

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

**Newsletter**  
January 1998

**Presidents "Air Space":** I'd like to thank everyone for their support during the election campaign (Harrison didn't want to do the newsletters anymore and I made the mistake of telling him that I had an up-to-date spell checker on my computer); it was a hard fought race to the end (no one else wanted the job?). But seriously, the following are the results of this year's officer and board member elections:

	New Officers.	Home Telephone
Pres.	Ron Fearnow, Akron	219-352-2826
V. Pres.	Don Walls, Argos	219-892-5389
Sec.	Steve O'Dell, Rochester	219-223-6874
Treas.	Bob Domke, Rochester	219-223-6840
	<b>Board of Directors.</b>	
Chairman	Ron Fearnow, Akron	219-352-2826
Past Pres.	Harrison Crabill, Rochester	219-223-3542
Member	Doug Dickerhoff, Warsaw	219-353-7370
Member	Brent Prior, Peru	317-472-1191
Member	Phil Krider, Warsaw	219-267-6020

Mari Lynn Border was re-elected to the board this year but unfortunately resigned due to personal reasons. According to the election results, Brent Prior was next in line and replaced Mari Lynn on the board.

I would like to take this opportunity in the first newsletter of the New Year to thank those officers and board members that faithfully served the club during 1997.

Only 36 members have signed for a copy of the new club By-laws. If you haven't picked up a copy, please do so. Copies are available at the hanger. There are several changes to the By-laws that everyone needs to be aware of. Again, thanks to Mari Lynn for helping out.

I want to thank those members that came out to help with the Fall road-side trash pickup on 8 November. It was a cold, wet and miserable day but we had a good time, I think: Roger Townsen, Dan Christman, John Cash, Bill Willard, Don Walls and Ralph Martin. Thanks again, good job. Harrison said that he would call the State of Indiana to continue the beautification project for Rochester and the airport. I think it's a worthwhile project and an excellent advertising opportunity for our club. We are planning our Spring pickup in April.

My Internet address is rfearnow@cleveland.dfas.mil. I would like to send out club information to those members that have an Internet address. Please send me a message if you would like to be included.

**Safety Program and Issues:** I have asked Harrison Crabill to head up our club safety program for 1998 with the first training meeting sometime in the spring and a second training meeting in the Fall.

This months safety tip: Make a New Year's resolution and enroll in the FAA's WINGS program this month. The program is the FAA's Pilot Proficiency Awards Program. The club already has several WINGS winners for 1997. The club has the green forms if you need to enroll.

#### **Aircraft Status & Maintenance:**

07V: Has a questionable mag (right mag?). The aircraft can be flown but be aware of the mags on 07V.

42U: This aircraft had a mag replaced a few months ago. No problems reported.

874: I repaired the beacon light panel switch connection (the connection was corroded) on the Skyhawk in December, but this repair job is a temporary fix. It needs to be repaired permanently to avoid a hazard. We changed the oil/filter and cleaned the plugs on 20 December.

69T: The Cherokee still has an oil leak problem. We have asked Chad Baxter at the FBO to look at the problem when he gets back from vacation.

Aircraft annuals scheduled for the following: (schedule your trips accordingly)

February	69T
April	42U
June	874 and 07V

We might change 874's annual to May so only one aircraft per month is down for maintenance instead of two in June.

Reminder: Check the sticker on the tachometer for the next "50 Hour" oil change schedule on each aircraft- make the check as part of you walk-around. If the aircraft is due for an oil change, please get help and change the oil/filter and make the appropriate maintenance log entries. If your schedule does not permit or you can't get help, leave a note on the Schedule Board that there is an oil change due for the aircraft. This is important. We are taking oil samples from 874 and 69T for oil analysis and need to be as close to the 50-Hour time limit as possible. If these oil samplings prove to be of value, we plan to take samples of all of our aircraft in the future. (Note: oil samples must be taken immediately following a flight while the engine is hot). See our new maintenance officer for the sample kits, Don Walls.

**Hanger & Equipment Status:** We are planning on expanding our shelf space this Winter at the hanger. If you can donate your time and/or materials, please notify one of the officers on Page 1. Also, to re-state what Harrison had written in last month's newsletter about the portable heaters....please get yourself familiar with them before you fire them up. We don't want to be scraping you off of the hanger ceiling.

The hanger office door was left wide open, lights still on and the hanger space heater was left on for an estimated two day period 21-22 December. The door, lights and heater were discovered on the following Monday. Fortunately, nothing was stolen...at least that we know of. Please, as a general rule, if you plan on leaving the hanger for more than 30 minutes, suggest that you turn everything down/off and button up the hanger. Thanks.

**Club Event Calendar:**

11 April 1998, 0800 at the hanger, first road-side trash pickup. Rain date: 25 April.

**Club Meetings:** Next member meeting is set for Friday, 16 January 1998, 1900 Hours at the hanger. Agenda: liability insurance, new club management software for our computer, student pilot and member recruitment, club safety program, club advertising, club calendar, paint job for 69T, parts recovery for 09J, newsletter, open the floor to members and 50 Hours of free flight time for the new club president----no just kidding. Wanted to see if you are reading the second page.

I also need to call a meeting of the board members the following morning, Saturday, 17 January 1998, 0830 at the hanger. Purpose: coordinate and take action on the results of the prior evenings member meeting. I would like to keep these meetings to an hour or less if possible.

Keep your air speed up. Ron.

