



CROSSWINDS

of Mt Pleasant

PRELUDE. It has been a month since our last email contact, but admittedly it came off a bit...boring. Everyone else has a “newsletter” with a pithy name, so this is our attempt to pass information in a format that should keep you awake before the end of a 3-4 pager with large font! If there is aviation-related information you think would benefit our MTP Flight Training family and their ability to get out and fly, then we are certainly happy to consider adding it to Crosswinds 2.0. Enjoy!

MAINTAINER’S CORNER.

- **Idle Start.** Flight Manuals and Operating Handbooks all say to open the throttle $\frac{1}{4}$ ” and set 1,000 RPM after start. Treat that as a maximum setting. Cold engines have no lubricating oil in the case, and high RPM starts significantly increase the chances of finding metal in the oil filter. Barely “crack” open the throttle or even leave it at idle, and you will see a surprisingly calm engine start.
- **Push it Back.** The Southern five parking spots of the near row are reserved for MTP Flight Training aircraft. We all want the “pull through” spot to park straight ahead but seldom get it. Using excessive throttle wears the brakes, and it blasts prop wash and debris into other airplanes, their flight control surfaces, hangars, and personnel. **It will NOT impress anyone when you push up the throttle and stamp on the brakes to still require a push back. Wingtip and elevator contact is also frowned upon.** So pull up towards the spot you want, turn away with normal taxi power, shut down, and get out the tow bar.



*Jessica Sharp 1st Solo (8/29)
N1833Y (C172C)*





OPERATOR'S CORNER.

- **Maximum Landing Distance.** With a 270-knot cruise and final approach speeds of 100-120 knots indicated, the U.S. Air Force T-37B “Tweet” was advanced for its day. We had one rule about landing distance...If you don't touch down by 1,000 ft, go around. Pick a last landing point such as the white 1,000-foot bars on the runway. **If you're going long...even in the flare and everything looks okay...go around.** While perhaps this doesn't make sense at an international airport with a 10,000-foot runway, the habits you build early will protect you the first time you try to land on a 3,700-foot runway in calm winds in a \$1.3 million turboprop aircraft. Last month had one land long and fast off the end of the runway (see above) at KLRO, and we are grateful all of the occupants are alive.
- **Let it Go.** Just like the saying in the musical children's movie 'Frozen,' just “Let it go.” The mid-point at LRO may be preferred, but it is not mandatory. **Do NOT apply brakes immediately after touchdown without some measure of deceleration. Do NOT turn off at a taxiway at high speed.** DO pull your power to idle early enough to cross the threshold just below final approach speed. DO keep your aim (round out) point at the numbers or piano keys from glide path until round out. DO spare the brakes and yourself the cost of a tire. If you have a high groundspeed at touchdown...Let it go...and roll out to the end.





FLEET UPDATE.

- **Simulator Basic Aviation Training Device (BATD).** Our simulator has always been available, but now it is in Flight Circle for scheduling. At \$45/hr you cannot beat the price for qualified time. The FlyThsSim Basic Aviation Training Device (BATD) represents 28 variants of Cessna 172, 182, and 206 aircraft with panels including Bendix King KX-155, G530W/430W, G500, G1000, and even Aspen Pro PFD avionics. Certified until 2026, use to log all Instrument Approach currency, up to 10.0 hours towards the Instrument Pilot rating, and 2.5 hrs towards Private Pilot requirements. Meets the same requirements of much more expensive simulators under Part 61 at half the cost.
- **Engine Oil.** Since the engine break-in process for N431DE (DA40) and N733CZ (C172N) is complete, both aircraft have returned to ashless dispersant oil using Phillips X/C 20W50 in the blue container. N5130F (C172S) and N566CD (SR20) also use Phillips X/C 20W50 (blue). N1833Y (C172C) will continue to use Aeroshell 15W50 (red) and N73453 (C172M) will continue to use Aeroshell 100 Plus (red). Oil types are posted on the closet door in our dispatch area.
- **Upcoming Maintenance.** Anticipate 100-hr inspections for N431DE (DA40) and N5130F (C172S) on or about the week of 13 September.





CONGRATULATIONS! We wish we could mention all of the terrific students who completed their ratings this year, so we will at least mention this month's winners.

- Alex Skatell (Private Pilot - SR20)
- Nora Powell (Private Pilot - C172M)
- Rolf Brunckhorst (Private Pilot - C172S)
- Jacob Sparks (Private Pilot - C172C)



Jacob Sparks in N1833Y (C172C)

GRATTITUDE. It's been well over a year since Julie and I were fortunate enough to take over Mt Pleasant Flight Training and we couldn't be happier. At LRO we are incredibly lucky to have crack mechanics Steve Barbieri (Owner/IA) and Noah Johnson of Palmetto Aviation of Mt Pleasant as well as Kevin, Tim, and Eric taking care of the fuel and facility on behalf of the Charleston County Aviation Authority. In just the last six months we have comfortably flown 1,800 hours in six (6) airplanes, averaged 85 clients flown per month, finished 15 Private Pilots, completed several rusty pilot BFR and IPC renewals, and have plenty of basic and advanced ratings in progress....all due to the work of our thoughtful CFI's including Drew, Alex, Will, Christian, Eran, Joe (x2), and Sam. We're so very grateful for our airfield, maintenance, instructors, and of course all of YOU! Here's to blue skies and tailwinds.

Fly Safe...Have Fun!!!

Best, Scott & Julie

