

Mentone flying Club, Inc.  
P.O. Box 938  
Rochester, IN 46975, Phone: 219-223-8736

Newsletter  
January 2001

**Internet Address: <http://www.geocities.com/capecanaveral/9231>**

The new Officer and Board Members for the new millenium are the following:

President and CEO	Ron Fearnow	Board Members: Ron Fearnow, Chairman
Vice President:	John Cash	John Cash, past President
Secretary:	Steve Bolander	Phil Krider
Treasurer:	Bill Willard	Brent Prior
		Bill Willard

I would like to take this opportunity to thank John Cash, our past president for assuming the helm for the past two years. We accomplished several major tasks and milestones under his charge. Accomplishments include, among other things, a new floor and door for our hanger, the purchase of a new Skyhawk, a real gem (N4378Q) and above all, an excellent safety record. In addition, I want to thank Dan Christman for the excellent work he had done with our maintenance program considering he is a full time student at Purdue, the best engineering school in the Mid-West. I would also like to thank Bill Willard, our Treasurer and club "utility man" for doing an outstanding job with our billing and finances this past year. In addition, without his added efforts behind the scenes, many of the essential needs and obligations of the club would not have been met. Thanks John, Dan and Bill for a job well done.

Issues and objectives I will address in the coming months and year include:

1. Setting up a separate account for insurance (\$5.00 of the \$15.00 monthly dues charge--This issue was passed by the owner-members many years ago and was never implemented);
2. A "self-insurance" program for club owner-members;
3. Convert our new Skyhawk (N4378Q) to an IFR airplane;
4. Fix the doors on the main hanger for easy operation (possible bi-fold doors in 2002 or 2003);
5. A Crew Chief assignment for each club airplane under the charge of the VP, John Cash;
6. New engine for N12874 (possibly in winter of 2002);
7. The purchase of a new liquid petroleum (LP) pre-heater to replace our aging heaters
8. Propose a Spring and Fall "Member Muster" and cook out for washing, waxing and performing minor maintenance on the airplanes with door prizes and possibly a visit from the Colts Cheerleaders.

**Bi-Laws and Operating Rules:** We are due for a review of our Bi-Laws and Operating Rules. I plan to review them and propose changes to the board in an effort to bring them up to date. My objectives here are to help make our flight operations safer and the laws and rules easier to understand by all.

**Safety Program and Issues:** I plan to head our safety awareness and training program for the new year. I have been working closely with Don Hales, our regional FAA Safety Coordinator out of South Bend, our past president, John Cash and others in developing a program for the new year. I plan to sponsor two FAA Safety Seminars this coming year (April and October) and to emphasize the FAA sponsored "Wings" Program.

Safety Issues—when operating the pre-heaters, make sure that you keep them at a safe distance from the front engine cowling of the airplanes. Recommend at least 18 Inches from the heater to prevent excessive over-heating of the cowling and its leading edges for no more than 10 minutes per session. This is most critical on the Cherokee 180 because of the fiberglass construction.

Also, if you don't know how to operate the pre-heaters in the hanger, **GET HELP**. We don't want anyone to get hurt or the hangers damaged.

Safety Question—Why should automobile oil NOT be used in an aircraft engine? (Answer below)

**Hanger & Equipment Status:** My wife, Lana is painting new signs for outside of the hangers. The signs should be complete and hung in the next few months when the weather improves. Signs planned for replacement are the small club sign outside of the South entrance to the main hanger which is done, the large sign on the door supports, a sign in honor of Harrison Crabill on the new hanger which is done and a sign on the East side of the main hanger above the doors. In addition, I want to propose a sign on the West side of the main hanger identifying the club but I need to get this approved by the board and by the airport manager, Jim Ewen.

**Club Event Calendar:**

1. The annual club dinner is set for 19 January 2001. See the enclosed announcement and road map for instructions.
2. Two FAA Safety Seminars will be scheduled in April and October, 2001. The exact dates are TBA.
3. A decision was made to stop the State Roadside Pickup due to a lack of interest. I would like to thank those individuals that did participate in past years for their efforts.
4. The annual "Round Barn Festival" Pancake Breakfast will be 9 June or 16 June 2001. Exact date TBA.

**Club Meetings:** Next member meeting is set for 1900 Hours, 16 February 2001 at the hanger. Don't miss this meeting. Bill will go over our operating expenses and other financial issues for 2000.

**President's Comments:** On several occasions, many club equipment articles such as earphones and yoke mounts and yes, trash have been left in the airplanes after a flight. I know that most of us do clean up after ourselves but please be considerate and secure club equipment after your self and police up the trash inside and outside of the airplanes. This would greatly improve the appearance of the area in and around the hangers and improve the moral of the other pilots who have to clean up the left over messes.

Also, in addition to equipment and trash pickup, I would appreciate it and I'm sure that other club member-pilots would appreciate it if after each flight a general clean up and light maintenance be performed such as: clean the wind screen and side windows, clean the bugs off of the leading edges (wings, struts, cowling, wheel pants and tail section) with a moist sponge and wax, fill the tanks if the pumps are open and check the oil for proper level.

Thanks for your efforts and have a happy and prosperous New Year.  
Ron Fearnow

Answer to Safety Question: Aircraft engines operate at much higher cylinder-head temperatures than do automobile engines. As a result, the additives in automotive oil may form ash deposits in cylinders that can lead to hot spots, sticking valves, piston holes, and other problems.