

**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 #9-2

The next rotation of the Arrow and Comanche will be in early October.

**Maintenance**

BOB SKALKA

**30749**

- Baggage door replacement completed
- Nosewheel fairing being repaired

**31386**

- Repaired broken door latch

**47601**

- No new problems to report

**9014P**

- Annual inspection completed
  - ELT replaced
  - Fuel pump replaced as the cause of the fuel smell in the cabin

**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, July 26<sup>th</sup>, at 7:30 PM. As always, members and guests are welcome to attend.

**Congratulations to Kurt Kallman**

Kurt Kallman obtained his Certified Flight Instructor rating in June. Kurt took advantage of extra reservation hours in the Arrow and passed on his first attempt. Well done, Kurt!

Unfortunately Kurt cannot be considered as a board approved instructor at this time due to our insurance requirements for flight instructors.

**Hellos and Goodbyes**

Jon and Lisa McLin have purchased their own aircraft and resigned from the club. Jon had been a member for five years. Lisa became an associate member in August of 2002 and earned her private pilot certificate in club aircraft. Look for them around CHD with their '76 Cardinal RG. We wish blue skies and fair weather for them in all of their future flights.

And we say hello to our two newest members, Mike Quill and Don Singer.

Mike lives in Chandler and will probably be flying primarily out of CHD. He is still working toward that private pilot certificate.

Don lives in Peoria. Yes, that's the one in Arizona and not Illinois. Don earned his private certificate in November of last year and will probably be doing most of his flying out of DVT.

We welcome them both to the club.

**Aircraft Replacement Status**

The aircraft replacement committee, headed by Neil Tracht, has placed ads for the Arrow in Trade-A-Plane and on the ASO (Aircraft Shopper Online) website. They have also provided a page on our website ([www.phoenixflyers.org/arrow](http://www.phoenixflyers.org/arrow)) where interested parties can view pictures of the Arrow and obtain more detailed information.

The bad news is that Neil reports we haven't had any interested parties contact him as of yet.

**DVT Work Party a Success!**

TOM LESSOR

We had a pretty good turnout for the work party at Deer Valley on June 18<sup>th</sup>. We were able to wash and wax both 14P and 386, and both hangars were cleaned up.

I would like to thank Bob and Brian Ballou, Larry Bernosky, Keith Jones and Rick Ridenour for joining me for the rather warm afternoon festivities.

**The Safety Corner**

AL GALVI

Here's a question for our members who are instrument rated or working on an instrument rating. What are the requirements that must be met to act as a safety pilot? The answer is in §91.109 of the Federal Aviation Regulations. The safety pilot must possess "... at least a private pilot certificate with category and class rating appropriate to the aircraft being flown." So the safety pilot must at least be a certified pilot. But who is the pilot-in-command when a safety pilot is a required crewmember?

An Aviation Safety Article on the Western Pacific Region, Flight Standards Division website addresses the logging of pilot-in-command time;

[www.awp.faa.gov/new/fsdo/art\\_pilot.htm](http://www.awp.faa.gov/new/fsdo/art_pilot.htm)

It states, "Normally, a safety pilot, required by regulations, who scans for traffic for a pilot flying under simulated instrument conditions is not pilot-in-command and thus logs second-in-command." But it also says, "However, if the two pilots agree that the safety pilot is designated pilot-in-command, the safety pilot/pilot-in-command may log PIC since he [or she] is the pilot responsible for the operation and safety of the aircraft." Under this agreement both pilots can log PIC, one as sole manipulator of the controls, and one as agreed upon PIC.

But watch out! If you are flying the Arrow or the Comanche all of the insurance requirements that apply to those aircraft must be met by the safety pilot when acting as PIC, and the safety pilot must be a club member.

One other thing you should consider when giving pilot-in-command authority to the safety pilot. It should be stated in writing before the flight begins and the document left on the ground. This should be done even if your name is Orville and you have Wilbur as your safety pilot.

Happy Flying