

Mentone Flying Club, Inc.

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Newsletter

July 1998

Presidents "Air Space": This year's Fly-In Breakfast was again very successful. The weather cooperated and everyone had a great time. Thanks to those who volunteered their time to help set up in preparation, execution and help clean up after the breakfast. Special thanks to Harrison Crabill, Dave Campbell, Doug Dickerhoff and Joe Frantz for their extra effort this year.

Our membership voted overwhelmingly at our last meeting to have 69T repainted with concurrence from the board members. The cost will be approximately \$5,500 to \$6,000 depending how much more body work is done which should be fairly minimal. We have the aircraft scheduled for 12 October 1998 with Dodgen Aircraft located at Allegan, Michigan (Padgham Field). We visited their shop and were very impressed with their operation. 69T will be down for stripping and painting for two to three weeks.

We would like some ideas from our membership on the paint scheme and colors to use for 69T. The price estimate quoted by Dodgen Aircraft is for three colors but we need to know what they will be and the scheme to use. Bring your ideas and photos to the monthly meetings in July, August and September. We plan to select the final colors and the scheme at the September member meeting (18 Sep 98).

Unfortunately, our secretary, Tom Robb is stepping down. Tom is planning on going back to school this Fall for airframe and powerplant training--good luck Tom and thanks for your support.

Mr. Jim Cook has volunteered on short notice to take the secretary job. Thanks Jim. Speaking of the secretary job, two items that the secretary is responsible for is maintaining files on current medicals and flight reviews on our membership. When you obtain a new medical or a flight review, please send or drop a copy at the hanger of the medical and a notice of the flight review (forms are available at the hanger) from your flight instructor. This is a requirement per our insurance company and also a requirement of our Corporation Bi-laws.

Safety Program and Issues: The fall safety meeting is planned for October. Attendance at a FAA seminar satisfies a requirement for the Wings Program.

Safety Tip: Question--Explain why rain entering a pitot tube during flight neither floods the airspeed indicator nor damages the instrument's internal mechanism? Answer on page two.

Aircraft Status & Maintenance:

All aircraft are good-to-go. The alternator in 12874 was replaced. Also, a reminder that 12874 tends to over heat at times in warm weather. Keep an I on this and report any high readings and ofcourse land immediately if the temperature is critically high or redlines.

Hanger & Equipment Status: Our membership voted to have the front sliding doors replaced with a folding, overhead-type door at the June meeting and is now being considered by the board members. The board members are in the process of obtaining at least three estimates for the job. The board set a budget of \$6,000 for the project which will hopefully include removal of the old door, some possible security features, adequate safety features with ease of maintenance a consideration.

Fulton County Airport is planning on extending the runway (to the East) and resurfacing the existing runway sometime this fall. The exact dates are unknown at this time but will share that information when it becomes available.

Club Event Calendar:

8 August 1998, Saturday, 0800 Hours at the hanger, Trash pickup day # 3 with a rain date of 22 August.

20 October 1998, Tuesday, 1900 Hours at the hanger, air safety seminar.

Club Meetings: Next member meeting is set for Friday, 17 July 1998, 1900 Hours at the hanger. Agenda: read and confirm meeting minutes, financial status, new member applications status, color scheme input for 69T, aircraft status and up coming events.

Answer to this month's safety tip: Air and rain do not flow through the pitot tube to the airspeed indicator gauge. Instead, ram air compresses ambient air already in the lines.

Ron F.