



Arizona Clodbusters Inc.
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www.arizonaclodbusters.com

July 2004

Jurassic Fuel Receipts

Steve Loyer

The club treasurer, Jerry Doris, requested to the board of directors that it be the club's policy not to accept fuel receipts older than ninety days. Under the current system, it is difficult to track fuel costs because fuel receipts trickle in over time. The board has agreed to make the change. The club's treasurer beginning August 1st 2004 will not accept fuel receipts older than ninety days. The period between now and August 1st represents a grace period. If you have any ancient receipts lying around, now would be a good time to get them turned in.

Fuel and Maintenance Costs

Steve Loyer

The recent hike in oil prices hasn't just affected the cost of gassing up your car. It directly impacts the cost of flying the club's airplanes. Fuel prices at Stellar have risen by \$0.40 per gallon since the beginning of the year. This represents an increase in our operating costs of about \$4.00 per hour in the 172 and \$5.00 per hour in the 182s. In addition, our maintenance costs have been higher than budgeted. The end result is that we are spending the money set aside for the paint and interior on 93M. The board will be addressing this at its next meeting. The

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. at
the offices of Network Analysis,
4151 Lindbergh Way in
Chandler.

result will probably be an increase in our hourly rates. The board will keep everyone posted.

Good-byes

Steve Loyer

Charles Greco has resigned from the club. We wish him blue skies going forward. His resignation leaves us with a total of four open memberships. We currently have only one pending application, so if anyone knows someone who might be interested in joining the club, now would be a good time to do it instead of sitting on the waiting list later.

Safety Corner

Bob McKinion

This is an actual NASA report.

"I took off, climbed to 5280 feet, retracted the flaps, and descended into a wheat field. I pushed the plane onto a road. The passengers departed the airplane and went back to the airport. I took off from the road, proceeded back to the airport, and picked up the passengers. I took off again and preceded home...The density altitude was approximately 8,700 feet. The aircraft was within 200 lbs. of max gross weight. A maintenance checkout found no problems with the engine."

The moral? If at first you don't succeed, etc.

Keep In Touch

Do you need to reach a club officer or one of the crew chiefs? The phone numbers for these folks can be found on the club's website at <http://www.arizonaclodbusters.com/contactus.htm>.

Maintenance Report

Rich Kupiec

N428DW: The aircraft had an oil change; tires and pressures were checked and ground run was satisfactory.

N6693M: The main tires were changed along with the oil. No other mechanical problems were reported.

N2493Q: The aircraft was transported to Stellar. The engine was removed and sent out

for inspection. The damaged portion of the aircraft that included the motor mount, firewall, side and bottom skins and floor were removed and all parts that were damaged were ordered. We're waiting for the parts to arrive and updates will follow.

Action items: Please remove used paper towels and empty oil bottles from the aircraft. Also, please don't place the empty bottles into the green box; it gives us a false count that there is enough oil in the cabinet. Here is another reminder not to use excessive braking on landing.

President's Squawk Box

Steve Loyer

One of the things that I had hoped to accomplish when I became president was to get the membership more involved with the club. I think everyone understands the bargain we strike when we join a flying club. In return for cheaper flying compared to renting from an FBO, we agree to assist our fellow members in running the club and maintaining the aircraft. The club's board of directors has toyed with the idea of requiring club members to earn some sort of yearly work credit as a way of getting the general membership more involved in operating the club. This idea turns out to have some problems and so far it has not been implemented. Frankly, if I'm doing my job then such a policy shouldn't be necessary. This is because part of my responsibility as club president is seeing to it that club members are made aware of ways in which they can serve the club and then actively recruit people to fill the roles.

One of the things that we need the membership to help out with is keeping the aircraft looking good. Now, in the grand scheme of things, having a fleet of clean aircraft may not seem to be that important of a task. But first impressions can mean a lot to a potential member or someone who has never flown a small aircraft. Also cleaning the aircraft helps protect the paint on the outside and fabric on the inside from the assault of our desert climate. One of the complaints that I have heard in the past was spotty attendance at plane washes. I think part of the problem was that we scheduled the plane washes at irregular intervals and on short notice. By the time the announcement went out, many folks already had plans, missed the announcement or just forgot. To this end the board has decided to plan out six specific dates over the next year to set aside for washing the aircraft. These dates are included in the calendar box in this newsletter and are on the Yahoo!

calendars for each aircraft. It really doesn't take very long with 7 or 8 folks working to get all three aircraft washed, waxed and interior cleaned. At our last wash, that number of people washed, waxed and cleaned the interiors of 8DW and 93M in about two hours. Our next scheduled washday is August 7th starting at 9:00 and going until we get done. My hope is that we won't have the exact same 7 or 8 guys showing up. In fact, I hope that everyone will plan to attend at least one washday over the next year.

There are many other things that folks can do. Periodically the board of directors creates ad hoc committees to address immediate club needs.

One of the committees that the club is going to need to revamp is the new member recruitment committee. Over the last year we had the luxury of having a waiting list for membership. This meant that as soon as someone resigned the club we had a potential member available to come in and take the former member's place. However with our recent spate of resignations, we are in need of refilling our roster. Since one of the resignations was the chairperson for the recruitment committee, we need a couple of folks to step up and fill these roles.

Finally, I hope everyone will consider serving on the club's board of directors at some point in the future. I understand full well the time that sort of service demands, but I have found it very worthwhile. In this important aspect of the club's operation, fresh faces are important in maintaining the vitality of the organization.

If I may butcher a phrase from one of John F. Kennedy's speeches, "Ask not what your flying club can do for you, but what you can do for your flying club." It's not that I don't think that the club could do more for its membership, but that is a topic for another newsletter.