

Mentone Flying Club, Inc.

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Newsletter

September 1998

Presidents "Air Space": We have a lot of copies of the new By-Laws available at the hanger. Stop by and pick up your copy in the main office.

We have two fuel tanks and the main gear from 09J for sale. We are asking \$700 for the tanks and \$800 for the gear...a real bargain. Get the word out.

Safety Program and Issues: "TOO MANY PILOTS DON'T HEED THE SIGNS THAT MECHANICAL PROBLEMS ARE JUST AROUND THE CORNER WHILE OTHERS PAY SO LITTLE ATTENTION TO THEIR AIRPLANES THAT THEY TREAT THEM LIKE THEIR AUTOMOBILES". I have redocumented this statement this month thinking that our regular flyers will take the time to read it and to apply more safety--particularly when checking the oil in the crankcase prior to every flight. The Piper Cherokee (69T) has major problems with two of the cylinders on the engine. A mechanic, after carefully inspecting these cylinders, suggested that the resulting scoring and irreversible damage was due to not maintaining the proper amount of oil in the crankcase (overheating and reduced lubrication). In addition to 69T, I have found 874 **FOUR** quarts low on oil on at least one occasion in the last two months. Ladies and gentlemen, this must stop. If this continues, more and more maintenance will be required and possibly an in-flight engine failure may occur resulting in our maintenance expenses skyrocketing and the possibly of another downed aircraft--this is not good. In addition to maintaining the proper oil levels, let's keep the throttle off the firewall and operate our engines from 65% to 75% power. This can extend the life of our engines dramatically, not counting reducing fuel consumption and the cost of flying. This can only work if observed by everyone.

Aircraft Status & Maintenance: 69T is down for major engine repairs because of two cylinders (jugs) sustaining heavy scoring due to lack of lubrication and overheating. The aircraft will be down for the next two to four weeks for repairs. Shortly after that, 69T will be taken to Michigan for a new paint job on 12 October 1998 which will take approximately two and one half weeks.

874's ADs are up to date and the aircraft is good-to-go.

42U and 07V are in good shape according to our maintenance director Don Walls.

Hanger & Equipment Status: The club has received several quotes on the over-head door project and are currently being reviewed and discussed. We are

putting this on the "back burner" at this time because of 69T maintenance costs for the engine and the paint.

Club Event Calendar:

17 October 1998, Saturday, 0800 Hours at the hanger, Trash pickup day # 4 with a rain date of 24 October. A very successful club project I might add. Keep up the good work.

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

27 October 1998, Tuesday, Annual Club Dinner located at "Mrs. Yoders" which is West out of Napanee, Indiana to County Road 100 North then Right; drive about Two miles. There are limited number of seats so get your reservations in no later than 16 October 1998 which is our regular monthly meeting for October.

Club Meetings: Next member meeting is set for Friday, 18 September 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.

Ron F.