

# PYFC News

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## *Quiz*

What were the Gee Bee racers of the 1930's named after?

## *Weekend Manager*

Raul Zambrano 10/1  
Matt Abraham

Ruben Alconero 10/8  
Fred Ames

Chuck Andolino 10/15  
Neil Atkins

Eric Baxter 10/22  
Dave Blied

Tom Bogojevski 10/28  
Howard Bozenhard

Dick Bradley 11/5  
John Bradley

Kevin Bragg 11/12  
Ken Bricker

Alan Brodine 11/19  
Brian Brodine

Paul Browne 11/26  
Dennis Bullard

## **At the Clubhouse**

Our next combined regular meeting and Board of Directors meeting will be held on October 20th at 6:30. The mini-safety meeting topic will be either an introduction to the Cirrus or communications. Come to the meeting to find out which topic it will be.

Congratulations to Mark Schafer on his first solo flight in N73450 on September 14th. Way to go Mark!

Harv Greenberg represented PYFC at the AOPA Summit in Hartford CT on Sep 22 as part of a panel discussion on affordable flying via partnership programs. The presentation was very well received, and it elicited many questions from the audience which numbered around 100. Asked whether our rate structure seemed like a good deal, there was not a single voice in the negative. It is likely we will be invited to next year's summit in Palm Springs. Anyone want a road trip in the Cirrus?

Speaking of which, later in the day, N8PY made its first international trip from KHFD to Charlottetown PEI (CYYG), arriving at 2130 local time after a 3 1/2 flight by way of Manchester, Bangor, St John, and Moncton. Links to a photo album are on the PYFC Facebook page.

## **From the scrapbook**

From Wing Tips on April 8th, 1942. It was apparently a long winter with a very wet spring, but the field was finally in good shape. There was a note that the road to the hangars is a lot easier to use now that it has been treated to a gravel job. There was a comparison between training at a large airport and a small airport such as Penn Yan. Some of the thoughts were that those who train at airports with big landing areas are unconsciously afraid of landing at a smaller airport, such as Penn Yan. Hmm, seems like some things never change.

## Standard Briefing

As winter approaches, the trouble and expense of a discharged airplane battery increases. While a "dead" battery may only cause cancellation of the next member's flight in the summer, it can ruin the battery at the expense of more flights and at much greater cost in the winter. Batteries are destroyed by freezing, and the temperature at which they freeze goes up as the state of charge goes down. A fully charged battery is OK at any temperature that Mother Nature is likely to hand us. But a discharged battery's freezing temperature is just a few degrees below that of water, and the expanding ice almost always makes "dead" a permanent state (at about \$150 per battery).

To pilots, this means ALWAYS double check that the master switch is off after each flight, and if you crank a battery nearly to death in a futile starting attempt be sure to remove it to a warm place and let Maintenance or a CFI know.

The engine heaters on all PYFC airplanes make starting possible at extremely low temperatures, easier at low temperatures, and increase battery and starter life at all temperatures. Please consider it a checklist item to plug in engine heaters after each flight whenever the temperature even MIGHT go below 40F. If you see an airplane with an unplugged engine heater, remember the Glade commercial: "Plug it in, plug it in!"

It costs about \$0.36 to heat an engine each 24 hours. That's cheap insurance, so let's get into the habit early! And if you visit some wintry place overnight, ask the FBO about the availability of power and an extension cord.

## Landings

At the 2011 PYFC Annual Meeting we honored Marty Tones who is leaving the Board of Directors. Marty has been on the Board since 1963 with only one two year break. Lance McFetridge had gathered a number of past presidents who had served on the Board with Marty. There was a lot of reminiscing about the many ways that Marty has contributed to the Penn Yan Flying Club over the years. All I can say is "Thank you Marty for all you have done for the Penn Yan Flying Club"



Past PYFC presidents honoring Marty Tones at the 2011 Annual Meeting.  
Photo by Paul Middlebrook