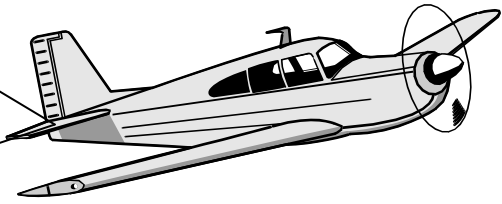


SKYWRITING



December 2010

November 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	9.3	August 2010		Moline	309-799-7096
N80213	28.2	July 2010		Davenport	563-388-2154
N6231F	18.8	June 2010		Clinton	563-243-8934
N8114F	7.7	June 2010		Muscatine	563-263-0902
N2516V	5.2	September 2009			
Total Hours: 69.2			(Down from 118.3 in November)	Dues Paying Members: 46	

Tips On Winter Flying

Winter flying poses unique challenges for the general aviation pilot. Here are a few ideas to consider for a safe flight.

PREFLIGHT PLANNING

Careful consideration must be given to several areas after "Old Man Winter" arrives. The route of flight itself may prove to be the most important consideration. Do you plan to fly through clouds? If so, be sure to pay careful attention to your weather briefing. Don't forget to take careful precautions to avoid structural icing. Pay close attention to temperatures aloft, get PIREPS for cloud tops to get over the soup, etc. Often, the best course of action if you cannot make the flight VMC or in above freezing temperatures is to simply wait until you can.

PREFLIGHT INSPECTION

Since our hangers are not heated, you may have a tendency to rush your preflight. DON'T! If you park a warm airplane in the cold with less than full tanks, condensation of water may occur. Be sure to carefully sump each tank.

If it's REALLY cold, don't tune your radios before they have had a chance to warm up. Cold temperatures have been known to cause instruments, buttons, and knobs to stick or break.

If you have to park outside, be sure to remove all snow, frost, and ice from the wings, stabilizers, fuselage and propeller. If you cannot blow it off yourself, don't count on the takeoff roll to do it for you. If the aircraft surface is warm and you let it sit in falling snow, the snow may melt and refreeze and then this ice is covered with new-fallen snow. Always check.

During engine starting, there is a tendency to over-prime which results in washed-down cylinder walls. This can also result in fires under the engine cowling. This is not a pleasant way to start a skiing vacation. Read and follow the manufacturer's suggestions for cold weather starting. After the engine starts, the use of carburetor heat

may assist in proper fuel vaporization until the engine develops sufficient heat.

TAXI AND TAKEOFF

The need for braking and/or sharp turns while taxiing should be minimized. Taxi speeds should be slow enough to allow for every contingency. Skiing into a ditch is not only embarrassing but can also bend metal. During climb-out, be aware of cylinder head temperatures. Because of winter baffling, you may need to climb at a faster airspeed.

EN ROUTE

Winter weather is very changeable. Always obtain a weather briefing and always file a flight plan. You should keep your radios on and listen on a commonly used frequency for the area that you're flying. Flight Watch on 122.0 is always a good one. Flight following with center is also a good idea.

Carburetor ice generally forms in temperatures between 32 and 80 degrees F, if humidity is 50% or more. If visible moisture is present, ice will form at temperatures between 15 and 32 degrees F. Winter flying also involves the use of cabin heaters; be watchful for the signs of carbon monoxide poisoning. And last, but not least, do not continue VFR flight into adverse weather conditions. The aviation statistics are full of pilots who thought they could. Don't become a statistic.

DESCENT

During descent be watchful for signs of carburetor ice. It is better to carry a little power during the descent. You may need to use flaps and/or gear to keep speeds reasonable. Be careful you don't descend into low visibility conditions, such as fog or low clouds.

LANDING

Landing at a busy airport is generally safer because the landing conditions can be passed from pilot-to-pilot. Again, be aware that braking may be minimal or non-existent.

POSTFLIGHT

Top off the tanks to forestall water condensation. Please be sure to always plug the engine heater back in after each flight. This can make the difference between the engine starting or not for the next pilot.

SURVIVAL

Always file a flight plan and keep it updated. Don't file a round robin flight plan; it covers too much territory. Experts say that survival is 80% mental, 10% equipment, and 10% skills. Plan ahead. File a flight plan. Expect to be found. Stay dry, don't eat snow, and stay warm. Carry a blanket, a sleeping bag, a first aid kit, matches and a copy of your filed flight plan. Do all this and you'll have an excellent chance of greeting your rescuers with a smile.

CFI Corner

Congratulations go out to Travis Vanzuiden! He soloed on October 5th. Great job Travis!

I Was Just Wondering...

Rob,

I am studying instrument procedures, and am confused on the difference between LDA and SDF approaches. Aren't they both at an angle?

~Anonymous

Anonymous,

The major difference lies in their course width. The Localizer Type Directional Aid (LDA) has a course width of a localizer, which is typically between 3 and 6 degrees. The antenna will be offset from the centerline, so additional maneuvering will be required once the runway is in sight. Also there are a few LDA approaches which incorporate a glideslope, which is denoted LDA/GS under the minimums section of the approach plate. A Simplified Directional Facility (SDF) approach will have a course width of 6-12 degrees. On both approaches, if the offset is less than 30 degrees, straight-in minimums will be available, whereas if the offset is more than 30 degrees, only circling minimums will be available.

Humor in the Air

Revised Aviation Dictionary

- **ALTERNATE AIRPORT:** The area directly beyond the active runway when the engine quits on take off
- **ALTIMETER SETTING:** The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.
- **BANK:** The folks who hold the mortgage on your aircraft.
- **BI-PLANE:** What you'll say to your bird if flying costs keep going up
- **CARBURETOR ICE:** Phrase used by pilots when explaining accident caused by fuel exhaustion.

- **"CLEAR":** Warning shouted two seconds after hitting the starter button.
- **CONTROL TOWER:** A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to Centers.
- **CRITICAL ALTITUDE:** Minus six feet.
- **CRITICAL ENGINE:** That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.
- **DEAD RECKONING:** You reckon correctly, or you are.
- **DE-ICER:** A device designed to operate under all weather conditions, except icing.
- **ENGINE FAILURE:** A condition which occurs when all fuel tanks become filled with air.
- **FIREWALL:** Section of aircraft especially designed to allow all engine heat and smoke to fill the cockpit.
- **GLIDING DISTANCE:** Half the distance from your present position to the nearest decent landing area at the time of complete power failure.
- **GROSS WEIGHT:** Maximum permissible take off weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.
- **HOLDING PATTERN:** The term applied to the dogfight in progress over any radio facility serving a terminal airport.
- **RANGE:** Five miles beyond the point where all fuel tanks have become filled with air.
- **WALKAROUND:** What you do when waiting for weather to clear.
- **LANDING FLAP:** A 4000' roll out on a 3000' runway.

A Summer to FLY!

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