

- - - - - *Happy Holidays!* - - - - -

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 January.

Maintenance

BOB SKALKA

30749

- Overhead light cover missing
- Cracked interior plastic in several areas
- Oil changed
- Flaps sticky on retraction during preflight – plan is to have this fixed at the annual inspection
- Main gear tires will need replacement
- Complaint of excess fuel consumption investigated; normal in flight but may be slightly rich at idle operation
- Member states engine quit twice during ground operation

31386

- No new issues

47601

- First oil change completed following engine repair – no problems noted
- Engine break-in period complete
- Pilot seat height actuator readjusted for proper operation
- Turn coordinator replaced
- Panel lights intermittent
- Pilot’s sun visor broken off
- Electric trim intermittent

9014P

- Flap position indicator only shows half down when fully extended
- Oh, and the windshield still leaks

Next board meeting

Due to the holidays, the next meeting of the board of directors will be held at Deer Valley Municipal Airport in the Atlantic Aviation pilot’s lounge on Tuesday, December 19th (third Tuesday of the month), at 7:30 PM. As always, members and guests are welcome to attend.

Annual meeting date set

TOM LESSOR

The date of the annual meeting has been set for Saturday, January 20th, 2007. This will be another afternoon affair similar to what we did last year. Our operations officer, Damon Kelling, is finalizing the plans for the exact location. Put the date on your calendar and look for the formal announcement in a couple of weeks with all of the details.

Aircraft replacement plan

The major topic at this annual meeting will again be the aircraft replacement plan. It has been two years since this issue was first raised and the board is determined to have a resolution before we adjourn. Neil is updating the plan that was presented at last year’s meeting.

The board has not decided upon a specific proposal to be voted upon by proxy however members unable to attend the meeting will at a minimum, be able to assign a proxy to another member.

Board elections

In accordance with Article VI, Section 2 of the club *By-laws*, election of three board members will be held during the annual meeting in January. The positions are currently held by Jeff Quackenbush, Bob Skalka and Neil Tracht. Members interested in serving on the board should submit their names to Dan Streufert, our club secretary. Club officer positions are selected by the board at the first board meeting following the annual meeting.

The Safety Corner

TOM LESSOR

How much talk is too much talk? Both the CHD and DVT ATIS transmissions state that pilots should contact the tower for departure “when number one at the hold line”. But certainly at Deer Valley there are still plenty of folks that call and advise “ready in sequence”, even if they happen to be number six in line and they aren’t going anywhere for another ten minutes. And at Deer Valley it all starts to add up.

How about at uncontrolled airports? Is it necessary to announce your ground movement over the CTAF? It’s not. Airborne aircraft don’t care that you’re about to taxi from the restaurant to Runway 21. Just think of yourself as a very wide car and “drive” accordingly.

And remember; these are just my opinions.

Happy Flying

Annual Checkrides

In accordance with Section 5 of the club *Operating Procedures*, all members are required to receive an annual flight check by a board-approved CFI between December 1st and March 1st.

Members must show proof that they have attended a minimum of two safety seminars during the past year. New members that have been in the club for six months or less require one safety seminar. Alternatives to the two safety seminars include completion of a CFI renewal course or any FAA Wings phase for airplanes, earning a new or additional rating, completing a BFR or taking an FAA required Part 135/121 checkride. Completing an AOPA Air Safety Foundation online course will qualify as one seminar as well.

The aircraft lock combinations will be changed in mid-April and only those members that have successfully completed the annual checkride will receive the new combinations.