

Mentone Flying Club, Inc.
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Newsletter
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Internet Address: <http://www.mentoneflyingclub.org>

Safety Program: True/False--A pilot may not make a special VFR departure at night without a clock in his airplane.

New requirement according to Dan Christman, "...a pilot-in-command must have two (2) each "D" cell flash lights in the airplane when operating at night". I recommend that one of them have a red lens.

Maintenance Report:

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

12874 – The Skyhawk just had the vacuum regulator exchanged and now operates like a champ. The magnetic compass needs to be replaced and the ADF receiver is still not 100%. Keep an eye on it.

4378Q -- This Skyhawk is flying great with one squawk. Hobbs meter is not operational. Please record the hours flown using the tachometer until the hobbs meter can be fixed. Don't forget to use straight weight oil in the engine.

3607V – The exhaust valve on this airplane is fixed and in good operational order.

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

Hanger & Equipment Status: The fire extinguishers are in. John Cash is making arrangements to permanently install one in each airplane.

Club Event Calendar:

We have scheduled a "Wash 'n Wax" day for our airplanes on 22 September 2001 (rain day, 29 September). It will start at 0900 sharp (or earlier). After the work is done, we plan to have brats, burgers and chips at the Rochester Airport Terminal Building at 1200 Noon (Jim Ewen volunteered to burn...I mean grill the main course...thank you Jim). Bring a side dish if you like and your drinks. We also plan to "field day" the hangers, perform some light maintenance, which is always needed and clean and repair the interior of the airplanes (example: floor carpet for 69T). Bring your boots and an appetite. Also, bring a friend that is interested in flying or joining the club.

Our second FAA Safety Seminar is scheduled for 1900 hours, Thursday, 18 October 2001 at the MFC hangar. Mark you calendars.

Club Meetings: Our next member meeting is set for 1900 hours, Friday, 21 September 2001 at the hanger.

President's Comments:

I would like to congratulate the following member-pilots on their recent successes:

Dan Funk, Private Pilot Certificate

Sam Ray, Private Pilot Certificate

Harry Carter, Instrument Rating

Mike Mote, Soloed

Way to go guys!!!

I would also like to thank Dan Christman for all of the time and effort he has given to the club to dress up the hangar and flight planning room...among other things. A short list would include a sofa, love seat, planning table, maintenance board, "local-zulu" clocks, maintenance binders, computer, tape and flight training library (on loan), tire chucks, updated check list for each airplane, countless forms, sign-out logs and instrument ground school; the list goes on. Thanks Dan.

True. To operate in Special VFR condition (clear of clouds and one Mile visibility), a pilot must be instrument-rated and the aircraft must be equipped for instrument flight, which includes the requirement for a clock.

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