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June 2004

Status of 93Q

Steve Loyer

We have finally received the required estimates for repairing 93Q. The board has decided to have the work done at Stellar Performance Aviation. SPA is the shop that does all of our regular maintenance. The estimated cost of repairs will be \$47,000. So far, the insurance company seems to be agreeable. The plane is scheduled to be trucked down to Stellar on or about June 10th.

Goodbyes

Steve Loyer

In the last month Eddy Bass, Ted Bush and Derek Youngson have all resigned from the club. We wish them all the very best in the future. Because of Eddy's resignation, we have an open member-at-large position on the Board of Directors. We will attempt to fill it at the next board meeting.

Safety Corner

Bob McKinion

The Board of Directors has determined a need to implement a program that will limit accidents due to pilot error. The feeling I am getting from our members is that they do not want to be forced into training that isn't required by the FARs.

So, I suggest that each pilot in the club

complete annually one phase of the Wings program. The requirements are to attend one safety seminar; and complete three hours of instruction, including one hour each of landings, air work, and simulated IFR flight. If you are instrument rated, you also may be able to complete an IPC by doing this air work and simulated IFR flight under the hood. If you are not instrument rated, you will be able to use your air work and landings toward a commercial rating and/or an instrument rating. At the very least, you are getting a BFR annually.

In addition, I will try to arrange for FAA Safety Seminars two or three times a year. Professional Flight instruction is offered by club instructors at a very reasonable rate. If everyone puts forth a little effort, maybe we can keep everyone safe and keep the dents out of the airplanes. Also, we can realize lower insurance rates in the near future.

Current club requirements are that each member maintain a 90-day currency. If night currency is not maintained, you are required to obtain it with an instructor.

Please let me know of any suggestions or concerns you have via E-mail. I will be working with Eric and Rags to develop a program that can address improving flying skills on an individual basis.

Club Email

Do you have an email address? If so, do you get email from the club? If you don't, then it could be because we don't have an address for you or we have the wrong one. To find out for sure contact: sloyer@microchip.com.

Block Time

Are you aware that that club offers a block time discount? Every \$500 that you prepay for flying time earns you a 10% discount. This is a great way to lessen the cost of flying while helping the club with its cash flow.

Maintenance Report

Rich Kupiec

First, I would like to mention a couple items for discussion. Please, refrain from landing

Calendar

Plane Wash Dates:

August 7th

October 2nd

December 4th

February 6th, 2005

April 2nd, 2005

All begin at 9:00am. RSVP to Rich at azkupi@aol.com

Next BOD: July 12th 6:30 P.M.

and use of excessive braking to prevent flat spots on tire. Also please check the tire pressures before flight. Spot checks have shown the tire pressures to be low.

N6693M: There was no maintenance required for the month of May. "The aircraft will be in for oil change and tire replacement on Wednesday from 11AM to 5PM.

N428DW: The annual was completed. A list of items found during the inspection that were replaced or repaired were:

- 1) Replaced tire.
- 2) Replaced cowl mounts.
- 3) Replaced plugs and ignition wiring harness.
- 4) Oil change.
- 5) Replaced vacuum filters and air filter.
- 6) Landing light and static discharge wicks.
- 7) Oil sending unit replaced.
- 8) Repaired horizontal stabilizer.
- 9) Repaired shimmy dampener.
- 10) Replaced one fuel injector.
- 11) Repaired battery box and other miscellaneous item.