

Aircraft Locations

- Arrow 31386..... CHD
..... T-Shades, spot #2

- Archer 47601 CHD
..... T-Shades, spot #10

- Comanche 9014P.....DVT
..... West Hangar #7-12

- Archer 30749DVT
..... East Hangar #9-9

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

Maintenance

BOB SKALKA

30749

- Tachometer does not go to zero
- LT brake pedal pad still off
- Alternator replaced
- RT main tire replaced
- Oil changed

31386

- Door needs new seal, opens slightly in flight
- Gear override warning light repaired
- Gear-up throttle position switch adjusted for 13" MP

47601

- New propeller installed
- Electric trim switch on order

9014P

- Oil changed

Next Board Meeting

Currently the next meeting of the Board of Directors is scheduled for Chandler Municipal Airport in the pilot's lounge on Tuesday, December 27th, at 7:30 PM. Any changes to this meeting scheduled will be sent by email. As always, members and guests are welcome to attend.

The board is still working on a date and location for the annual club meeting in January. It looks currently like the notification will come through email.

Board approves fixed fee decrease

Due to the significant reduction in our insurance premium this year by switching to AIG Aviation, the board approved a \$5 decrease in the monthly fixed fees.

Effective 12/01/2005, the monthly fixed fee will be \$85 per month.

Deer Valley VAS update

As we stated last month, during the months of November and December, Deer Valley will be switching to a new Vehicle Access System (VAS). The new system will use cards with a photo ID and more up to date tracking capabilities.

Some of you received an additional item with this month's statement. Affiliate DVT ramp pass forms were mailed to those members that currently have a ramp pass issued through the club. As the official agent for the club, Bob Skalka has filled out most of the information and signed the forms. All they now require is verification of the information and your signatures.

Please get the forms back to us as soon as possible. We would like to deliver the completed forms to DVT on or around December 15th.

New paint for 601?

Now that N47601 has a new propeller the board is finally giving serious consideration to having it pull an aircraft that looks good too. We have solicited information from a couple of places to get an idea of prices and quality. One of the biggest concerns is the amount of time the aircraft will be out of service so any actual work may wait until summer rolls around.

It's annual checkride renewal time

It's that time of year again for members to complete the requirements of §5 of the *Operating Procedures* by completing the annual standardized flight check between December 1 and March 1.

Check out the AOPA website if you are still in need of a safety seminar or two.

The Safety Corner

AL GALVI

Thankfully our new insurance policy is more benign relative to the logged flight hours in the Comanche and Arrow. From a safety point of view however since those two airplanes swap airports every three months each of us must decide if a refresher flight would make us more comfortable if we haven't flown either aircraft within the previous three months.

I guess we have more freedom but the sense of responsible currency still remains. Isn't that true of all things in life?

Happy Flying

Hellos to our two newest members

TOM LESSOR

Please join me in welcoming the two newest members to the club, Randy Crutchfield and Don "DQ" Quitoriano.

Insurance update

TOM LESSOR

We have received the new insurance policy and the information I included last month is included. I did miss one important piece on the pilot requirements however regarding alternate options for make and model:

- PA24-260: Private, 250 hours PIC, 50 hours retractable gear, 25 hours make & model; or in lieu of type time and make and model time, 10 hours of dual in aircraft of the same make and model including at least 15 takeoffs and landings while accompanied by an appropriately certificated flight instructor.
- PA28R-201: Private, 150 hours PIC, 25 hours retractable gear, 10 hours make & model; or in lieu of type time and make and model time, 5 hours of dual in aircraft of the same make and model including at least 15 takeoffs and landings while accompanied by an appropriately certificated flight instructor.

Also the Comanche is again insured as a six-place aircraft.