

Aircraft Locations

- Comanche 9014P CHD
..... T-Shades, spot #2
- Archer 47601 CHD
..... T-Shades, spot #10
- Arrow 31386DVT
..... West Hangar #7-12
- Archer 30749DVT
..... East Hangar #9-9

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

Maintenance

BOB SKALKA

30749

- Nosewheel fairing painted and replaced

31386

- Short in gear control circuit repaired
- 100-hour fuel line inspection completed
- Door opens slightly in flight – needs new seal

47601

- Electric trim inoperative until weather cools down again
- No further reports of alternator going offline

9014P

- Flap position indicator is inaccurate although flaps work properly

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, August 23rd, at 7:30 PM. As always, members and guests are welcome to attend.

No escaping Mother Nature

TOM LESSOR

Mom Nature came through the Valley on July 17th and wreaked a little havoc at Deer Valley Airport. I happened to catch a report the evening following the storm while doing my nightly channel-surfing ritual. The report started with pictures of the damage done to shaded parking and I was feeling pretty smug about our decision to place 749 in a hangar.



Shaded parking damage

Then they showed the damage to some of the hangars! I was no longer smug. I was just trying to see if any of the damage affected our aircraft.



Hangar damage

Fortunately for us it didn't. The hangars in the above picture are southeast of 9-9 where we park 749. Every hangar in the row was damaged.

I "borrowed" the above photos from the Deer Valley Pilot Association website. You can visit them at www.dvtpilot.com and view them in color along with some other photos of the damage.

The Safety Corner

TOM LESSOR

I'm writing the safety article this month because the dogs ate Al's safety article. It was that or maybe my computer did it. At any rate I lost the one I received from Al. So out of guilt I figure I owe him one.

Here it is August already and it seems it won't be long before we have to start thinking about the annual checkrides. And with the annual checkrides comes the need to show completion of two safety seminars within the past twelve months to meet the requirements of §5.3.1 of the Operating Procedures. How is everyone doing with that? Unable to attend one of the FAA seminars held around the Valley? Don't forget that §5.3.3 provides alternatives to attending a seminar.

One of the best alternatives is the free online courses available from the AOPA Air Safety Foundation. Any course that qualifies for the safety seminar of the FAA Wings program qualifies as a seminar for the annual checkride. AOPA continues to regularly add new courses. The newest offering is *Mountain Flying*. That sounds like one we might all want to look at! All of the courses are available at www.aopa.org/asf/online_courses/.

Happy Flying

Speaking of AOPA

TOM LESSOR

I didn't get much response to the request for AOPA information when I sent out the member information sheets earlier in the year. Or perhaps we only do have fifteen members that belong to AOPA, although I doubt that. And why were we asking?

It's time to renew our aircraft insurance policy again and we are looking at a possible quote from the AOPA Insurance Agency. They offer 5% premium discounts if all club members are also members of AOPA. But that's not the only reason to consider membership in AOPA. The magazine alone is worth the \$39 yearly membership dues.

You can investigate the benefits of membership on their website. Visit them at www.aopa.org.