

Mentone Flying Club, Inc.

P.O. Box 938

Rochester, IN 46975, Phone: 219-223-8736

Internet Address: <http://www.mentoneflyingclub.org>

Newsletter

March, 2001

By-Laws: There is an error in the new Bi-Laws. Reference the Operating Rules on Page 12, Paragraph 2. f. reads "All flights by all pilots prohibited if the cross-wind component is equal to or less than what is recommended by the aircraft owner's manual." This should read "...is equal to or greater than what is recommended...".

Safety Program: Question—Dangerous altimeter errors occur when flying in air that is substantially colder than standard. The magnitude of such an in-flight error depends most on the a. density altitude. b. indicated altitude. c. true altitude. d. altitude above the station providing the local altimeter setting. (Answer below)

Maintenance Report:

4269T – The Cherokee just recently had the tachometer replaced with a new one and is good-to-go except for a minor engine oil leak but is airworthy; keep an eye on this. The original tachometer was bad and had to be replaced.

12874 – This airplane recently had its break linings replaced and is airworthy. However, keep an eye on the left wing fuel drain cock. I noticed that it was leaking just a little.

4378Q – We are having trouble finding an A&P to work on this airplane or a qualified painter for the new parts and pieces--hopefully we can get the work done soon.

3607V – No squawks on this airplane.

9442U – No squawks on this airplane.

Hanger & Equipment Status: All of the new signs are finished and have been mounted. We also have re-designed our pancake breakfast signs for that event.

Club Event Calendar:

1. Our first FAA Safety Seminars for this year is set for Thursday at 1900 Hours, 5 April at the hangar. Mark your calendars.
2. The annual Pancake Breakfast and fly-in will be 9 June 2001 and will start .
3. Our second FAA Safety Seminar is scheduled for 18 October 2001 at the MFC hangar.

Club Meetings: Our next member meeting is set for 1900 Hours, 20 April 2001 at the hangar.

President's Comments:

Answer to Safety Question: Selection (d.) is the correct answer. That portion of the error that might otherwise exist because of the height of the station above sea level is accounted for in the altimeter setting for that station. This is why the altimeter indicates field elevation upon landing (irrespective of airport elevation and non-standard lapse rates).

"Fly the Ball"

Ron Fearnow, President