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September 2004

## **New Aircraft Squawk Sheets and Procedures**

*Steve Loyer*

It has recently been pointed out to the club that the way we have been handling aircraft squawks and the squawk sheets may be a violation of the FARs. In order to correct this, the board of directors has created new squawk sheets and a new procedure for dealing with them.

First, if something is squawked on the aircraft it must have an associated corrective action entered into the aircraft maintenance record for the aircraft to be legally airworthy. Since we don't keep the aircraft logbooks with our airplanes, we are going to treat the squawk sheets as part of the aircraft logbooks and provide a way to make legal corrective action logbook entries on the squawk sheet. A squawk may be corrected in one of four ways.

The first way is to placard an instrument or piece of equipment as inoperative. To do this you first must be sure that the instrument or equipment is not required. Since the club does not use Minimum Equipment Lists (MELs), you will have to consult the appropriate FARs and the aircraft POH to determine if the equipment is required. Next you will have to placard the

instrument or equipment as inoperative. There are preprinted "INOPERATIVE" stickers in the zippered pouches inside the portfolio where the aircraft tach sheets are kept. For inoperative instruments place the sticker on the instrument. For inoperative equipment place the sticker over the control and deactivate the equipment by either turning off the switch or pulling the associated circuit breaker. After placing the sticker, fill out a new squawk sheet. Under corrective action, write "Placarded as inoperative." Sign the squawk sheet and write in your certificate type (private pilot, commercial pilot, etc.) along with your certificate number. This constitutes a legal logbook entry. Leave both copies of the squawk sheet in the aircraft and make sure to contact the airplane crew chief or club maintenance officer as soon as practicable.

The other three ways of getting a corrective action involve a mechanic. An approved mechanic can fix the squawk, defer the squawk, or determine that no squawk exists. In the first case, have the mechanic fill in the corrective action as appropriate. In the second case, have him write "Deferred - O.K. for flight." In the third case, have him write, "OPS Checked O.K." In all cases have him sign the sheet and fill in his certificate type and number. Leave both copies of the squawk sheet in the airplane and contact the crew chief or maintenance officer as soon as practicable.

Since the squawk sheets are part of the aircraft logbook we are using the carbonless duplicate forms to ensure that these important records are not lost. Each squawk will require a new form to be filled out completely. One copy will be kept in the aircraft and one copy will be kept in the aircraft logbook.

If you find a squawk on the aircraft and it cannot be corrected right away, the aircraft is grounded. Please be kind and make the next pilot aware of this fact. In any event the aircraft crew chief or club maintenance officer should be made aware of the squawk as soon as practicable.

The board has approved changes to the club's Rules and Regulations that reflect the new procedures.

### **Calendar**

Plane Wash Dates:

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.

I have included a flow chart in each aircraft that outlines what should be done when you encounter a squawk. If you have any questions regarding any if this please contact me, another board member, one of the crew chiefs or one of the club's approved CFI.

However, by scheduling the plane washes well in advance, the hope is that folks will find time to attend one or two a year. Our next wash is scheduled for October 2<sup>nd</sup>. Hopefully the end of the busy summer travel season will allow more folks to attend.

## **Hellos and Goodbyes**

*Steve Loyer*

Gary Stark has requested, and the board has approved, a change to inactive status. Dick Winiker has decided that his retract Cardinal will definitely suit his needs and has resigned from the club.

We welcome new member Roy Cadman to the club. Roy is finishing up his private certificate with Rags.

## **Maintenance Report**

*Rich Kupiec*

**N428DW:** The number 4 cylinder was removed and repaired for a bent valve and pushrod, along with a cracked push rod tube. The aircraft was flown for 25 hours on mineral oil to break in the new cylinder and the oil was changed again with Aeroshell 15/50W oil. The brakes were replaced along with the rotors. The idle speed and mixture were adjusted.

**N6693M:** The aircraft had an oil and filter change, and the brakes and rotors were replaced. The ignition switch was replaced and new keys made for the ignition, cabin door and baggage door. New keys are in the green box.

**N2493Q:** Progress is slow. The front of the aircraft and the floor are complete. The next step is to install the nose gear and complete the lower cowling repair. The engine installation is next then the wings. The annual inspection is on going during the repair process and will be completed when the aircraft is returned to service. I estimate it will be mid September before everything is completed.

## **The Usual Suspects**

*Steve Loyer*

We held our semi-monthly plane wash on August 7. The five or so who were there washed, waxed and cleaned the interior of 93M and 8DW in about two hours. Many thanks to those in attendance. It seems like the same core group of folks show up to these things. It isn't the responsibility of just a small group of individuals to see to it that our aircraft are kept looking nice. Part of the Faustian deal we make by joining a flying club is that everyone must pitch in from time to time. I realize that we are all busy people and that free time, especially on the weekends, is a precious commodity.