PYFC News

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Quiz

What were the Gee Bee racers of the 1930's named after?
They were named for their designers, the Granville Brothers

Weekend Manager

Dick Bradley John Bradley	11/5
Kevin Bragg Ken Bricker	11/12
Alan Brodine Brian Brodine	11/19
Paul Browne Dennis Bullard	11/26
Vanessa Carlson Brad Champlin	12/03
Phil Dietsch Scott Falvey	12/10
Bob Fitzgerald Bob Fratangelo	12/17
Keith Frum David Garber	12/24
Tim Gibson Jim Gray	12/31

At the Clubhouse

Our next combined regular meeting and Board of Directors meeting will be held on November 17th at 6:30. The mini-safety meeting topic will be either an introduction to the Cirrus or ATC communications. Come to the meeting to find out which topic it will be.

A couple of noteworthy items from the clubhouse. First, as you may have noticed the pilot supplies in the counter have been restocked. However, please keep in mind that these items are for sale not loaner items. Some items have disappeared out the the counter without a payment or being charged to someone's account. At the very least, please write a note and slip it in the payment slot or better yet record the purchase via MyFBO.

Attention all pack rats, do you have some unused office partitions stacked in a barn or workshop? Are you tired of moving those partitions around every time you need the space? Were you saving them "just in case"? Well, you are in luck, we have just the case for you. We would like to set up some small cubicles in the clubhouse for preflight planning and, ahem, instructor to student discussions. So if you have some unused office partitions please contact Dave Bliek so we can make arrangments to put them to good use.

From the scrapbook

From an article dated April 16th 1942, there was a very detailed description of requirements necessary to keep the airport open. In addition to the posting of guards (who were all special deputies under the county sheriff), five members volunteered to fill the roles of registrar and clearance officers. Each airplane required clearance papers before it left the ground. And the practice areas were limted to two four square mile regions, one to the east of Dundee and the other just north of the Penn Yan - Dresden road. Because PYFC was engaged in primary training the club had better access to aviation fuel.

Standard Briefing- By Dave Shaw

A buyers eye

Airplane preflights are done with a written checklist because FAA expects it and because there are certain things that unquestionably should be questioned before every flight. But a practical Preflight Checklist ought to weigh less than the useful load of the airplane, so it can't list every possible fault. Perhaps the best way to supplement the Preflight Checklist is to take the mindset of a potential buyer. "I want to get the price down--what faults can I find?" You might find a new or worsened "cosmetic" fault that leads to discovery of a real problem, so one such day in a flying career is enough to justify using a buyer's eye every day of flying.

Controlling Stress

A few years ago, a group owned an antique airplane with a beautifully sculpted, highly polished Curtiss Reed propeller. It was such a thing of beauty that they overlooked its single blemish; a nick in the trailing edge of a blade. There came a day when the invisible fatigue crack started by stress concentration in the nick worked its way to the leading edge, and several inches of the blade parted just after takeoff. The resulting severe vibration made the airplane uncontrollable to the high-time pilot. Reluctance to relieve the stress by dressing the original nick in an FAA-approved way didn't save the rare prop, the rare airplane, or two lives. Most props with minor nicks can be saved with prompt treatment by a qualified mechanic. Prompt is the key word. A nick dressed in time is usually fine, so get the Maintenance Officer on the line.

In Ill Wind

Mother Nature has many ways of provoking pilots, what with thunderstorms, hail, and, of course, high winds. Sometimes she gets help from pilots in the high winds department. Among things to consider when positioning an airplane for engine starting or runup is the effect of the propeller blast on the airplane, clothesline, hangar or people behind the airplane. Just as a boater is responsible for his wake, a pilot is responsible for his prop blast, which might approach 100 mph behind the airplanes in our budget range. Props suck as well as they blow, and loose stones or standing water (ask any seaplane owner!) can turn a $9,000 prop into a $50 wall ornament in a few seconds. So when stopping for a runup or anything else that requires taxi power or greater while on the ground, give a thought to what's under and behind the prop. When practical, turning 45 degrees for runup will please the guy behind you and might you a give you better look at who's on final. It also communicates with the pilot on final via Body English.