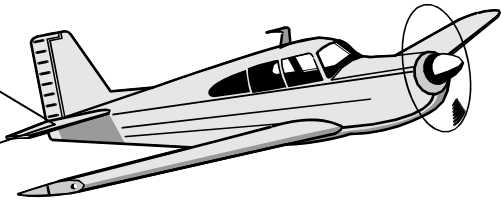


# SKYWRITING



December 2008

## November Flight Time

| <u>Aircraft</u> | <u>Hrs</u> | <u>Last Annual</u> |
|-----------------|------------|--------------------|
| N5303L          | 30.7       | April 2008         |
| N80213          | 16.2       | June 2008          |
| N6231F          | 7.2        |                    |
| N8114F          | 20.2       | June 2008          |
| N2516V          | 11.0       |                    |

Surcharge: \$.73/gal

[www.flyingcc.org](http://www.flyingcc.org)

## Local ASOS Numbers

|           |              |
|-----------|--------------|
| Moline    | 309-799-7096 |
| Davenport | 563-388-2154 |
| Clinton   | 563-243-8934 |
| Muscatine | 563-263-0902 |

**Total Hours: 85.3** (Down from 98.3 in October)

**Dues Paying Members: 65**

**The Spring Plane Wash is Saturday, May 2, 2009**



## Please Turn the Lights Off

The email traffic lately has included reports of the lights being left on in the office and the hangers. We've asked everyone in this newsletter several times to please check the lights and door locks before you leave the hanger environment, but it doesn't seem to reach everyone.

## Maintenance Squawks

Another area that needs attention is communicating maintenance squawks. You know, those items we want repaired? Tim Leinbach, Plane Captain for the ArcherII, recently discovered three squawks he was unaware of.

We have our maintenance binders in our office. Those are suppose to be used for conveying maintenance issues. In addition to that however, you should also call or email the plane captain for the particular airplane, and give them the news. In some cases affecting airworthiness the airplane should be placarded with sign on the yoke.

## Office Remodeling Proposed

For about \$1,500 in building materials, and some volunteer labor the club would be looking at a private room for the instructors to instruct upstairs – with HVAC – and an improved back room. Stay tuned. We may need your help.

## Speaking of Maintenance

Speaking of maintenance, we spent some money for various repairs and replacements in aircraft:

**N5303L** – the beacon is finally fixed (a switch replaced), turn coordinator and DG replaced, but we still have the high speed shimmy we're working on.

**N80213** – Attitude indicator has been replaced.

**N6231F** – The front strut fixed, DME faceplate is on order, the tach was replaced, and a leak in the induction system was found and fixed.

**N8114F** – No damage found from a recent bird strike. It is noted that the elevator trim indicator doesn't respond to trim changes. Mark Conner has agreed to paint the airplane in spring 2009.

**N2516V** – Radio Ranch repaired the transponder back lighting, but that problem has recurred. Panel lights, dimmer, and overhead lights need repair, and it looks like it will be an expensive fix. Estimates are pending. A very expensive part in the nose gear was broken either by a hard landing or tug handling. Goetsch was able to repair it saving the club \$13K. Yes, \$13K for a part.

## Winter Weather & Flying

Winter,...ice, and snow,...it's that time of year when we need to be thinking of all those things that make winter flying safe, comfortable, and correct for our machines - like preheating.

*Make sure the engine is preheated when the temperatures go below 20 degrees.* It's not only a club rule, but you'll save yourself some embarrassment and

the cost of a jump-start if you do. Besides warming the oil so it circulates and lubes quickly, warm oil circulation is easier on the battery and starter. **When an aircraft is in our hangers, it should have the TANIS heaters plugged in.** However, keep in mind that hanger E-7, where we keep our C152, does not have a timer plug, so until we get one installed those plugs are always hot.

When away from home and cold, find out what the FBO charges for plugging in the TANIS. Remember: The TANIS doesn't heat an engine up quickly, so plugging it in immediately after getting acquainted with the FBO is a great idea.

Some FBO's will let you park the airplane inside a warm hanger for the same price as a pre-heat. A warm hanger is always better than a pre-heat since it also keeps the cabin and instruments warm. However, if you do use a warm hanger, make sure when you push back outside that controls don't lock tight from residual water freezing. If you feel them freezing work them continuously until you know it will stay free. **Check those controls before going airborne!**

Some FBO's use a "flame thrower". They make a better paint stripper than a pre-heater. Don't let FBO's keep flame throwers on very long or damage can occur to the engine & cowling components. **Call ahead to your destination airport and find out what options will be available.**

Automotive gas is a mixture of 12 different types of gasoline each with similar, but different properties. Most of that gasoline is highly volatile, and is quick to evaporate, which allows easier starting in cold weather.

The fuel we use in our aircraft uses only 3 variations of gasoline, since the rest are considered too volatile for high altitudes and temperatures. Well, those three work great in the summer, but in the winter avgas resists vaporization when the engine is cold. **So review engine start procedures.** Over-priming can be a real problem in the winter, and dead batteries are a bummer. Our aircraft batteries are not much bigger than the one on my Goldwing.

Once the engine has started check the gages to be sure the battery is charging. **Let the engine warm up before you take the runway for takeoff.** Taxiing over to Elliott's is not enough to adequately warm an engine when temperatures are in the teens or lower.

During **slushy conditions** on the ramps and taxiways, or where there may be blowing snow on the airfield, use your brakes sparingly. The heat generated by braking can melt snow blowing against the brake discs. Then when you stop to do your run-up melted snow may freeze and lock the brake discs to the brake shoes.

Those who fly the Cardinal RG should also remember to let the gear hang out a little longer to let various states of H<sub>2</sub>O blow off the wheels. This will keep the gear from freezing up in the wheel wells.

Also be careful as you approach your destination and begin your descent. Changing your engine from producing power and heat to being an air compressor will shock cool the engine. **Shock cooling an engine**

**can occur in any weather when the power isn't managed correctly, and that goes double in the winter.** Plan your descent well ahead, and reduce power in steps. This is another instance where thinking ahead of the airplane is a must.

When a parked airplane accumulates a coat of frost from dropping evening or overnight temperatures, **make sure you remove that frost before flight.** Frost on the airfoils will degrade performance considerably. **Never use a scraper** on the wings or wind shield. Do not pound the sheet metal to remove ice, since it will damage the airfoil. On an airplane like the Cardinal, dents on the leading edge can greatly decrease laminar flow. You can remove the effect of the frost by rubbing your gloved hand over the leading edges to smooth the frost over.

Watch out for snowdrifts - even small ones can ruin your day. Also, taxiing in cross winds can be dangerous if you hit a patch of packed snow or ice.

Taxiing too fast on slippery surfaces such as ice and packed snow is also dangerous. A strong cross wind or gust will blow the airplane with the wind.

Frost can develop on the inside of the windows from exhaled moisture while the aircraft is closed up. The defrosters depend on good forward motion to work. Opening a door or window may not be very warm, but it will keep the windows from frosting up until you're ready to taxi.

These are just a few tips to make your winter flying safer and more enjoyable. Check the aircraft manual for factory recommendations.

**Merry Christmas!**

### From Your Board of Directors & Staff

Gene Fildes, President

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Joe Gallagher, Treasurer

Gary Hardy, Director

Dennis English, Secretary

Dick Kvach, Alternate

Newsletter – Dennis English

Webmaster – Scott Latham

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N80213 C172M

Richard Husson

N6231F C172N

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Tim Leinbach

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