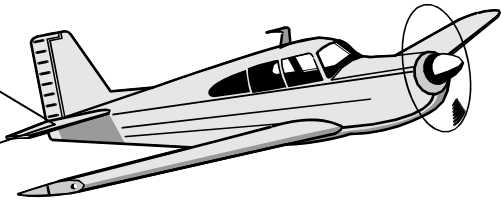


SKYWRITING



January 2009

December Flight Time

www.flyingcc.org

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.42/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	13.1	April 2008		Moline	309-799-7096
N80213	7.6	June 2008	Davenport	563-388-2154	
N6231F	0.0		Clinton	563-243-8934	
N8114F	1.9	June 2008	Muscatine	563-263-0902	
N2516V	5.1				
Total Hours: 27.7		(Down from 85.3 in November)	Dues Paying Members: 64		

The Spring Plane Wash is Saturday, May 2, 2009

New Member

Please welcome **James “Jim” Morphew** to the Club. Jim joined in September this year. He has always wanted to fly, and is determined that after three starts prior to joining the club, he is going to get it done this time. I think he’ll get it done this time. Jim retired from the Army, and is currently working at the Arsenal.

Maintenance Squawks

Scott Latham has enhanced our Schedulmaster system to send an email out to the plane captain any time a squawk is recorded on Schedulmaster. Thanks for doing this Scott!

The plane captains should have put NoReply@timesync.com on their “Safe Sender” list by now. The board hopes this enhancement will improve the pilot to plane captain communications so we have faster response to squawks.

Your responsibility is to make sure the squawk is put in Schedulmaster. To do that use the “Maintenance” link in the box up in the header. That will take you to a squawk panel. In the box right under “Enter New Squawk” you must first select the aircraft from the pull down menu, then click on the “Enter New Squawk”. That will bring up a panel to enter the problem or squawk. It’s simple, but you still have to take time to do it.

The board has found that most squawks that have lingered too long were the result of poor communication either with the plane captain, or with the board as last result. Our goal is to keep

our airplanes operating in airworthy condition, and in a condition we can be proud to show.

Runway Incursions at MKE

If you’re planning on a flight over to MKE (General Mitchell International Airport – Milwaukee, WI) better check this web site first: https://faasafety.gov/files/notices/2008/Dec/MKE_Hotspot_Brochure.pdf.

They have had 19 incidents since October 1st, and 18 of them have been runway incursions. MKE is a pretty busy airport in Milwaukee. Their operations traffic for 2007 was 200,000+ landings and takeoffs. I haven’t been there in quite some time, but I don’t recall MKE being an unusually difficult airport to navigate on. Be sure you are alert if you go there.

Speaking of Maintenance

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

N5303L – Tired of the little door coming open and dumping stuff on the cockpit floor? It’s been fixed.

N80213 – **Richard Husson** will be out of town January 1-15, so **Gene Fildes** volunteered to fill in for Richard.

N6231F – The front strut was suppose to be fixed, but it apparently didn’t last.

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 – We are looking at solving a squawk about radios having excessive static during both transmit and receive. Also, there’s a squawk active regarding the auto pilot.

Engine Model Codes

Did you ever wonder how the engineers and marketing people ever came up with those engine model numbers? Now I realize, many of you really don't give a hoot. You can stop reading now if you're in that camp.

Take our Cardinal RG for example. The engine in that airplane is a Lycoming IO-360-A1B6D. The "I" means it's fuel injected, and the "O" means it's a horizontally opposed cylinder configuration. The cubic inch size is 360, which is a pretty big 6 cylinder.

Getting into the fun part: The suffix of the code. The suffix is more abstract. We have an "A1" which is the power section and rating. The "B" stands for the type of accessory section it has, and the "6" is for the counter weight application. The "D" means it's a dual magneto. Also, subsequent changes to models are reflected in the suffix.

The following codes are for Lycoming engines:

Prefixes:

L – left hand rotation crankshaft
T – turbocharged (exhaust gas driven)
I – fuel injected
G – geared (reduction gear)
S – supercharged (mechanical)
V – vertical helicopter
A – aerobatic
AE – Aerobatic engine
O – opposed cylinders

Suffixes:

A or AA Power section & Rating
3 Nose section
B Accessory section
6 Counterweight application
D Dual magneto

Reconditioned Cylinders

On the question of whether or not to use reconditioned cylinders on an overhauled engine Lycoming has this to say.

"If the new, rebuilt or overhauled engine starts it's TBO cycle with new cylinders and is treated to proper operation, good maintenance and frequent flight, it should reach the recommended TBO without at top overhaul along the way. An overhauled engine that has reconditioned cylinders is not necessarily a candidate for a tip overhaul, but it is very likely that it will require cylinder replacement before the recommended TBO is reached."

Oil & Aircraft Engines

Oil is a most important ingredient of our engines operating needs. Oil cools the engine cylinder walls and pistons, and other parts of the engine, it lubricates the engine's moving parts against friction, it cushions the parts from banging against each other, it carries wear particles and dirt from the engine to the filter, and finally it provides a seal between the piston and cylinder wall to prevent combustion gases from escaping the combustion chamber.

We do not use ordinary motor oil in air cooled, internal combustion, aircraft engines. We use a fuel that has copious amounts of tetraethyl lead in it to prevent detonation, and that lead must be scavenged by the oil.

Unless we're breaking in a recently new or overhauled engine, the oil we use is "ashless dispersant" or AD oil. This is a special oil that is able to clean the engine of excessive sludge that auto oil would not handle.

Where we have a "spin on" or automotive type oil filter, or a cartridge type filter we can go 50 hours before oil changes, but no more. Engines without these types of filters generally use a simple screen to filter oil. Systems like that must only go 25 hours between oil changes.

In either case above engines that are not being used frequently should have the oil changed based upon time, and not hours of use.

A large, stylized graphic with the text "Happy New Year!" in a bold, blue, 3D font with a white outline, set against a dark background.

From Your Board of Directors & Staff

Gene Fildes, President Mark Conner, Director
Joe Gallagher, Treasurer Gary Hardy, Director
Dennis English, Secretary Dick Kvach, Alternate
Newsletter – Dennis English
Webmaster – Scott Latham

Plane Captains

N5103L C152 Mike Smith
N80213 C172M Richard Husson
N6231F C172N Mr. Dick Kvach
N8114F PA28-181 Tim Leinbach
N2616V Cardinal RG Dave Sandholm

Flight Instructors

Gene Fildes CFII
Richard Hebbel CFII
Tim Leinbach CFII
Jerry Lowry CFII
Ben Sorgen CFI