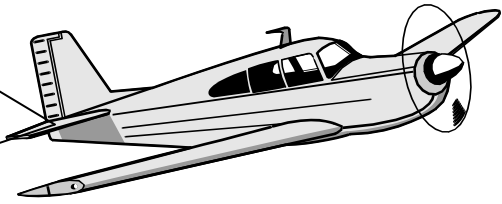


# SKYWRITING



## November 2011

### October Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Fuel Surcharge</u>
N5303L	5.2	September 2011	\$5.00/hour
N80213	33.8	November 2011	\$6.00/hour
N6231F	14.9	July 2011	\$6.00/hour
N8114F	20.1	July 2011	\$7.00/hour
N2516V	16.5	October 2011	\$8.00/hour
<b>Total Hours: 90.5</b>			<b>(Up from 71.6 in Sept)</b>

[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

**Dues Paying Members: 43**

### Fall Plane Wash

We had about 15 members attend the Fall plane wash in October. It was a bit chilly to begin with, but warmed up nicely. N6231F didn't get cleaned, and we haven't heard if that was done later. Joe Gallagher provided us with a very nice breakfast, but we could have used more help. Stay tuned for the Spring plane wash. See what you can do to help out.



### Thanks from Gary Hardy

Club Members: Thanks for all your help with the Archer. After talking with Tim Leinbach Thursday, Nov 3<sup>rd</sup> - we decided to just finish stripping the rest of the underside on the Archer's belly from the boarding step to the firewall.

Feel free to have at it over Thursday evening or Friday if you have a chance. We will hold off on the underside of the wings until Mark Conner has had a change to look over our work with the local paint guy today, and let us know if we missed anything or need to go over any other areas again.

I will stop at the hanger Thursday finish around the co-pilot side windows, plus a few touch up areas.

Looks like Jim Goetsch will work on the wing walk area mid to end of next week. I will send out another E-mail on Friday, Nov 4<sup>th</sup> to schedule the under wing work - hopefully sometime this weekend for a few hours with a crew of about six people to either sand or strip the underside of the wings.

Again, thanks for all your help with this messy job.

Gary and Tim and the Board of Directors of the Flying Country Club, Inc.

### Pushing on the Brake

“One of the pilots in a Yak-42 that crashed during takeoff in September killing 44 people, apparently was pushing hard on a brake pedal while pulling up on the yoke, investigators said on Wednesday. The three-engine jet had been chartered by a hockey team heading to Minsk for their season opener....It could not be determined which of the pilots was pressing on the brake.” (Avweb)

One of the problems the Club has had in the past relates to this, but in the landing phase. Our plane captains have seen new tires with “flat spots” on them. This occurs when a pilot is standing on the brakes during a landing. Those of us who are vertically challenged are suspect, since the angle to the rudder/brake pedals is usually pretty acute. I put my foot on the rudder pedal until I know I'm touched down before lifting my foot up to brake,.

### Freezing Time of Year

This time of year our weather goes through the annual change to winter that affects how we fly. It's a time of large temperature swings below freezing. It's time to remind pilots 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 "flame throwers" that make better paint strippers than pre-heaters. 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 vaporizes much better in cold weather than the 100LL we use in our aircraft. Our fuel isn't very volatile on purpose, so it won't evaporate or vapor lock at high altitudes and temperatures. So 100LL works great in the summer, but in the cold winter it resists vaporization. Review the engine start procedures. Also, excessive priming can be a real problem in the winter since the fuel lays wet on the cold engine metal.

Once the engine has started check the gages to be sure the battery is charging, and 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 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 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, 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 (heat) to drag and sucking cold air (A/C) 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 necessary.

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 wind shield, and pounding the sheet metal to remove ice will damage the airfoil. On fast airplanes like 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 extra tips to make your winter flying safer and more enjoyable. Check the aircraft manual for factory recommendations.

### **Funnybone**

A child once told his father, "When I grow up I wanna be a pilot." His father replied, "You'll have to pick one son, you can't do both..."

# **Prepare for Winter**

## **From Your Board of Directors & Staff**

**President – Gene Fildes**  
**Treasurer – Joe Gallagher**  
**Secretary – Dennis English**  
**Directors – Gary Hardy, Tim Leinbach**  
**Alt Director – Charles Typinski**  
**Newsletter – Dennis English**  
**Webmaster – Keyush Rawani / Rob Smith**

### **Plane Captains**

**N5303L – Rich Husson    N80213 – Rich Husson**  
**N6231F – Dick Kvach    N8114F – Tim Leinbach**  
**N2516V – Charles Typinski**

### **Flight Instructors**

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