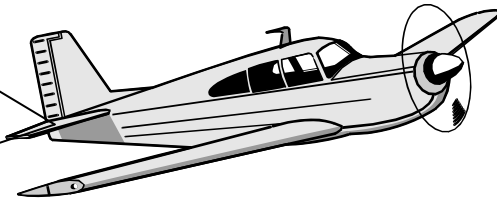


SKYWRITING



November 2009

October Flight Time

www.flyingcc.org

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	34.3	July 2009		Moline	309-799-7096
N80213	12.2	August 2009		Davenport	563-388-2154
N6231F	6.8	May 2009		Clinton	563-243-8934
N8114F	8.9	July 2009		Muscatine	563-263-0902
N2516V	15.8	September 2009			
Total Hours: 78.0		(Down from 81.9 in September)		Dues Paying Members: 61	
Spring Plane Wash: Saturday, May 2, 2010					

Members

Congratulations to **Michael York** who soloed on September 3rd this year. We know the wonderful feeling you had when you were up there alone, and salute you for achieving this milestone in learning to fly.

Freezing Time of Year

This time of year our weather goes through the annual change that affects our foliage and what we wear. It's a time of large temperature swings below freezing. It's that time to remind people to be extra careful about icing and freezing rain.

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 quickly, warm oil is easier on the battery and starter. When an aircraft is in our hangers the TANIS heaters should be plugged in.

Away from home find out what the FBO charges for plugging in the TANIS. Do remember the TANIS doesn't heat an engine quickly.

Some FBO's 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. However, if you *do* use a warm hanger, snow might have melted. Check those controls before going airborne!

Some FBO's use a "flame thrower" that would 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 engine & cowling components. It's also a good idea to call ahead to your destination airport to find out what options will be available.

Auto gas is pretty volatile, and evaporates in the cold pretty well. It is easier to start in cold weather than the fuel we use in our aircraft. Our 100LL isn't very volatile on purpose so it won't evaporate at high

altitudes and temperatures. Well, 100LL works great in the summer, but in the cold winter it resists vaporization. Review the engine start procedures. Over-priming can be a real problem in the winter.

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/taxiways, or where there may be blowing snow on the airfield use your brakes sparingly. The heat generated by braking can melt blowing snow. 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 RG's should also remember to let the gear hang out a little longer to let various states of H₂O blow off the wheels, or the gear may freeze up in the wheel wells.

After you reach the destination, and begin your approach descent, also be careful. Changing your engine from producing power and heat to drag and compressed air 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 ahead for your descent, and reduce power in steps. This is another instance where thinking ahead of the airplane is good.

When a parked airplane accumulates a coat of frost as temperatures drop in the evening, make sure you remove it before flight. Frost on the airfoils can degrade performance considerably. *Never use a scraper* on the wings or windshield, and pounding the sheet metal to remove ice will damage the airfoil. On airplanes like the 6-300 and 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 exciting when you hit a patch of packed snow or ice. That's also when you realize you're taxiing too fast or locking the brakes.

Frost can develop on the inside of the windows from our exhaled moisture when 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 can 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.

Guest Opinion from Oakland News

By Philip Handleman

The airline captains who pass us in concourses at sprawling commercial airports, the military flyers featured in news reports from the frontlines of the war zone, and the astronauts riding atop the Shuttle in televised launches are pilots who got their start in the cockpits of light planes, often at small airports in remote locations.

Indeed, Alan Shepard and John Glenn, the first Americans who hurtled into space and into orbit, respectively, were introduced to flight at small airports near their homes. Because of proximity to an airport, availability of light planes and unfettered access to the sky, they soared aloft toward fulfillment of their dream of a life in aviation. Those introductory flights paved the way for the legendary sojourns that came later which, in turn, inspired a whole new generation of would-be pilots.

The vast majority of the country's 5,200 public-use airports are so-called general aviation airports that do not have scheduled airline service, passenger screening stations or control towers. Such airports provide their communities with direct, ongoing and tangible benefits that include jobs for flight instructors, fuel handlers and aircraft mechanics with beneficial economic spillover to associated businesses like restaurants and car rental companies. Nearby factories, government agencies and hospitals can receive high-priority shipments via their local airports.

Yet, by the centennial of flight in 2003, grassroots aviation was reeling. A confluence of problems, long in coming, had impinged on the vibrancy of this segment of the aerospace domain. A popular light plane 40 years ago, an entry-level Cessna, for example, cost about \$10,000, whereas today that same basic airframe when fully equipped retails at around a quarter-million dollars!

Attempts to moderate this sticker shock with ultralights, and more recently with light-sport-aircraft, have hardly made a dent.

With the fallout from this price inflation, many small privately owned, public-use airports, have been unable to hang on. Declining fuel sales, reduced demand for flight training and exurban encroachment have compounded the problem. Real estate economics

dictated that airport properties were more valuable if developed into housing subdivisions, industrial parks, and shopping centers. Under the circumstances, no one could blame airport owners for bailing out. At the time, these kinds of airports were closing on average at the alarming rate of more than one a week.

Reflecting the national trend, in and around Oakland County numerous airports have vanished including Big Beaver, Salem, McKinley, Berz and Almont. In a handful of instances, the state stepped in to rescue airports that were otherwise destined to close. Intervention kept the doors open at Troy, New Hudson, Mettetal, Romeo and Lapeer airports.

With the current recession further pressuring the remaining airports, it is important to resist efforts that would negatively impact the viability of such valuable resources in our communities. In a mad dash to squeeze yet more revenue in an era of ever-exploding federal deficits, some Washington lawmakers and reportedly even the White House perceive the pilot population as ripe for the imposition of what are euphemistically called "user fees" as if private pilots are not already paying their fair share through fuel taxes when they top off their airplanes' fuel tanks.

The last thing we need is another damper on the fragile system that has made our nation the envy of the world in all things flight related.

An unintended consequence of this inventive way to bolster government coffers will most likely be the smothering of the dwindling number of quaint airports nestled in the countryside that form the foundation of our aerospace preeminence.

Philip Handleman of Birmingham has been a private pilot for 38 years. He has written 21 aviation books and is the owner of the Handleman Sky Ranch, a private airport in north Oakland County.

Icing Forecast?

From Your Board of Directors & Staff

Gene Fildes, President Mark Conner, Director
Joe Gallagher, Treasurer Gary Hardy, Director
Dennis English, Secretary Tim Leinbach, Alt.
Newsletter – Dennis English
Webmaster – Scott Latham

Plane Captains

N5103L - Mike Smith N80213 – Richard Husson
N6231F – Dick Kvach N8114F – Tim Leinbach
N2516V – Scott Latham

Flight Instructors

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