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### **New Hourly Rates**

At July's meeting, the club's board of directors voted to increase the hourly rates for all aircraft to \$75. This increase was made necessary by increased fuel and maintenance costs. The decision to charge the same hourly rate for N428DW is a departure from the past. While 8DW costs less hourly than the 182s in terms of fuel and maintenance, it has higher hourly cost due to debt service.

### **Was It Something I Said?**

*Steve Loyer*

Well, we have had another resignation from the club. Greg Hargis has decided that he would rather fly his brand new Lancair 360 than hang around with us. Also, Tom May has requested and the board has granted his request to become inactive. I would like to wish Both Tom and Greg blue skies going forward and thank them both for their service to the club. This all leaves us with six open memberships. 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.

### **Keep In Touch**

Do you need to reach a club officer or one of the crew chiefs? The phone numbers for

### **Calendar**

Plane Wash Dates:

August 7th

October 2nd

December 4th

February 6th, 2005

April 2nd, 2005

All begin at 9:00am.

Next BOD: September 13<sup>th</sup> 6:30 P.M. at the offices of Network Analysis, 4151 Lindbergh Way in Chandler.

these folks can be found on the club's website at <http://www.arizonaclodbusters.com/contactus.htm>.

### **Maintenance Report**

*Rich Kupiec*

**N6693M:** A new battery was installed and a blockage in the pitot tube was removed. The EGT probe was repaired along with the panel lights that were shorting out. The transistors in the panel light dimming power supply were replaced and the brakes bled. The aircraft will be scheduled for an oil change and a 100-hour inspection as soon as 8DW is back in flight status.

**N428DW:** The aircraft is grounded until the # 4 cylinder is reworked because of the stuck valve that bent the push rod and cracked the pushrod tube. An inspection consisting of compression check and plug cleaning, servicing the battery and checking the brakes was accomplished. The oil was changed and if mineral oil is required we will inform you to use that specific oil for the next 25 hours to break in the re-worked cylinder. (Ed. Note: 8DW is flying again and we need to use mineral oil. Jurgen has placed a couple of quarts in the baggage compartment.)

**N2493Q:** The sub frame was assembled and they are waiting to receive an engine mount before the skins are riveted for alignment. The engine will be ready next week and the bottom engine cowling is the next part on order. I expect it's repair to be around the end of August, and the test flight and engine break in to follow.

### **President's Squawk Box**

*Steve Loyer*

I was in North Carolina in May for a trip to the beach with all of my immediate family and some my extended family as well. One of my cousins is married to a CFI who has a real passion for general aviation.

On last year's trip, Brian suggested a flying trip to the Wright Memorial at Kitty Hawk. The memorial has an airstrip adjacent to it known as First Flight and it is open to the public. Kitty Hawk is near the northern end of

the North Carolina seaboard, while the place we were staying is south of Wilmington, near the southern end of the coastline. The eastern third of North Carolina is a coastal plane that more or less turns into swamp before finally meeting the sea. The actual boundary of the land with the sea is made along a series of barrier islands known as the Outer Banks. The Outer Banks consist mainly of sand dunes, with some of the larger ones supporting small towns. Because the geography between the coastal plane and the Outer Banks is mainly marsh and swamp, it makes an ideal place for the military to train. Hence the airspace between Wilmington and Kitty Hawk is covered in restricted areas, some of which extend for as much as 3 miles out over the Atlantic ocean. Since the Cessna 172 that we were going to rent was minimally equipped and neither of us owned a handheld GPS to help us stay close to the coast and at the same time stay out of the SUA's. For that reason, we decided to put off the trip.

This year we were determined to make the trek and came to the beach armed with GPSs and life jackets. We again decided to follow the coastline. The advantage of following the coast is avoiding the restricted areas and also the cumulus buildups that occur over land, but stop at the waters edge due to the much cooler Atlantic waters. We departed Wilmington (ILM) and headed northeast out over the Atlantic. I was immediately grateful to have a more experienced pilot aboard. While Wilmington is class D, it is also a TRSA and therefore you have to manage contacting departure and handling radar vectors. This was something at which I found myself quite rusty. The conditions were about 5 miles visibility in haze. As soon as we got out over the ocean, I immediately found myself unable to maintain a heading or an altitude due to a lack of a ground reference to fly to and an obscured horizon. Fortunately Brian quickly reminded me of what I had learned under the hood less than two years before while taking my primary instruction. Pretty soon I was able to maintain a heading and altitude. We headed up the coast, around Cape Fear and on to Cape Hatteras. We flew past the tallest lighthouse in America at Cape Hatteras. Even though the lighthouse is 100 plus ft tall and has an unmistakable black and white barber pole paint scheme, we could only locate it after noticing the ground scar where the National Park Service had it dragged a quarter of a mile inland to save it from the shifting sands of the Outer Banks. From Cape Hatteras, we headed on up the coast to Kill Devil Hills at Kitty Hawk. At Kitty

Hawk, you can't miss the airstrip, because it is northwest of an enormous granite marker perched atop a 200 ft. high sand dune that marks the location where the Wrights first conquered flight.

After marveling at both the primitiveness of the Wrights first flying attempts and the ingenuity of the methods that got them there, we departed First Flight for Dare County for fuel. While departing the Wright Memorial, I was once again grateful for having an experienced pilot aboard. Even at sea level, with 3/4 tanks and 3 persons on board it seemed to take forever for the Cessna 172 to get airborne due to the heat and humidity. After fueling up at Dare County, Brian was once again provided with a teaching moment. Dare County has two intersecting runways. One is about 3500 ft long with a departure over trees and the other is about 4500 ft. long with an unobstructed departure over water. The winds were right down 17 at about 11 knots. My first inclination was to depart into the wind on the 3500 ft runway. However Brian reminded me of how much runway we had used at First Flight and the fact that we were now heavier because we had taken on fuel. Add to the fact that the longer runway departed over water with no obstructions, the crosswind runway would be the more attractive option. Once we departed Dare County we had an uneventful trip back to ILM, other than the disconcerting lack of radar coverage along the outer banks when we attempted to receive flight following.

I came away from the trip with a couple of thoughts. First, you can't be too prepared for a trip. Forethought and planning should be part of any aviation adventure. Second, while it is important as a pilot to do things outside your comfort zone, it always helps to bring along someone with experience who can help if trouble arises. Experience is something a novice pilot such as myself can always benefit from and I seek it out at every opportunity. I hope that never changes. No matter how experienced we become as pilots there is always someone who will know more than we do and we can all benefit from flying with those folks.