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## Hourly Rate Increase

*Steve Loyer*

Effective September 1<sup>st</sup>, the hourly rate for all three of our aircraft will be \$90. This is to offset the rising cost of 100LL aviation gasoline. As of last week, fuel was \$3.85 per gallon at Stellar and Jerry has reported receiving fuel receipts for over \$5.00 per gallon. It is requested that member seek out the cheapest fuel available when planning trips to help us keep our costs down. On the other hand, it should go without saying that it is better to pay a lot for readily available gas then to run out in the air trying to get to cheaper.

## 8DW Overhaul Status

The overhauled engine for 8DW has been installed and the 10 hour initial break-in has begun. Aside for a couple of oil leaks that need to be fixed everything looks good so far. Once the 10 hour period is finished, Rich will release the aircraft for flight. Rich will place special operating procedures in the front of the aircraft binder. Until further notice these procedures are:

1. Use only Aeroshell mineral oil that is supplied in the baggage compartment
2. Maintain oil level at 6Qts. We need to verify oil consumption for the first 25 hours.
3. Avoid touch and goes for the first 25 hours or excessive low power

## Calendar

Plane Wash and Fly-In Dates:

October 7<sup>th</sup>

January 6<sup>th</sup>

April 7<sup>th</sup>, 2007

Next Board Meeting:

September 11<sup>th</sup>, Beginning at 7:00p.m., Offices of Network Analysis, Stellar Airpark. All members and guests welcome.

training.

4. Operate the aircraft at 75% power. Check the POH for temperatures and altitudes that will allow you to achieve this power setting.
5. Climb at higher than normal airspeeds to keep cylinders cool. 500 feet per minute max and monitor oil temperatures to keep below 240 degrees.

Call Rich's cell number at 602-291-0349 if any questions need answering.

## Aircraft Improvement Survey

*Steve Loyer*

The following is a call for input from the membership. As I look at our fleet of aircraft, I think we do a pretty good job overall of maintaining them. However, I think there are three areas where money is needed to make improvements. These areas are:

- Replace the broken LORAN in 93Q. Preferably with an IFR approved GPS.
- Repaint 93M.
- Redo the interior of 93M.

Each of these projects is estimated to cost in the \$8,000 to \$12,000 range. Under ideal circumstances the money to pay for these projects would come out of the reserve fund. However, our best estimates show we will have just enough money in the reserve fund to pay for our next couple of engine overhauls. One way to overcome this might be to increase the hourly rate or monthly dues. However, in my opinion, these are already plenty high. What I would propose to do instead would be to tackle only the most urgent item off the above list, secure a bid to accomplish that item and then divide the cost by the current membership. This would amount to about \$275 per member for the most expensive item. The question for the membership then would be first would you support such a plan and second, which item would you choose. In the next week or so, I will be sending a survey out to the membership asking these two questions. Please consider them carefully and send your choices and any additional comments you might have back to me.