



Own the Plane.
Share the Cost.

Newsletter January 2012

Aircraft Maintenance

In the past year, Flywell has undergone a paradigm shift in the way we manage and perform the routine maintenance of our aircraft. Whenever a squawk or discrepancy was found, the Maintenance Officer for that aircraft would just make a phone call and ferry the plane to get the repair done.

Through the leadership of our member Norm Lindsey [A&P/IA], each M/O has become more actively engaged in the maintenance process, including direct participation in our annual inspections. As a result, each M/O is now more familiar with the inner workings of their airplane than ever before, and is better equipped to monitor any ongoing issues.

The obvious benefit of doing more of our own maintenance is saving money. Another benefit is that we now know more about our aircraft than at any time in the history of the club. The best benefit is that our aircraft are now more airworthy and therefore safer to operate than they have ever been before.

Discover Aviation Days 2012

DAD2012 is on June 1-3, 2012. Your Club is leading the planning effort to create the largest airshow ever at KANE. The traveling Viet Nam Wall alone will help bring 20,000-30,000 attendees. Flywell will manage the parking and needs 16 volunteers to help. Let Gary Mayen know when you are available.

Winter Banquet

Our annual winter banquet is scheduled for January 28, 2012 @ 1800. Location will be at Grumpy's in Roseville, same as last year.

Future Event & Activity Calendar

Monthly Board Meetings: The next board meeting is **Wednesday 2/1/12 @ 1930**. Members are welcome to attend.

Strategic Planning: Our next two strategic planning meetings will be held on **2/11 @ 1:00P** and **2/25 @ 10:00A**.

New Ratings, Wings, & Checkouts

Wayne Wood, our newest member has completed his aircraft checkout in our C172.

If you have recently received a new rating or know someone who has, please let Ruth Johnson know so we can congratulate them.

Membership Status

There is currently a membership for sale. If you know of anyone who might be a good addition to your Club, encourage them to consider joining. Contact Ruth Johnson, Vice President, at 763.571.1681.

Aircraft Reports

Aircraft Maintenance Tips – Plug the Tanis Heaters in after every flight. It will keep the oil warm for better lubrication on startup. When the engine does start, keep the RPM below 1,000 and keep cowl flaps closed when taxiing to help oil temperatures move into the green range before taking off.

C172 – Aircraft is flying well.

Archer – Aircraft is flying well.

C182RG – Aircraft is flying well.

Lance – Annual Inspection is complete and the vibration has been fixed.

Hangar – Check the Maintenance Status Board for your aircraft before every flight. They are designed to help you monitor the airworthiness of your aircraft at a glance.

Hourly Flying Rates–Effective 12/1

C-172: \$ 71.00 Archer: \$ 81.00
C-182: \$ 122.00 Lance: \$ 131.00

Happy winter! Believe it or not, cooler weather does have a benefit: Our engines perform much better and will get you to your \$100 hamburger a lot faster provided your extremities can survive the preflight inspection...

Suddenly, snow

Returning from a long winter's day of cross-country flying, you are cruising in smooth air under a high overcast. Thank goodness for a functional cabin heater and the precautions you took for this [January outing](#) by dressing warmly to seize a chance to fly.

Spotting your next checkpoint ahead, you [estimate](#) that the visibility isn't what it was when you started out. Just as that

impression dawns, a snowflake finds its way into the cockpit via the air vent, and alights on your sectional chart.

Looking directly down at the terrain, you see clearly that light snow is falling. Is this a cause for concern?

First of all, flying in precipitation—rain or snow—is permissible under visual flight rules provided ceilings and visibility limitations (regulatory and your personal limitations) are not infringed.

Is a significant weather change afoot, or did some obscure elements of the [coded forecast](#) suggest that there was any probability of a snow encounter? Time to update your weather information. Start with any nearby surface reports that you can pick up on the radio. Then see if you can get your destination's most recent report. Give Flight Watch a call. Provide a [pilot report](#).

Is airframe icing a concern? Many mornings you have come out to the airport on cold days and had to remove frost from the trainer, and you respect its lift-destroying properties. Fortunately, that's not a concern now. "With the exceptions of freezing rain and freezing drizzle, the only way to gather structural ice is in an actual cloud. Flying in snow or between cloud layers will not cause structural ice, although wet snow may adhere to the aircraft," explains the Air Safety Institute's [Aircraft Icing](#) Safety Advisor. See also the Air Safety Institute's [Precipitation and Icing](#) online course for additional knowledge.

[Too cold](#) for that today. Still, keep tabs on that [outside air temperature gauge](#). Also, you may have to land on a snow-covered runway. Plan to use a light touch. While inbound, ask for any [braking action reports](#).

After the flight, sit down and scour the preflight forecast for any clues you might have missed about the day's weather. Later, poll the veteran pilots of your area—they may be able to tell you about any [regional weather characteristics](#) that sometimes bring on rapidly changing conditions.

That's information well worth knowing for next time!

