

Blue Sky News!

Welcome new members **Steven Highland, Hank Boerema, Barry Niles and Jason Dummer...** Student and member **Rich Callender** has a new addition to his family; a 1975 Cessna 150! You will once again notice construction at Morris Airport. There are plans for a new ramp area south of Blue Sky and east of the south T-hangars. The parallel taxiway will occasionally be partially closed, so be sure to check the NOTAMS. If you want to take-off on 36, you will need to back-taxi past the closed portion. Please be vigilant and communicate your intentions to others in the pattern and on the ground. Don't assume they know what you plan to do....

Check out some of the new video links on www.blueskyaero.com Go to the bottom left of the main page; there is also a link to some of the older ones. Send me some good ones! cindy@blueskyaero.com There is now a **FREQUENTLY ASKED QUESTIONS** section for members linked from the website main page. Hopefully it will help when you find yourself asking, "What do I do if....??" or "Can I ...?" You can always give Cindy a call, too. If it goes to voicemail, please leave a message. **DECEMBER 12** will be a **Meet the Examiner Seminar**. Anyone working on a rating is encouraged to attend. More details soon on the Blue Sky website.

Decathlon Update

The PolyFiber kit has been purchased, which comes with all materials up to color. The color is being debated, and the decision seems to change with our mood. Thinking of the paint scheme shown, but in green or blue instead of red. What do you think?



The wings are both uncovered and getting prepped for cover. The tanks will be boxed up and sent to be tested; there would be nothing worse than getting it all covered finished and finding a leak! The electrical system is getting a going over. It will have an ICom AC-200 with an insert for a Garmin 496, a voice activated intercom with stereo music input! Slowly but surely it is becoming a plane again.

Cold Weather Operation Tips

Preflight: If nothing comes out of the fuel strainers, water probably froze at the low point. The only way to "fix" that is to put it in a warm hangar for a while. (don't use your lighter to heat it up please, or it will get really hot, fast! ☺) Frost is another inconvenience, which can appear pretty quickly after sundown on a clear night. **No frost is acceptable to fly with**, don't let anyone tell you otherwise.

Aircraft should be **preheated if below 20** degrees as recommended by the manufacturer. If preheated you will find it easier to start, too! If it is a cold day and you have tried twice to start in the C152, C172, and the Citabria, lean the mixture, advance throttle full forward and engage the starter for about 5-7 seconds, as excess fuel from the prior unsuccessful starts could ignite, probably in the carburetor, during subsequent attempts. If you suspect a fire and the engine is not running, go through the above steps for at least 7-10 seconds and also turn the fuel selector to off. If it does happen to start, let it run for a minute or so and then shut down. Either way the engine will need to be inspected for damage. If caught quickly enough there may not be any damage at all. If left to burn, the carburetor full of fuel, which is under the engine, could ignite the hoses and other material above it, causing a lot of headaches. The fuel injected Arrow's procedures is the same, except to turn off the fuel pump as well. The procedure for the 172XP manual does not follow the above steps. Go to the manual under the MEMBER LINK on the Blue Sky website to review N736SC's procedure.

Another problem in starting is **overpriming**, causing the spark plugs to "ice up". Sometimes the only remedy it to warm up the engine if wasn't preheated.

During flight: If below 20 degrees, **please no quick power changes**, power off glides, touch and goes or any other maneuver that will "shock" the engine. The school rule for minimum temperature to fly at all is 0 degrees. This is more for pilot safety than anything. Take a blanket and **dress warm**. You may make that stop for fuel, find out they are closed and then not be able to start the engine! That is when those extra layers become pretty valuable. Watch the weather, which can change in a heartbeat sometimes. One of the most dangerous situations is freezing rain.

Post flight: Be sure to **"plug in"** the engine preheater so the plane can be ready for the next renter. **Cover the cowling** with a blanket and try to be sure to cover the cowl inlet. Unless told otherwise, **please fill up before putting away**. In the summer, we let the next pilot chose to fill up or not. In the winter, this helps keep water from accumulating in the tanks.

Read more on Cold Weather Operation: [FAA Advisory Circular 91-13c](#)