeppesen offers FliteStar®, AOPA offers its Real-Time Flight Planner for members, and one of the most popular, and the one most of us are probably familiar with, is DUATS (Direct User Access Terminal Service).

DUATS is the free pilot self-briefing flight planning service sponsored and certified by the FAA and can be accessed from any PC with an Internet connection by entering the address [www.duats.com](http://www.duats.com). First time users need to have their pilot certificate ready to register. AOPA's Real-Time Flight Planner interfaces with DUATS and requires software downloaded to your PC.

Additionally an advanced graphical interface to DUATS called Golden Eagle FlightPrep® is available free to download on your PC. This software replaces the Cirrus software which previously interfaced with DUATS. The free stuff to download gets you a pretty good flight planning system and offers graphical overlays of weather and Temporary Flight Restriction areas. But what to do when your not carrying your PC around with you especially when you own a desktop?

One of the other offerings at [www.flightprep.com](http://www.flightprep.com) is the FlightPrep® *Online Flight Planner*. This service provides a graphical flight planning service from any PC connected to the Internet. In addition to being able to plan your route on a vector map and get the NEXRAD weather and TFR overlays, it also allows you to plan your route using the most current Sectional, WAC or Low Enroute IFR charts. Plan your trip, save it on their database, and access it anywhere.

I've only used it at home on a high-speed connection however. I'm thinking it could be turtle-slow on a phone line. I'll find out if I get my Bozeman trip in.

There is a yearly subscription fee. But it isn't the worst \$99.95 I've ever spent.

**The Safety Corner**

AL GALVI

Recently both N31386 and N47601 suffered from the same ailment. The alternator half of the red, split-switch would pop off intermittently and unpredictably during a cross-country flight. If the offending switch had been reset and popped again immediately it would have been left to rest in peace. It didn't. It would remain in for a reasonably long time before popping again.

Luckily it was caught again and didn't lead to a drained battery and no electrical. After resetting the switch again, by closely monitoring all electrical items and shedding as much load as practical an electrical failure was averted.

What else could have been done? The use of a nearby alternate airport may have been an option. One of the advantages of the Garmin in the Archer is the ability to locate nearby airports in the event of an emergency. It's a great gadget!

Happy Flying

**New Instrument Pilot**

Congratulations are in order for Matt Kerby. Matt obtained his instrument rating on May 23<sup>rd</sup>. Matt took advantage of getting additional bookings prior to the exam and it appears to have paid off. Well done, Matt.

**Let's Have a Work Party!**

Here's something we haven't tried in awhile. 749 is looking more than a tad dirty and it's about time we shower a little TLC on our aircraft.

There will be a work party at **DVT** on **Saturday, June 18<sup>th</sup>**. The planes are reserved between 1 and 5 PM but the plan is to start at noon and spend some time cleaning up the hangars.

For those interested in participating we will meet at the West hangar (7-12). Please contact Tom Lessor if you are willing and able to participate.