

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

**Newsletter**  
**October, 2001**



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

**Safety Program:** With cold weather coming you might have an opportunity to use our engine pre-heaters. If you need a little re-fresher or primary instruction on their use, contact our maintenance officer John Cash or stop by the hangar on a Saturday morning for a demo.

**Maintenance Report:**

4269T – The Cherokee is good-to-go. No squawks at this time.

12874 – The Skyhawk is grounded due to a bad magnetic compass (reads off 20 deg.), electrical problems with the wiring harness located at the firewall and a new AD which needs complied with (flap rollers and roller guides). These problems might take a few weeks to solve and repair. Damage to the GPS receiver and indications of a bad alternator are examples of the problems.

4378Q -- This Skyhawk is flying great. The hobbs meter is fixed and operational. Use straight weight oil in the engine.

3607V – Good to go.

9442U – The right main tire was recently changed for a new one with no other squawks on this airplane.

**Hanger & Equipment Status:** No report.

**Club Event Calendar:** Our second FAA Safety Seminar is scheduled for 1900 hours, Thursday, 18 October 2001 at the MFC hangar. Mark you calendars. The Wash and Wax day on 22 September was a complete success. The airplanes look great—good job. Thanks to all that contributed to the effort. I understand that Mike Mote won the first annual aerial competition. Congratulations Mike.

**Club Meetings:** Our next member meeting is set for 1900 hours, Friday, 19 October 2001 at the hangar. Nominations for 2002 officers/board members and planning our annual dinner are on the agenda. Also, don't forget that the Logansport airport is still having their safety seminars the last Monday of each month at 1900 according to Brent Prior.

**President's Comments:**

As we all know, the United States was attacked on 11 September destroying the World Trade Center towers and attacking the Pentagon in Washington which sustained substantial damage. On behalf of the MFC I would like to extend our condolences and offer our prayers to the families of those killed in the attack—civilians, police, firefighters, Government employees and military personnel were all affected by the attack.

In an effort to further identify possible terrorist use of flight training organizations and general aviation aircraft, the FBI and the FAA are taking additional precautions. Some of the measures are affecting the MFC. The FBI has asked us for a listing of current and past members which we have provided (thanks Dan C.). Also, I understand the FAA and their regional and local offices are stepping up ramp checks in an effort to identify possible terrorist activities. I am not suggesting that we reduce or curtail flying our airplanes because of these activities but I am suggesting that we should in the words of President Bush, "continue business as usual" and if possible fly rather than driving as much as possible—it might be much safer. Along those lines I have put together (with help from Dan C. and Dan Funk) a reminder checklist of items that might help get you through a check and also keep GA operations flowing smoothly.

(Per FAR Part 91)

1. Aircraft certificates and documents: airworthiness certificate; operating manual or Pilot Operating Handbook (POH).
2. Operating limitations posted on the panel such as non-operational avionics or instrumentation.
3. Airman's Certificate (pilot license) and current medical or Student Medical Certificate with current endorsements.
4. Weight and Balance--mandatory for every flight--training or otherwise. Forms are available at the hangar to help speed this up. As PIC, you need to show this in a possible check. The Cessna 150s are more critical. Instructors need to consider using the four-seaters for your training missions (primarily 874 or 69T).
5. Call or access online an official FAA approved weather service and obtain a report or update--mandatory for flights greater than 20 NM from RCR or your place of departure. Access to these are recorded for historical purposes.
6. A current VFR sectional chart or en-route/approach charts if IFR.
7. Monitor 121.5 MHz, the emergency aviation frequency at all times.

Thanks for your support. Ron Fearnow, President, Home: 219-352-xxxx, Email: [rfearnow@aopa.net](mailto:rfearnow@aopa.net)