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You Never Know Who's Watching

Steve Loyer

Please be aware that Stellar is a small airfield where everyone who operates out of there knows who owns which airplanes, including ours. From time to time I am made aware of poor landing techniques, improper pattern operation and other breeches of airport etiquette conducted by pilots in our airplanes. In most cases, if I know whom the pilot is, I try to make them aware of the situation. In general, when we fly the club's airplanes, we may be somewhat anonymous, but the planes are not. Please remember that individual actions reflect on all of us.

Hot Starts in 428DW

From the Pilot's Operating Handbook:

In warmer weather, engine compartment temperatures may increase rapidly following engine shutdown, and fuel in line will vaporize and escape into the intake manifold. Hot weather starting procedures depend considerably on how soon the next engine start is attempted. Within the first 20 to 30 minutes after shutdown, the fuel manifold is adequately primed and the empty injector

Calendar

Plane Wash and Fly-In Dates:

October 1st, 2005

January 7th, 2006

April 1st, 2006

Next BOD Meeting: August 1st,
2005, Offices of Network
Analysis at Stellar Airpark,
beginning at 7:00 p.m.

nozzle lines will fill before the engine dies. However, after approximately 30 minutes, the vaporized fuel in the manifold will have nearly dissipated and some slight "priming" could be required to refill the nozzle lines and keep the engine running after the initial start. Starting a hot engine is facilitated by advancing the mixture control promptly to 1/3 open when the engine fires, and then smoothly to full rich as power develops.

Recommended starter duty

cycle: Crank the starter for 10 seconds followed by a 20 second cool down period. This cycle can be repeated two additional times, followed by a ten minute cool down period before resuming cranking. After cool down, crank the starter again, three cycles of 10 seconds followed by 20 seconds of cool down. If the engine still fails to start, an investigation to determine the cause should be initiated.

Board Member at Large Needed

Steve Loyer

Jason McCrea has resigned from the club. We therefore have an open member-at-large position on the board of directors. We will be looking to volunteer someone for that position at the next board meeting. Also, since Jason was the crew chief for 93M, Rich will be looking for volunteers there as well.

Maintenance Report

Rich Kupiec

N428DW: Replaced right hand Nav. Light. Replaced auto pilot pitch servo with serviceable unit and checked for upgraded modifications to other servos. These servos don't have the upgrades but are only service bulletins

and are not mandatory. Repaired the KI209 VOR indicator by re-aligning the FM discriminator. A new battery and overhauled starter were also installed. The oil was changed along with the filter, using Aeroshell 100W 50-weight oil. The filter was opened and no contamination found.

N6693M: Installed a new pilot push to talk switch and a new rotating beacon switch. Also the co-pilots seat adjuster was repaired. The oil and filter was changed and the filter opened finding no contamination. An oil analysis sample was taken. The oil sample analysis showed the aluminum values have returned to normal readings.

N2493Q: The propeller was removed and sent to Warner propeller for sealing the hub that was leaking oil. It is scheduled for repair by the 3rd or 4th of August. I will advise of its release. The LORAN's back up battery was installed and the unit's operation checked. I'll test fly the aircraft when the propeller is installed and verify the LORAN is good for VFR navigation. The ELT battery is scheduled for replacement at the end of August along with the transponder and pitot static system. I'll need volunteers to deliver and to retrieve the aircraft when I make the appointment.