



Arizona Clodbusters Inc.
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Club Fueling Policy Reminder *Steve Loyer*

I would like to remind everyone of the club's refueling policy. The current fueling policy is that the aircraft must be filled up to within a couple gallons of full at the end of each flight. The only exceptions to this rule are when the self serve pumps at Stellar are out of service or if another member has requested that the aircraft be left empty for loading reasons. A third limited exception is that filling the airplane after a flight lasting less than thirty minutes is unnecessary. Under all other circumstances, the aircraft should be filled up. Please keep the above in mind and be courteous and leave the fuel tanks full for you fellow pilots.

The club has in the past has experimented with partial fueling rules but we have found that some pilots used the rule to never fill an airplane. Also, there is the argument that "the only time you can have too much fuel is when you are on fire." Furthermore keeping the tanks full helps to extend the life of the rubber fuel bladders.

8DW Overhaul Status

The engine shop has told Rich that 8DW's engine should be ready by the first week in August. Our maintenance shop says that once they get the engine, it will take a couple of days to get the aircraft flying. Once it is flying, the engine will need to have 5 to 10 hours of break-

in. Once that is accomplished, Rich will release the aircraft for flight. He will have some special procedures that will need to be followed for the first 25 hours on the engine and will advise as to what those procedures are once the time comes. Hopefully this will come in the next week or so.

On the subject of the overhaul, as per the manufactures recommendation, we sent the prop out for overhaul as well. The prop was found to have a crack and it will need to be replaced, most likely with a new one. This will add a little bit to the price of the overhaul, but we will be able to cover it with our reserves.

93M Bad Comm Status

When it rains, it pours. A couple of days after sending 8DW in for the engine overhaul, it was discovered that the number one comm in 93M was inoperative. The avionics shop was able to pretty quickly determine that the problem was not in either the Garmin unit or the audio panel. However after a week, no further progress was made on fixing the problem. At that point we decided it would be better to have two aircraft flying, albeit one with an inoperative radio than to have two aircraft sitting on the ground for an indeterminate amount of time. Our MEL permits the aircraft to be flown with the one radio inoperative for the time being. Once 8DW is released for flight, we will put 93M back in the shop to get the problem fixed.

Calendar

Plane Wash and Fly-In Dates:

October 7th

January 6th

April 7th, 2007

Next Board Meeting:

August 14th, Beginning at
7:00p.m., Offices of Network
Analysis, Stellar Airpark. All
members and guests welcome.