

PYFC News

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Trivia Quiz

During World War II many airplanes had nicknames. Two such nicknames were Rhapsody in Glue and the Wooden Wonder.

What were the two airplanes?

Weekend Manager

- | | |
|------|-----------------------------------|
| 2/18 | Earl Innis
Ben Keltz |
| 2/25 | Rob Kinyoun
Dal Kramer |
| 3/3 | Scott Landschoot
Tom Long |
| 3/10 | John Macca
Eric Marelli |
| 3/17 | Bob Mattick
John McBride |
| 3/24 | Paul Middlebrook
Hunter Mollin |
| 3/31 | Zack Namestnik
Woody Nepa |
| 4/7 | Barry Orlando
Jorgen Overgaard |

At the Clubhouse

Well, since this newsletter is a little late here is an early reminder that our March combined Board of Directors and Membership meeting will be held March 15th at 6:30 pm.

A Private Plot Ground School will be conducted starting in mid-April and running through the end of June 2012. The class will consist of 12, 2 hour classes to be run at the club and taught by Dave Blik. The fee for the class will be \$100 payable to PYFC. Each student will be responsible for his/her own materials, and will be selected from our Private Pilot materials list. This class is recommended for Student Pilots preparing for their FAA knowledge test, pilots returning to aviation after a significant hiatus from flying, pilots wanting a general refresher, and anyone with an interest in learning more about the details of piloting and general aviation. Interested individuals should contact Dave at blik1@comcast.net or 607-227-2474 for further information or to indicate a desire to join the class. A sign-up sheet is posted on the bulletin board at the club as well.

Please remember your obligation to carry out weekend manager duties. There are sign in sheets for each weekend posted on the bulletin board by the south door. In addition each sign in sheet has suggested tasks, but please, look around and take care of things that need to be done.

From the scrapbook

From July 16th 1942, two Cubs and two Taylorcraft from Penn Yan put on a show at the Phelps Sportsman club, including a bomb drop competition, which Norm Hunt and Larry Draper won. Mary Ogden and Clarence Olson were ready for their first cross country trips. The trips were planned from Penn Yan to Elmira, then Ithaca and back to Penn Yan or Penn Yan to Ithaca then Auburn and back to Penn Yan (most of us that took our primary training at PYFC will recognize one of those routes).

Standard Briefing - Dave Shaw

Got Spark?...Magneto checks are a routine part of flying that usually come out OK so you can continue the checklist and, probably, the flight. But what's "OK"? Most pilots taking an oral will recite "...not more than 50 to 75 RPM drop on each mag compared with both mags", but that's less than half the story.

Suppose there's no drop? That means that you haven't changed the number of operating magnetos, which might be either one or two. If only one mag is good, trying the bad mag will make the engine stop firing, and the impulsive reaction will be to turn it back on. Prepare to avoid this, because the resulting backfire can damage the cabin heater and allow exhaust gas into the air you breathe. Let the engine stop, then restart it.

On the other hand, if the second mag also checks good, the problem probably is that the mag switch failed to kill a mag by shorting-circuiting the points—one or both mags are always "hot" and the prop is like a loaded gun, waiting to fire if anyone triggers it. Shut the fuel valve (J-3) or mixture (others) off, guard the prop, and get mechanical help.

Landings - J-3 survey

The results are in from the admittedly unscientific poll to overhaul the J-3 engine or not. Of 109 emails sent out I got 42 responses. Forty of those responses were in favor of overhauling the engine. In addition to there were a number of suggestions for ways to increase the utilization of the J-3. A number of people suggested the club pursue putting together a light sport program, since the J-3 is the only aircraft in our current fleet that qualifies as a light sport aircraft the utilization might increase. Other suggestions included putting the J-3 back on floats and offering an introduction to tailwheel flying event for club members who haven't (yet) gotten their tailwheel endorsements.

Given the response, we are going to go ahead and overhaul the engine. Work on the overhaul will begin this spring and we think the J-3 will be back in service by June 1.

I would like to thank everyone for their responses. This type of participation is what is the core of all vibrant and healthy clubs. Please remember this is your flying club, if you have an opinion on a topic (and we all do), let the Board of Directors know. As Paul Middlebrook pointed out at a recent meeting, there have been many times when discussions at club meetings have become "heated", but having that debate is a good thing.

Safe landings.