

**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**

- RT fuel sump valve replaced
- Members report flaps occasionally stick slightly during retraction
- Dome light cover missing

**31386**

- Awaiting repair kit from Piper to repair rib cracks near landing gear and complete annual inspection

**47601**

- LT main tire replaced

**9014P**

- Members report electric trim weak
- Annual inspection in progress

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

**Goodbyes but no hellos**

Ted Bush accepted a job in Wisconsin and submitted his resignation from the club. Ted was one of the few members to post his picture on the reservation system (hope you saw it) and we wish him the best in his new job and location.

**Aircraft replacement update**

There wasn't a quorum at the board meeting in April so the planned discussion regarding an aircraft replacement plan proposal for the membership didn't officially occur. That doesn't mean there wasn't more discussion on the issue however. It was just all unofficial.

As a result the board will work at putting together the options mentioned in last month's newsletter at the regular meeting on May 23<sup>rd</sup> in Chandler. A general meeting of the membership will be announced for next month in the June newsletter. In all likelihood the meeting will occur during a weekend in an effort to get maximum membership participation. Stay tuned.

**The spam reduction plan**

TOM LESSOR

The website changes I mentioned in last month's newsletter have been installed. One member expressed confusion as to when the changes would occur; Sunday or May 1<sup>st</sup> since I seem to have been using last year's calendar for planning purposes. Turns out they occurred on Sunday and May 1<sup>st</sup> as I was up well past midnight from Sunday night going into Monday, the first, getting them done.

I have seen a significant reduction in spam since I made the changes. I'm beginning to think this may be good and bad. I'm hoping the changes actually work and we're not losing email!

I've wandered around the site looking for errors and don't see anything obvious. If you come across something on the site that needs changing, send a message to your treasurer (using the links provided on the website ... unless they don't work and that's what you're reporting!).

**Still soliciting articles**

TOM LESSOR

I'm still looking for contributors to the newsletter. Don't be shy. Your help is needed to keep me from staring at a blank page for hours, and sometimes days!

**The Safety Corner**

TOM LESSOR

Density altitude; pressure altitude corrected for nonstandard temperature. It's that time of year again when ATIS and ASOS messages regularly include the phrase "check density altitude". These advisories are provided as a reminder to pilots that high temperatures and high field elevations will cause significant changes in aircraft characteristics. It means it's time to pull out the old E6B and start doing a little calculation.

Start with pressure altitude (PA) for the airport of arrival or departure. Pressure altitude is the height above or below the standard pressure level of 29.92 iHg. If you're on the ramp just set the altimeter to 29.92 and read the indicated altitude. If you're not at the airport you can use the existing altimeter setting and the airport elevation. An electronic E6B comes in handy here. There's usually a pressure altitude function available. You can obtain a ballpark figure by adding the difference between the current altimeter setting and 29.92 iHg multiplied by 1,000.

PA at DVT (1478') would be 3,398' with a really low pressure system in the area ( $29.92 - 28.00 = 1.92$ ;  $1.92 * 1,000 = 1,920'$ ;  $1,478' + 1,920' = 3,398'$ ). The electronic E6B calculates it at 3,302'. When a big high pressure system moves in the PA drops ( $29.92 - 31.00 = -1.08$ ;  $-1.08 * 1,000 = -1,080'$ ;  $1,478' + (-1,080') = 398'$ ). The E6B brings it in at 493'.

Well that was easy! Now what do we do with it? You do remember there's a point here, don't you? Something about density altitude. And any E6B will give you that if you have the pressure altitude and temperature. With a PA of 1,478' and a temperature of 105° F (40.6° C) the density altitude at DVT is 4,667'. A 90° day at FLG will take the density altitude to 10,400'. It's definitely time to grab the POH or your personal PIM to determine aircraft performance. I did.

Do you know it's hard to find values for 105°? I'm moving to Wisconsin!  
Happy Flying