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January 2007

Aircraft Improvement *Steve Loyer*

At January's Board of Directors meeting, the board decided to have the interior of 93M upgraded locally. The cost of the upgrades will be in the neighborhood of \$8,200. To pay for the upgrades, the board voted to assess every club member a one time charge of \$190. It is estimated that the upgrades will require the airplane to out of service for about a month. In order to reduce the impact that that down time would have on club flying revenue, it was decided to have the upgrades done over the summer when traditionally the club's flying hours are less. For this reason the special assessment will not be due until June 1st, 2007.

Annual Meeting and 2007 Board of Directors

Steve Loyer, President

The club's annual meeting will be held on March 13th, 2007 at the Commemorative Air Force Museum, located at Falcon Field in Mesa. The club will be providing Burgers, Hotdogs, and drinks. Everyone attending is asked to bring a side to share. Spouses and children will be welcome. Bob McKinion has volunteered to take care of acquiring the food and will be looking for

volunteers to help setup before the meeting and cleanup afterwards.

The primary purpose for the meeting will be to vote for the 2007 club Board of Directors. All club members are eligible to serve and in this regard we will need a couple members willing to step up and help out in this capacity. In particular, I and Rich Kupiec, the current club maintenance officer, have decided not to stand for our current positions on the board next year. Please carefully consider whether you would be able to help the club out in this manner and let me know if you would like to be on the ballot.

3/4 Full is Fine

A couple of club members have requested that we change the club's fueling policy so that all three of our aircraft are only filled to 3/4 full of fuel. The board of directors has considered the request and has decided to make it the club's policy for the time being.

As everyone should be aware, all of our aircraft require tradeoffs between carry a full load of fuel or filling all four seats with adult passengers or luggage. Previously the fueling policy was that all aircraft be left with full tanks after each flight unless requested to do otherwise. In order to fly with less fuel, the pilot needing less would contact the pilot on the schedule before him to request that the tanks not be filled. The problem comes when the previous pilot is unable to fly as planned. Then the pilot needing less fuel is faced with the task of removing fuel, leaving behind passengers or bags or scrubbing the flight. The new policy works much better from the standpoint that it is much easier to add fuel if more is needed rather than remove it. As always, club pilots are required to ascertain whether the aircraft they intend to fly has sufficient fuel plus reserve during preflight.

January Maintenance Report *Rich Kupiec*

N6693M: Replaced oil cooler gasket and sealed oil galley plug. Rebuilt leaking nose strut. Replaced carburetor heat scat duct, and replaced carburetor heat valve seal. Replaced

Calendar
Plane Wash and Fly-In Dates:
April 14th, 2007

Next Board Meeting:
February 12th, Beginning at
7:00p.m., Offices of Network
Analysis, Stellar Airpark. All
members and guests welcome.

Annual Meeting: Tuesday,
March 13th, 2007 7:00p.m. CAF
Museum, Falcon Field in Mesa.

EGT thermocouple leads with new wiring and installed new carburetor air temperature probe and wiring. Replaced left and right primer lines with new parts. Replaced engine cluster lights.

N428DW: Changed oil and filter.

N2493Q: Repaired broken pilot seat.

February's maintenance schedule for N2493Q is an oil change on the 5th. N428DW is scheduled for an oil change, nose strut re- build and new EGT probe on the 7th.