



Arizona Clodbusters Inc.
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July 2007

Safety Officer's NOTAMs *Bob McKinion*

Congratulations to Matt Hansen and James Sukach. They are now private pilots. They both trained hard to achieve their license and it shows. They are both good pilots.

As a reminder to everyone, please check density altitude for each flight and plan accordingly. It is common for the DA to be over four thousand feet at Stellar. So, lean and keep your airspeed up during climb to help with engine cooling. If you notice the oil temperature rising, lower your nose and plan to climb at a slower rate.

After a lot of debate, we have decided that it is safer to leave the fuel tanks less than full (between half and three quarters) because of the extra weight. This makes it more important to dip the tanks and plan accordingly. If you manage your fuel flow, you can expect about 12 gallons per hour in the 182s and 9 gallons per hour in the 172.

Fuel prices are consistently lower at the fuel pumps at Falcon Field. If you are at Falcon, you can save the club a little money by purchasing fuel there, or anywhere that you notice lower prices.

Squawk Sheets *Steve Pauken*

There seems to be some confusion as to the procedure for squawking problems with the

Calendar
Plane Wash and Fly-In Dates:
August 18th, 2007
November 10th, 2007

August BOD meeting: August
13th, 7:00 pm, Network Analysis
at Stellar Airpark.

planes, and I will try to clarify the policy for the benefit of all. The blank squawk sheets are in the back of the plane folder under the heading of squawk sheets, and are to be filled out whenever you feel that a problem that you encountered with the plane is of importance to other club members, and then moved one tab closer to the front under the heading of squawks.

At no time should an actual squawk (problem) be written on the time sheet anywhere (FAA regulations).

It would be permissible and helpful to the next person using the plane to simply put the words (see squawk sheet) in the comments section of the time sheet, although I am sure that all of you do look in the squawk section prior to departure to make sure that the plane is safe, and legal.

Having said all of that I would also like to remind everyone that if you think that something is wrong with the plane that makes it unsafe or not legal to fly, install the grounded sign on the yoke and please call me immediately or as soon as possible, so that I can ground the plane on the web site.

I hope that this will help clarify the procedure, and feel free to call me any time about any problem that you are or not sure about. Happy and safe flying,

Flight log: 0714.2007
Austin Erwin

I hadn't been in the left seat for about six weeks and was itching to get back in the air. Tom Perme answered my email to the club the afternoon I was looking for someone to split the ride with me.

We made the trek in 8DW to Sedona and hooked up with another flying group, the Scottsdale Breakfast Club (<http://www.public.asu.edu/~idwlm/>), for their monthly get together. SBC is a loosely knit group of guys and gals who are motivated by their love to fly and the off hand chance of scoring some good pancakes in the process. Rob Mooers, who I fly with mostly, and I found this group over a year ago when we were trying to put our pilot certificates to practical use. Keeping with tradition that has lasted into its

second decade, each month SBC heads to another destination to take in the vistas from above the trees, enjoy another round of pancakes and trade stories from anything to do with aviation to the fish that got away.

That morning, the temps in Sedona were nice and cool, a departure from what Phoenix was dishing up. When we were preparing to depart SEZ around 1130, Tom remarked how the temperature was cooler at 1130 than it was at P19 at 0730 that morning. That's just another reason it is great to head north every so often in the summer.

On our return trip, we passed over Saguaro Lake and the tubers enjoying a day on the Salt River
<http://www.kodakgallery.com/l.jsp?c=ci7o7tv.5ibksgh3&x=0&y=rs6jrb> The week before I had been on the river in a tube, looking up. From the air, it's a nice vantage point to see the meandering course the river takes through the desert.

The trip back to P19 was a little more than an hour. Driving would have taken over two hours, so the flyway was considerably more appealing than the highway that morning. The time savings left the afternoon free to handle the other chores I had been putting off all week. Maybe next time I will drive. Not a chance.



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View of Salt River Recreation parking lot and Stop #4 way off in the distance as well as Red Mountain