

QUAD-CITY AREA FLYING EAGLES

October 2011



Flight Hours

Aircraft	September	2011	2010	2009	2008	2007	2006
N1626X, C210L				45.30	141.40	281.74	298.30
N59090, C210L	1.52	172.52	187.45	64.97			
N4352R, C172M	22.86	274.09	307.41	235.27	292.04	315.77	527.92
N6456P, C 152	2.50	19.40	291.60	163.90	162.90	279.90	206.60
N6012J, C-23 Beech	15.90	178.90	252.20	147.20	139.80	213.10	246.40
N733QH, C172Q	30.20	170.40	195.80	199.00	199.00	228.80	
Total Flight Hours	72.98	815.31	1,234.46	855.64	935.14	1,319.31	1,279.22

KATS Gallons/\$ Saved

8,614.1

\$8,995.34

Congratulations

Sorry we missed getting Brad Zust's checkride in the newsletter. Earning your Private Pilot Certificate is such a great accomplishment. He achieved this on May 30th.

Congratulations Brad! Jim Wiegand is now a Commercial Pilot, what a great accomplishment Jim. Congratulations!

How Lean Should it Be?

I have been asked to include an article in this newsletter on leaning. I will start with a true story that took place a short time ago (probably about 1975) I made a flight from MLI to FYV (Fayetteville Arkansas) this is about sixty south of Springfield MO. I was flying a Cherokee 180 which is a plane that I am sure you are all familiar with. The winds were moderate out of the west as usual. I might mention that the flight was done under IFR rules so the minimums had to be within IFR rules. I flew to Fayetteville and landed with adequate fuel to meet the minimums. The next day another person took the same plane to Springfield MO about sixty miles short of Fayetteville. He had to make an off field landing due to fuel exhaustion. He did fuel the plane and take back off but picked up a rock on takeoff and damage the prop. The conditions were the same as the day before, I flew at 4,000 MSL he flew at 2,500 MSL. I thoroughly checked the running condition of the plane when he returned and there was no reason for the plane to use more fuel than the book said it would. I asked if he leaned and he said no, I asked why and he said because he was below 3,000 feet MSL. I then took out the check list and showed him where it said not to lean (for takeoff) below 3,000 feet MSL. I explained that this didn't mean that he shouldn't lean. Now remember that for the purpose of leaning below for takeoff the rule is not below 3,000 MSL. If you are above 3,000 density altitude (I change this from MSL because performance on takeoff is a critical factor) lean the engine to its maximum increase in RPM. It is then OK to enrichen it slightly for safety and engine cooling for takeoff and

climb. Anyone who has ever flown with me (cross country) will find that I go into the leaning procedure shortly after setting up my climb. This is to lean to a point rich of peak so that you have best power and good engine cooling. Not all aircraft have engine monitors that are made for ultimate leaning procedure, but if you have one at your disposal read the book and lean accordingly. For enroute leaning with an EGT, lean to peak and back off 25 to 50 degrees. Keep an eye on the CHT or Oil TEMP to make sure your engine temp isn't getting too high. If you don't have an EGT the rule of thumb is to lean to a point where the engine misses and then enrichen it a small amount for the family. Running at peak EGT is hard on the exhaust valves although it is the best power and efficiency. If you have the advantage of a good engine monitor and state of the art injectors it is acceptable to run lean of peak. This will cool the exhaust valve and use less fuel. You will lose a little power and go a little slower but will increase your range by a fair amount. Remember the 3,000MSL rule is for takeoff, not enroute. I hope this answers some questions on leaning that you were afraid to ask. Now take a trip to Fayetteville Arkansas, rent a car and take a trip through the Boston Mountains the colors will be changing and it is beautiful country

C-210

N59090 is back on line with some nice improvements. Jim Wiegand used it for his commercial flight check, had a couple of small squawks that were addressed and it is good to go.

WiFi

Just a reminder that for members of the club, there are two good WiFi connections on the ramp. If you want to utilize these services made available to our members, I will give you the access codes, or ask anyone that is using the service and they will give them to you.