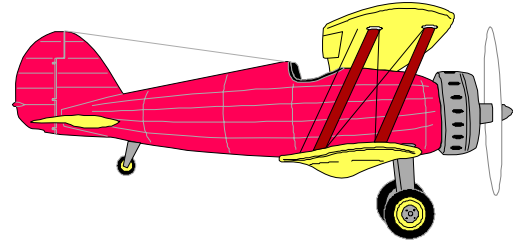


SKYWRITING



December 2007

November Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	www.netexpress.net/~flyingcc	
N5303L	12.1	April 2007	November Surcharge: \$.59/gal	Local ASOS Numbers
N80213	8.5	June 2007	Moline	309-799-7096
N8114F	16.2	May 2007	Davenport	563-388-2154
N2516V	14.4	September 2007	Clinton	563-243-8934
N7008F	12.4	July 2007	Muscatine	563-263-0902
Total Hours: 63.6	(Down from 97.8 in October)		Dues Paying Members: 56	

The Next Plane Wash is in Spring 2008

Membership News

Ben Sorgen has passed his Private Pilot license exam, and is now officially a "pilot." Congratulations Ben. According to his CFI, **Gene Fildes**, Ben is happy this phase of his flying is complete.

Merry Christmas

Your board of directors wishes everyone a very safe and Happy Holiday.

Cherokee N7008F Update

If you recall last month we reported on three issues that a buyer had given us relating to 6-300 deficiencies. This is the current status of those items.

The engine was reportedly worn out and had very poor compressions. **Tim Leinbach** flew the airplane to **Lindner Aviation**, and they ran an inspection of the engine. Their report is that the engine has excellent compressions, and no leaks. The oil on the bottom is normal blow-by for an air cooled aircraft engine.

The second item was paper work for the interior refurbishing and exterior paint job were not in the airframe log book. **Gary Hardy** became master sleuth in tracking down the people responsible for this omission. It took several phone calls to find the people, but Gary did, and the airframe log is now complete.

Thirdly, we had been told by credible sources that our propeller hub on the airplane had to be replaced by December 24, 2007 to remain

airworthy due to a hub defect. This is the same defect that forces us to have the propeller inspected every 150 hours. **Tim Leinbach** checked with the propeller shop, and they informed us our hub's serial number isn't included in the total replacement AD. We still must inspect it every 150 hours, but we do not need a replacement. This is excellent news, since a replacement was going to cost us several thousand dollars.

So right now we have an airplane that is in excellent shape, but no buyers. We think the previous buyer used his mechanic to break the deal without relinquishing his deposit.

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.**

When away from home and cold, find out what the FBO charges for plugging in the TANIS. Just 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 water freezing. ***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 those are highly volatile, and are quick to evaporate. That makes it easier to start a car 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 H₂O 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 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 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 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 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.

Happy Holidays

From Your Board of Directors & Staff

<u>Gene Fildes, President</u>	<u>Mark Conner, Director</u>
<u>Joe Gallagher, Treasurer</u>	<u>Gary Hardy, Director</u>
<u>Dennis English, Secretary</u>	<u>John Eagles, Alternate</u>
Newsletter – Dennis English	
Webmaster – Gene Fildes	

Plane Captains

C152	Mike Smith
Skyhawk	Richard Husson
Archer II	Mark Brault
Cardinal RG	Dave Sandholm
Cherokee 6	Tim Leinbach

Flight Instructors

Gene Fildes CFII
Tim Leinbach CFII
Jerry Lowry CFII