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Retractable Gear Aircraft

Steve Loyer

I received 20 responses to the questionnaire that I sent out to all members regarding the insurance requirements for a retractable gear aircraft.

To recap, our insurance would require 250 hours total time, 50 hours of retract time, 10 hours in make and model and an instrument rating for a Mooney. For an Arrow, 25 hours of dual could be used to replace the 50 hours of retract time and an instrument rating would not be required. We were leaning heavily towards a Mooney because its speed would make it a nice cross country aircraft. The Arrow is generally no faster than our 182s and has less load capacity.

Of those that responded to the survey only 5 would currently be able to fly the aircraft after 10 hours of dual. Of the remaining, only 6 indicated that they would be willing to put in the hours and get the instrument rating in order to fly a Mooney.

Because of this, and the generally negative comments received from the current membership, it is unlikely that the club will be getting a retractable gear aircraft in the near

Calendar

Plane Wash Dates:

February 6th, 2005

April 2nd, 2005

All begin at 9:00am.

Next BOD: February 7th 2005,
Location is to be announced. An
MEL training session will begin
at 6:30 P.M. The board meeting
will follow.

All Members Meeting: March
8th, 2005. Details to be
announced later.

future. We can always reconsider further down the road.

December Maintenance Report

Rich Kupiec

N6693M: An oil and oil filter change was completed. A cracked propeller spinner was replaced.

N2493Q: An oil and oil filter change was completed. A leaking nose tire tube was replaced. Replaced the pilot's side sun visor.

N428DW: An oil and oil filter change was completed. Replaced the landing light, serviced the battery and serviced the nose gear strut. Installed new left tire and navigation light.

The co-pilot's headset connections on N2493Q appear to be causing intermittent reception.

When adjusting the sun visors in 93Q use the side nearest to the visor's mount to grasp it to adjust its placement to prevent excessive stress on the visor which could cause it to break, again.

All three aircraft are on the schedule for their annual inspections. Please check the www.aircraftclubs.com for those dates. 8DW is scheduled for May 30 thru June 4th. 93M is scheduled for May 1 thru May 6th. 93Q is scheduled for Oct. 31 thru Nov. 4th. The annuals may run longer than currently scheduled, so please keep this in mind when scheduling around these dates.

Fly-in and Plane Wash

Steve Loyer

In order to increase the camaraderie amongst club members and to reward those who show up to wash our airplanes, I am going to propose to the board that after we finish washing our planes that those members who helped be allowed to fly someplace for lunch. The flight time would be on the club. Perhaps in the summer, we would fly for breakfast and then wash the planes. Stay tuned for more details.