

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

- Engine fuel sump valve replaced

31386

- Annual inspection completed
- Nose gear trailing link replaced
- Two cracked ribs repaired in accordance with Piper Service Bulletin
- Front seat belts re-webbed
- Both main struts resealed

47601

- Annual inspection completed
- Rudder-pedal pad re-glued
- Pilot PTT switch replaced

9014P

- Annual inspection completed
- Significant crack in engine cowl repaired
- Co-pilot PTT switch replaced
- Vacuum pump replaced
- Landing gear bungees replaced
- Trim cable tension corrected
- Rudder spar crack repaired
- Engine dynamically balanced
- Pitot static certification completed
- Transponder certification completed
- GPS software updated
- RT aileron damaged

Special membership meeting

At their May meeting, the Board of Directors called for a special meeting of the membership to be held in June.

The purpose of the meeting is to present the current aircraft replacement plan and vote on a proposal to generate operating funds to be used toward the purchase of a replacement aircraft for N31386.

The meeting will be held in the Chandler Municipal Airport terminal building meeting room from 1:00 – 3:00 PM on Saturday, June 24, 2006.

The proposal being offered is to increase the membership share value from the current \$1,750 to \$4,250 and the monthly dues from \$85 to \$100 per month. The total membership buy-in increases to \$4,500 with the \$250 membership fee.

The board will offer a presentation on the rationale in developing the proposal and the current status of the aircraft replacement plan. It's anticipated a lively discussion will follow. This proposal will determine the future direction the membership wishes the club to take.

The board recognizes this is a significant increase and if passed, will allow financing of the \$2,500 at 8% over three years in lieu of a one-time payment. The board is also considering allowing new members to join with \$1,500 and finance the remaining \$3,000 over three years at 8%. The *Operating Procedures* will be modified to allow the board to purchase a resigning member's share at its current assessed value.

A proxy card is included with the May billing statement to allow members that are unable to attend the meeting to vote on the proposal in accordance with the club by-laws. The proxies will be members of the board and will cast the proxy vote as directed by the member. The proxies are authorized to vote in their discretion upon other business that may properly come before the meeting. **Proxy cards must be received by the treasurer at the club's mailing address no later than 11:00 AM on Saturday, June 24, 2006 to be considered.**

The Safety Corner

AL GALVI

The May newsletter had a great article on how to determine density altitude. Now that you are an expert, how do you convert that into a go/no go decision? The Pilot's Operating Handbook (POH) or, if available, the engine power chart under the pilot's sun visor are your best guide.

Does the power chart indicate 75% power or less? If it's more than 75%, plan on a normal, full-rich takeoff. Is the runway length 50% or more than charted? Is less than 75% power available? As Shakespeare said, "Aye, there is the rub".

If you're flying the Archer, just prior to takeoff run up full throttle and adjust the mixture to maximum RPM. Consider setting the flaps to 2 notches for a short field takeoff.

If you're in one of the retractable-gear aircraft it gets more complex. Use full throttle prior to takeoff and watch to see if the RPM is below normal. If it is, you have a fixed-pitch prop so lean to maximum RPM. Are you getting normal takeoff RPM? The prop is governing, and you should consult the power chart. If below 75%, consult the fuel flow marks on the gage, and set the mixture to the best power flow.

See, you thought it was complicated. Now you know it is only confusing.

Happy Flying

Welcome our newest member

We extend a warm welcome to our newest club member, James Bellinger. James joins us as a student pilot and is actively working on his Private certificate.

Phoenix Class Bravo

TOM LESSOR

Got your new Phoenix Terminal Chart yet? If you do you'll notice they've added some new VFR transition routes. The routes appear to be more for pilots wishing to transition the airspace West to East. I suspect they've been added as early changes to the designs the FAA has for modifying the airspace. But that's for next time because we're out of room!