



PLANE TALK

THE OFFICIAL PUBLICATION OF WING NUTS

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Bob Potter—786-1830

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Meeting Host—

Larry Montague—786-2190

December Meeting—Christmas Party

Friday, Dec. 4 from 6-9 p.m.

Bring spouse, a side dish & favorite drink

White Elephant Gift Exchange—\$20 limit



PROP WASH

Alan Walker

Flying in the Winter

I love the way a plane leaps off the runway in the cold weather. The same plane that lumbers into the air in the summer feels like a rocket as the temperature drops. Although density altitude is your friend in the winter, there are a number of enemies to watch out for. Here are a few winter flying reminders...

Weather - Winter weather changes quickly. During your preflight briefing, pay close attention to possible icing conditions. (Ice in flight is bad news!) **Dress Warm** - The winter pre-flight should take longer, not shorter. If you get cold during the walk-around, you are not dressed correctly for the trip; especially in case of an unscheduled stop-over. Don't dress for airport to airport flying, even if that is your intended flight plan. Dress to survive. **Engine** - Warm the engine before you start it. Without preheating the engine it is hard to turn, which puts undue strain on the starter and battery. During cold engine start, over-priming can cause excess fuel in the induction system creating a fire hazard. Once started, give the engine and oil plenty of time to warm up. (Keep the tach below 1000 rpm until oil is warm.) **Cabin Heater** - Be sure to check your muffler system carefully for cracks. Beware of carbon monoxide sneaking into the cabin. A carbon monoxide detector is a cheap insurance policy. **Carburetor Icing** - Partial throttle (cruise or letdown) is the most critical time for carburetor ice. **Aircraft Icing** - Carefully check the pitot tube, fuel vents, static air port, and controls for icing. If your plane is stored outside, check for frost or snow on the wings, elevators, and other surfaces. It doesn't take much to disrupt the airflow. **In Flight Icing** - If you notice ice forming on the structure, add power and head for warmer air. **AW—Presidential Wing-Nut**



The South Central Washington Chapter of the EAA meets the third Saturday of every month at 10 a.m. in the main airport hangar/office building, 111 Nunn Rd. Anyone interested in aviation is welcome to attend and new members are always welcome. Our goal is to foster flying, building, education and social activities for all our members. We're Wing-Nuts!

November 2009 Meeting Highlights

The meeting was called to order by Alan Walker at 10am. Cormac Thompson, subbing for Secretary Ken Cabbage, read the minutes of the previous meeting.

The Treasurer, Ben Rasch, reported a balance of \$2,182.98 after the purchase of some EAA calendars which are available for \$10 each.

Three guests were present and introduced. RJ Blahut clarified a statement from the previous minutes regarding Sport Pilot instruction. If a CFI is only qualified to administer Sport Pilot training, then that dual does not count toward an upgrade to a Private certificate. A fully qualified instructor may do either type of instruction.

A variety of committee reports were given. Regarding Events, Tim Lyczewski asked if the chapter would be interested in hosting a Sunday morning breakfast for a motorcycle club who would be in town that weekend. The chapter agreed to look into it for the August 22 date and possibly promote a fly-in breakfast on that date as well.

The group discussed holding it's annual Christmas Party on Dec. 4 in conjunction with Jackson Flight Center who was planning one for that date. It was agreed to have it on Dec. 4 at 6pm with a White Elephant gift exchange as well.

Larry Montague volunteered to be the Event Chairman for 2010 succeeding Bob Potter who had previously expressed a desire not to continue in that position next year.

Bob Elder reported his first Fly Baby project was not for sale following acquisition of a flying Fly Baby II. Kevin Corliss said his conditional inspection was about finished on his Highlander.

The meeting was adjourned at 11:15 a.m. and the program on the English Wheel and metal shaping tools was given by Tim Lyczewski.

Bob Elder's Fly Baby II Makes Maiden Flight at Prosser

RJ Blahut took the Fly Baby up Nov. 23 for the first time since it arrived on a trailer from Spokane and was reassembled and inspected!



RJ makes low pass on 1st approach.

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Fly Baby rolls out on 1st landing. ----->



RJ climbs out, grin says it all.

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RJ gives thanks, dogs are impressed! ----->

