



Arizona Clodbusters Inc.

www.arizonaclodbusters.com

June/July 2008

Tire Damage Policy
Bill McGrath, President

As you know, we have had a problem with pilots getting on the brakes too hard, locking up the wheels, and grinding flat spots on the main-gear tires. Several months ago we instituted a policy designed to minimize the damage and hold those responsible for it financially accountable. The gist of it has been that it is the pilot's responsibility to check the tires during pre-flight, and to ground the aircraft if damage is noted. The pilot who flew the plane last would be considered the guilty party.

Any policy that could result in a significant cost to a member must be carefully applied. While it is important to pass the costs along to the perpetrator, it is just as important to protect innocent pilots from unjust expenses. The issue becomes murky when the tire damage is not severe enough to warrant grounding the plane, but is nevertheless obvious when the plane is pre-flighted. The problem becomes one of noting the damage while flying the plane anyway, yet assessing the costs to the proper pilot. Simply noting the damage on the flight log could invite some less-than-honest log entries.

At our May board meeting, several methods for addressing this problem were proposed. To protect yourself, we ask that you do one of the following:

1. If the tire damage is severe enough to warrant grounding the aircraft, fill out a squawk sheet and put it in the briefcase in the appropriate area. Also make a note in the flight log to check the squawks. Put the "Grounded" tag over the yoke, and call Steve Pauken so he can arrange for repair. The pilot who flew the plane last will be charged for the labor and tires.

-or-

2. If the damage is not so severe that the plane must be grounded, and you elect to fly the plane despite the damage, protect yourself in one of the following ways. Be sure to fill out a squawk sheet noting the damage, and either:



What's wrong with this picture?

- a. Call Steve Pauken **BEFORE** you fly the plane, and report the damage. Leave a voice message if you don't reach Steve. His number is 602-740-2499; add this number to your cell phone. This establishes that you saw the problem **BEFORE** you flew the plane, and the previous pilot will be assumed to be the guilty party. **-or-**

(Tire Damage Policy, cont.)

–or–

b) Show the damage to at least one witness **BEFORE** you fly, noting the DATE and TIME, and get that person's name and phone number for later verification.

By following these procedures, we can minimize the cost impact of poor piloting on our innocent members, thereby holding down the already-high cost of flying. Thanks you for your cooperation, and remember that a careful pre-flight is the best insurance against being wrongly accused of tire damage.

Did You Know?

With the Garmin 430 GPS unit that is in 93M, the level of detail displayed on the map panel can be changed by depressing the [CLR] button. You cycle through several levels of detail each time you press [CLR].



Safety News

With the temperatures heating up, watch your weight & balance. It would be a good idea to bone up on your performance charts and the effects of Density Altitude.

Maintenance News

The auto pilot in 8DW remains out of commission. There was a fault in the main unit that was finally diagnosed. It is now at Honeywell for warranty repair. ETA for it to be back in 8DW is unknown at this time.

This and That

New Avionics Officer:

Austin Erwin was asked during one of the Board meetings if he would take on this role.

Thanks Kelvin for offering up your office to hold our May Cloudbusters meeting.

New Certificates:

Congratulations **Tanner Crezee**, Kelvin's son, who recently earned his Private Pilot's Certificate.

Plane Wash & Breakfast
Run
June 14th, 2008

Board of Directors
Meeting
Tuesday
June 9th & July 14th
7pm
KCHD Terminal

Welcome NEW Members!

Joining our ranks are several new members over the last few months.

Please welcome:

- Meenakshi (Mini) Wadhwa
- Carl Geisert
- Mark Kenger
- Scott Haycock
- Barrie Wheeler
- Rick Nurkka

Members Resigning:

In April, *Steve Loyer*, tendered his resignation from the club after many years of membership. Steve had been our President for a period of years and during that time lead the club through numerous strategic decisions, developed this news letter to keep members informed, increased club membership to full capacity and was very active in the management of this club. Thank you Steve and we hope to fly with you again in the future. Also leaving the club is:

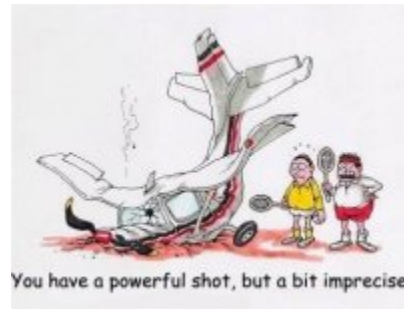
- **Rob Mooers**
- **Keith Clouse**
- **Lee Perkins**
- **Ronald Chase**
- **David Bonnell**
- **Matt Hansen**

We wish our former members well and would welcome them back should the opportunity arise.



Medical & BFR Reminder:

Please send James Sukach, boatguyal@yahoo.com, a copy of your recent BFR endorsement and Medical. The board decided to ask and retain these documents as a means to protect the member's financial interest should an accident occur and the PIC is out of compliance with FAA currency requirements. To retain scheduling privileges and existing reservations, the deadline to send James a copy of your BFR endorsement and Medical is June 30th.



Until next time, blue skies!

-Austin Erwin, Editor