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FAA to Approve MEL Use

Steve Loyer

The FAA is in the process of issuing the club a letter of agreement (LOA) allowing the club to operate our aircraft using part 91 Minimum Equipment Lists (MELs). For those of you unfamiliar with MELs, they are intended to spell out exactly which equipment on our airplanes that may be inoperative and under what circumstances. Without an MEL, this is covered under FAR part 91, section 213(d). Careful reading of this particular regulation shows that determining which equipment may be inoperative and when can be quite difficult. With an MEL sections 213 (a) and (b) apply. Under these regulations, if a piece of equipment is discovered to be inoperative and it is listed on the MEL, the procedure listed in the MEL is followed and in the pilots determination, the flight can be completed safely and therefore the airplane is legal to fly. It is important to note that anything amiss not covered by the MEL means that the aircraft is grounded until it is repaired.

The MEL itself consists of a Master Minimum Equipment List (MMEL) provided by the FAA, the letter of agreement also courtesy of the FAA, and a procedures manual that is written by us. The MMEL is a generic list of every possible piece of inoperative equipment on the type of aircraft covered by the MMEL. The LOA is the FAA's permission to use the MEL and

must be carried in the aircraft. The procedures manual lists the specific equipment carried in each aircraft that may be inoperative and what specific procedures spell out explicitly what is to be done when an inoperative piece of equipment is discovered. Our procedures manual is in the process of being written. Until it is finished, any equipment in the MMEL that requires a procedure must be operative until the procedure is written.

Once we have the procedures manual written, we will be providing training in the use of the MEL. Also the club CFI's will include the use of MELs in their annual check ride materials.

Maintenance Report

Rich Kupiec

N6693M: An oil and oil filter change was completed. The oil filter media was inspected and found O.K. An oil analysis was taken and all parameters were normal. The oil analysis report was sent to Millennium Engines to maintain our warranty. The brakes were checked for normal wear.

N428DW: An oil and oil filter change was completed. The oil filter media was inspected and found O.K. An oil analysis was taken and all parameters were normal. The oil analysis report was sent to Millennium Engines to maintain our warranty. The brakes were checked for normal wear. The ELT battery is due for replacement at the end of November.

N2493Q: The aircraft is back in service. The engine break in period will run through 25 hours. During that time, use the 50W mineral oil kept in the baggage area. At the end of the 25-hour period we will change the oil and notify everyone to begin using the regular oil again. The aircraft was weighted and the new weight and balance sheet are in the aircraft.

Board Requests Member Cooperation on Share Price Increase

Steve Loyer

At the October meeting, the board of directors agreed to increase the club's share price from \$1100 to \$2100. All current members should have received a memo in the mail

Calendar

Plane Wash Dates:

December 4th

February 6th, 2005

April 2nd, 2005

All begin at 9:00am.

Next BOD: December 6th, 6:30 P.M. at the offices of Network Analysis, 4151 Lindbergh Way in Chandler.

explaining the reasons for this decision as well as an explanation as to how the money is to be spent. To reiterate, one of the keys to the success of the financial plan that we are undertaking is the cooperation of the membership. To ease the financial burden on the membership the club is giving all current members the option of paying the share increase over two years in monthly payments of \$45. That being said, the board request that every member consider paying the \$1000 share price up front if they are financially able. The more members that pay in this manner, the less the club will have to dip into its reserves while the loans are being paid down and the membership is being built back up.

Half Tank Refueling Policy Discontinued

Steve Loyer

The club has decided to discontinue the experiment with the half tank refueling policy. The aircraft should now be left full after each flight. If you need an aircraft to be left less than full, you can make arrangements with the member pilots flying before you or you can leave a note in the aircraft.

Recruiting New Members

Steve Loyer

Now that we know that we have insurance for another year and how much it will cost us, the club would like to build the roster back to where it was before the accident in 93Q. We have been placing adds in the newspapers and placing flyers at the local airports. If anyone is interested in a copy of the flyer for posting someplace that we have not covered please contact Jim Griesiger or me.

Along these lines the club is considering ways of making ourselves more attractive to potential members. Among the options being considered are replacing one of the 182's with a retractable gear trainer. Another idea that has been mentioned is operating one of our aircraft out of an airport on the other side town. Discussions on both of these fronts is very preliminary. If anyone has an opinion on these matters, I urge them to get in touch with a board member or attend one of the next couple of board meetings.