WRAP Meeting

MON 03 DEC 2007
FAA Wings

- Kathy Martin (FAA) visiting 10 DEC
- Next Safety Meeting 07 JAN 2008
Hats

- Larry passed around logo
- We took a vote, the grey hat won
- We need 24 orders for hats
- We’re going to order 25 hats
  - Pay Sam Andrews $15 for a hat
NYC Hudson VFR Corridor Fly-Out

- Best one so far, 7 planes, 22 people
- Thousand Island 2nd best (weather)
- Next fly-out in March (LNS, breakfast, tower tour, pilot shop)
- April to IAD (Udvar-Hazy Smithsonian)
Membership

- Pat & Jim putting together form
- More members for committee?
- Maybe after the holidays
- Volunteers welcome
Aviation Safety

- Starting airplanes in cold weather
- Aviation Safety article “Cold Hearted”
New FAA License

- Get one without your SSN on it ($2)
- Keep your old one (dates will be different)
- Sign up with faasafety.gov
- Laminated license required by 2008
- Still no photos
Other Fly-Outs

- Lake Placid
- Luray Caverns
Hangar at DeGol

- We really don’t know what’s happening with the old hangar at DeGol
Program Tonight

- Break - pay for hats, cookies & milk
- Hudson River Fly-Out
- Mike is going to talk about wintertime engine pre-heat
Pre-Heating Engines

- Paw-Wawkee Airport, Aztec departed into IFR, 35-40 min. pre-heat, 10-15 min. delay on ground, crashed a few minutes into flight when both engines threw rods, temperature -15°F
Why Pre-Heat?

- Warm the oil
- so it will circulate
- “normalizing the metals”
- different metals — aluminum (cyl. head, case, pistons), and steel (crankshaft, cylinders)
Clearances, Temperatures

- Parts are mated at room temperature
- Clearances measured in thousandths of an inch
- Oil Temperatures on takeoff in high 300s °F (220 °F cruise)
Expansion Rate

- Piston expands twice as fast as cylinder
When to Pre-heat

- Lycoming says at 10°F
- TCM says at 20°F
- ECI says at 30°F
- RAM says at 40°F
How to Pre-heat

- You’ve got a cold-soaked engine
- Plug in your pre-heater the night before
- Bathe the engine in warmth
- Conduction, not convection
Heaters

- Pan-heaters only may accelerate corrosion by causing “weather” inside your engine
- Use top-end heaters too
- Cover your cowl with a blanket or sleeping bag
Questions?

- Probe style: OK to leave on?
- Aviation Consumer said humidity dropped from 60% to 15% leaving heater on
Cockpit needs heat too

- Take care of your instruments, batteries
- Heat the hangar? (Too much leakage.)