



Arizona Clodbusters Inc.  
c/o Mr. Gerald Doris  
443 N. Alma School Rd.  
Mesa, AZ 85201

[www.arizonaclodbusters.com](http://www.arizonaclodbusters.com)

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## Redundant 182s?

*Steve Loyer*

The club's current membership woes have the club's board of directors considering several options to improve the club's overall financial condition. Two things on the table are to increase the membership by changing the share price structure (See article on the right) and selling one of the 182's.

The 182's are currently flying less than a combined 15 hours a month. By selling one of them the club would save about \$700 per month in tie downs and insurance. Added to this, the proceeds from the sale could be used to pay off the outstanding debt on both aircraft, which would result in an additional savings of about \$900 per month. This topic will be discussed in depth at the next board of directors meeting.

## Change to Share Price Structure Proposed

*Steve Loyer*

It has been suggested to the board of directors that the club's current share price of \$2100 is an impediment to attracting new

members. The club has several good reasons to keep the share price at its current level. However, the board is considering allowing new members to pay a portion of the share price up front when they join the club and then allow them to pay the remainder on a payment plan. This will be discussed at length at May's board meeting.

## New Members Needed!

It goes without saying that the club is pretty desperate for new members. The club's budget assumes a membership of 35 to 40 members, flying 2.25 hours a month per member. Currently we have 29 members and have been flying less than 1.5 hours a month per member. To continue to maintain our current fleet of aircraft we need to attract additional members. The club has put up flyers in all the local airports, put ads in the newspaper and attended local flying events all in an attempt to build the membership. However one of the best resources in this task is the personal contact of the membership itself. If anyone knows of someone who is currently renting, thinking of getting back into flying after an extended absence or thinking of learning to fly, they should try to sell the club as an option. We also have additional color flyers if anyone wants to put a few up somewhere.

## Stellar CTAF now 122.9

The common traffic advisory frequency at Stellar has been changed from 122.8 to 122.9. The change also affects the pilot controlled airport lighting. There are signs posted at the ends of the runway and a NOTAM alerting pilots to the change.

## March Maintenance Report

*Rich Kupiec*

**N6693M:** No Maintenance.

**N2493Q:** Replaced damaged nose wheel.

**N428DW:** Replaced damaged left wing tip. Transponder checked for intermittent operation, adjusted transponder and checked antenna and returned to flight status.

## Calendar

Plane Wash and Fly-In Dates:

July 9<sup>th</sup>, 2005

October 1<sup>st</sup>, 2005

January 7<sup>th</sup>, 2006

April 1<sup>st</sup>, 2006

For July's date, we will probably meet before the wash and fly-in for breakfast. Details will be provided later.

Next BOD Meeting: May 2<sup>nd</sup>, 2005, Offices of Network Analysis at Stellar Airpark, beginning at 6:30p.m.

N2493Q has a flat spot on the left tire.  
Please use brakes sparingly when landing. Please  
remember to clean leading edges of the wings,  
front of engine cowling, struts and wheel pants  
after each flight.