



CROSSWINDS

of Mt Pleasant

November 2021 (Volume 3)

PRELUDE. Happy Halloween! Fall has fully kicked in and the wind has become a little less gentle. Be sure to plan early for your flying plans during vacation dates (in addition to getting Christmas gifts early -- Lol!). Just for your awareness, our fuel costs went up an additional 19% last week. That's an increase of 30% since the spring, costing our small school \$35,000 per year in additional fuel costs. We will hold off on raising our rates as long as we can, but with aviation insurance rates also going up on average 15% each year since 2017, our future may very well depend on National-level policy decisions. We would love to see alternative fuels or even electric airplanes available, but we are realistically many years from seeing those options on the ramp. We continue to watch as these technologies develop.

MAINTAINER'S CORNER:

➤ Cold Weather Start

- ❖ Prime. If you normally use 1-2 fully charged primer strokes, expect 3 or more full. [Fuel Injected engines might use 5 seconds vs. 3 seconds with the fuel pump.]
- ❖ Do I need more gas? If the propeller is turning and you don't see any signs of life, give it another 1-2 charges (or 3 sec).
- ❖ Is it Flooded? If the propeller is turning, and the engine catches a little here and there or seems to almost start, it's probably flooded and needs a flooded starting procedure (see your CFI). If you've tried three starts or if fuel is dripping (even a small amount) from the bottom of the engine cowling, you've probably flooded it. Take 10-15 min break to allow the spark plugs to dry out and the starter to cool down.



Austin Watson and his Family in the DA40





King Air 200 at LRO last Month

OPERATOR'S CORNER:

➤ Why so fast?

- ❖ There are safety threats on ANY aircraft ramp ranging from other aircraft and vehicles to children, animals, and wildlife.
- ❖ Slow down. You've probably been taught to taxi at a speed no faster than a brisk walk.
- ❖ Clear. Look at the wingtips often and keep your head outside the aircraft.
- ❖ Don't "Assume." The Taxi Line is your friend; however, do not assume obstacles are clear because you're centered on the taxi line.

➤ Get in...Get out. Clearing in the Pattern.

- ❖ It's common to spend a long time in a turn to downwind or even just make a 180 degree turn directly to downwind from upwind, but doing so minimizes your opportunity to see and avoid other aircraft.
- ❖ Use at least 20 degrees (up to 30 deg) for the turn to crosswind and downwind.
- ❖ Establish the turn, find your 90 degree ground track, roll out, and then clear for other airplanes.
- ❖ If you hold a long, shallow turn your wing may block you from seeing a critical traffic conflict.



Will Herring First Solo N1833Y (C172C)



Grayson Reed, PPL, N733CZ (C172N)



Caden Schier, Solo, N5130F (C172S)



Ryan Hammer, Solo, N431DE (DA40)



OPERATOR'S CORNER (CONT):

➤ More Right Rudder!!!

- ❖ Left Turning Tendencies. You have torque and spiraling slipstream all the time, but P-factor gets worse with increasing angle of attack and high power settings.
- ❖ Climbout and Departure. You can seldom put in too much right rudder. Left turns in the climb do not require left rudder...they require "slightly less" right rudder.
- ❖ Soft Field Takeoff. With a higher angle of attack and slower speed, the rudder is less effective during the ground roll...more right rudder.

FLEET UPDATE:

➤ Maintenance.

- **N73453 (C172M).** Has returned from getting a fuel tank replaced along with the 100-hr inspection. The shipping company didn't do us any favors but it's finally back on the line today!
- **N733CZ (C172N), and N566CD (SR20)** both have oil changes early this week but otherwise routine.
- **N1833Y (C172C)** will need a 100-Hr inspection later this month, and it is being quoted for a new #2 NAV/COM.



New Instrument Pilot, John Mutter

CONGRATULATIONS!

- Grayson Reed (Private Pilot - C172N)
- John Mutter (Instrument - C172N)
- Josh Fugle (Commercial - C172C)
- Ryan Hammer (First Solo - DA40)
- Caden Schier (First Solo - C172S)
- Will Herring (First Solo - C172C)

GRATTITUDE. We are so grateful for Mt Pleasant Flight Training CFII, Alex Pennel. Alex is an exceptional instructor and all around individual, and we wish him the best as he begins training this week with Plane Sense flying the PC-12. Alex will continue to live in Mt Pleasant and instruct for MTP Flight Training on occasion during his off weeks. Congratulations Alex!

Fly Safe...Have Fun!!!

Best, Scott & Julie

