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Newsletter
August 2002



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Safety Program: As most of you probably know, the club had an incident occur on 15 July. 42U sustained damage to the nose gear, prop, cowling, engine cage and left wing tip. Fortunately, no one was hurt or injured. I can't emphasize strongly enough that an incident or accident can happen to any one of us at any time—even on a sunny, beautiful day with little or no wind. It is extremely important that we keep current with the FAA rules and regulations and of course the Mentone Flying Club By-Laws and Operating Rules concerning current experience. Staying proficient comes with practice and continuously reviewing existing flying techniques and procedures, both on the ground and in the air. If you are rusty and not current with TOLs (to a full stop), emergency procedures and so fourth, line up one of our instructors and get up to speed. Are you current with our more recent change in the Operating Rules concerning the Annual Review? I am willing to bet that out of approximately 70 good-to-go pilots in our club that 30 of us are not current on this rule. If you are not current according to MFC rules, you are putting yourself and our airplanes at risk. If you feel that some of rules are too strict or not tight enough, you need to come to the monthly meetings and make yourself known. When anyone in our club has an incident or accident our entire organization suffers, not just the pilot-in-command. **We have lots of good summer and fall flying time left. Let's get current, get safe and get flying.**

Airplane Status and Maintenance Report:

4269T – The new factory re-manufactured engine from G&N (Griffith, IN) for this airplane is finally in and Chad Baxter is installing it at this very moment (cost is \$13,660.00 plus labor). Hopefully the new engine installation and the annual inspection will be done within the next two to three weeks. Thanks Chad for making this project a priority.

12874 - The annual inspection on this airplane came our very good and there are no major squawks that we know of—just minor items like plastic protection washer on the cowling and repair to the interior and panel. I am happy to report also that the cost on 874's annual was very low without compromising the annual itself. I might add that the turn coordinator was replaced with a brand new one.

4378Q - This airplane is good-to-go. We plan to install the Garmin GPS and upgrade the panel to an IFR certified panel and aircraft as soon as 69T and 874 are back on line if the funding is still in good order. Both breaks and left main bearings were replaced with the correct equipment/parts and is in excellent flying condition. Also, the starter was replaced with a new, lighter starter.

9442U - This airplane is of course grounded and awaiting repair.

Hanger & Equipment Status: We were making plans to replace or repair the main hangar door but these plans might be sidelined for a few months while 42U is under repair. THE CYPHER LOCKS WILL HAVE A NEW COMBINATION EFFECTIVE THE EVENING OF OUR NEXT MONTHLY MEETING...16 AUGUST 2002. NEW COMBO: XXXX

Club Event Calendar: We are in the process of arranging a mid-year “ramp check” and “demonstration” with our regional flight safety folk in South Bend. The ramp check is free and will cost us nothing in terms of grounding airplanes and/or finds if they find anything--this is an excellent program and well worth the effort. The “demo”, it is my understanding will be a vertigo machine. As soon as a date is set, I will get the word out.

Club Meetings: Our next member meeting is set for 1900 hours, Friday, 16 August 2002 at the main hanger.

President's Comments: We voted in a new social member during our last meeting. He is Tim Goshenour. Welcome aboard Tim.

Please take Note: Do not park you motors cycles on the main ramp. The asphalt is very soft and the kick-stand will make deep impression in the material. According to our airport manager Jim Ewen, the selected contractors will start on the runway extensions and the displaced threshold in October. Keep an eye out for more information. Don't forget that KRCR has an AWOS on the field. Its frequency is 118.77. More Notes...Jim has asked that we not drive on the grassy walk-ways on the field. The vehicles are causing too much wear on the sod. Make sure that before starting an engine in our airplanes that the back-wash does not enter the hangars—pull the airplanes out away from the buildings and close the doors. This is also a safety factor. Use the rudder and break when turning the airplanes on the ground, not just the breaks. There is entirely too much wear on our breaking systems. Brent Prior wanted me to also mention that you can get “carb ice” on the ground just as easily as in the air—pull carb heat before you take off. The last note: Call Grissom Tower after airborne from Rochester. We are very near a MOA and the controllers would greatly appreciate a call to keep track of your intentions. Don't forget to switch the transponder to “ALT” and squawk 1200 for a VFR flight.
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