



Where learning to fly is only the beginning...

DECEMBER 2005 NEWSLETTER



NEW MEMBERS

Welcome aboard to:

- Darrick Helmuth** – CFI
- Heather Garrett** – CFI, CFII
- Brian Hodges** – Student Pilot

Capital City Aviation also welcomes our newest Certified Flight Instructors:

Darrick Helmuth – Darrick has been flying for nearly four years and received his Bachelor's of Science in Aviation at Ohio University in June 2005. He has accumulated over 400 hours of flying experience and since graduation has logged over 100hrs of instruction given.

Heather Garrett – Heather graduated from Ohio University with a Bachelor's of Science in Aviation. She's been in aviation for over five years, and has logged over 400hrs of flight time. Heather holds a Commercial Single and Multi engine pilot certificate along with a Certified Flight Instructor certificate with Single engine and Instrument privileges.



AVIATION HUMOR

Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration. The FAA examiner arrived last week for the pre-Christmas flight check. In preparation, Santa had the elves wash the sled and bathe all the reindeer. He then got his logbook out and made sure all his paperwork was in order. Mr. Claus knew the FAA would examine all his equipment and certainly put his flying skills to the test.

The examiner slowly walked around the sled and checked the reindeer harnesses, the landing gear, and even Rudolph's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload. Finally, they were ready for the check ride.

Santa got in and fastened his seat belt and shoulder harness and checked the compass. Then the examiner hopped in carrying, much to Santa's surprise, a shotgun!!! "What's that for?" asked Santa incredulously. The examiner winked and said, "I'm not supposed to tell you this ahead of time," as he leaned over to whisper in Santa's ear, "but, you're gonna lose an engine on takeoff."

The Aviator's Night Before Christmas

T'was the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care,
in hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,
while peak northwest gusts reached 39 knots.
I sat near the fuel desk, at last all caught up,
and settled down comfortably upon my butt.

When over the radio, there arose such a clatter,
I turned up the scanner to see what's the matter.
A voice clearly heard over static and snow,
asked for clearance to land at the airport below.

He barked out his transmission so lively and quick,
I could have sworn that the call sign he used was
"St.Nick".

Away to the window I flew like a flash,
Sure that it was only Horizon's late Dash.

Then he called his position, there could be no denial,
"This is St. Nicholas One, and I'm now turning final."
When what to my wondering eyes should appear,
A "Rutan" sleigh, and eight "Rotax" Reindeer.

Cleared for the ILS, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo, Now Tolga, Now Trini, and Bacun,
On Comet! On Cupid!" What pills was he takin?

The last several fixes left the controllers confused,
they called down to the office to give me the news.
The message they left was both urgent and dour:
"When Santa pulls in, could he please call the tower?"

He landed like silk, with the sled runners sparking,
Then I heard "Exit at Charlie," and "Taxi to parking."
He slowed to a taxi and exited Three-Two,
as he came down the taxiway the sleigh bells' jingle
grew.

He stepped out of the sleigh, but before he could talk,
I had run out to him with my best set of chocks.
He was dressed all in fur, which was covered with frost
and his beard was all blackened from "Rotax Reindeer"
exhaust.

His breath smelled like peppermint, gone slightly stale
and he puffed on a pipe, but he didn't inhale.
His cheeks were rosy and jiggled like jelly,
His boots were as black as a cropdusters belly.

He was chubby and plump, a right jolly old fool,
and he kindly informed me that he needed some fuel.
A wink of his eye and a twist of his toes,
led me to know he was desperate to powder his nose.

I spoke not a word, but went straight to work,
and I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom with a sigh of relief,
and then picked up a phone for a flight service brief.

And I thought as he silently scribed in his log,
that with Rudolph, he could land in eighth-mile and fog.
He completed his preflight, from the front to the rear,

then he put on his headset, and I heard him yell "Clear!"

And laying a finger on his push-to-talk,
He called up the tower for his clearance and squawk.
"After departure fly heading three two zero," the tower
called forth,
"and watch for a Luscombe inbound from the North."

Then I heard him exclaim, as he climbed in the night,
"Merry Christmas to all, the traffic's in sight."



TIDBITS

Cumuliform clouds usually provide coatings of clear ice. The most rapid accumulations in cumulus clouds occur from freezing to about -15 degrees Celsius and typically have a limited horizontal range but can go vertically several thousand feet. Remember, it still doesn't take much clear ice to cause a problem.

Stratiform clouds typically glaze airplanes with rime ice in shallow vertical areas but far reaching horizontal areas. So you may be in it for a longer than you want. Heaviest accumulations occur within a few degrees of freezing.

Beware of fronts because 85 percent of reported icing takes place in the presence of fronts. It can occur anywhere within a 300 nm area ahead of a warm front and 100 nm area behind a cold front.

A lack of PIREPS doesn't mean everything is OK! Call in your PIREPS and help others.



ADMINISTRATIVE

If the Capital City Aviation website is down for some reason, you can still access our scheduling system. MyFBO.com supports using their website directly to reserve resources. If you would like to connect to the site directly, go to www.MyFBO.com. From there choose "Login", and in the "Login by Identifier" field, enter "ccai", then click login. The login screen you are accustomed to seeing will now show up. Once you get to this screen, you should add the link to your favorites, making it easier to find in the future



MILESTONES & ACHIEVEMENTS

- Congratulations to Craig Conie on his first solo! On October 29th Craig kicked CFI Robert Drew out of the Warrior and completed his first solo.
- Brian Neill earned his Multi-engine – **Congratulations Brian!!!**



HAPPY BIRTHDAY !!

The following members are celebrating birthdays in December. Wish them a happy birthday when you see them:

- Rob Daugherty** – December 4th
Heather Garrett – December 4th
Chris Relyea – December 4th
James Elswick – December 14th
Robert McVicker – December 29th



OPERATIONS NOTES

Looking For The Arrow?

It is no longer in the tie down spot you are accustomed to finding it in, but it is in hangar **A-12** for the winter. I'll bet you really wanted to scrape the frost and ice off of the wings didn't you? The key to the hangar is on the key ring with the airplane keys.

You can pull it out of the hangar but call line service to push it back into the hangar and ask them to plug the Tannis Heater in when they get it into the hangar.

Office and Key Box Code Change!

The code for the office door and aircraft key box will be changing on January 1st 2006. So keep your eyes peeled for the new code in your email or under what's new after you login to the scheduling system.

From the CCA Rental Agreement Regarding Winter Operations:

8. PREFLIGHT INSPECTION: Renter shall personally conduct a preflight inspection as prescribed by the manufacturer of the aircraft, including checking the fuel from all sumps and determining that the fuel and oil on board the aircraft are sufficient for the purpose for which the Renter intends to use the aircraft. If damage is found prior to flight, Renter shall bring this information to a CCA representative's attention, in order to protect the Renter from liability for damage prior to his or her flight.

The Renter shall not start an engine when the wind chill temperature is below 32 degrees Fahrenheit for two hours or longer since the last engine preheat or aircraft flight, unless the engine has been properly preheated in accordance with the engine manufacturer's guidelines.

Aircraft oil – Please make sure that you know which type of oil to put into our aircraft. The following are the proper types to use:

March 1st - October 31st **Aeroshell W100**
 November 1st - February 28th **Aeroshell W80**
Please do not use Aeroshell 15w50

IMPORTANT! DO NOT take an airplane before properly dispatching that airplane using the MyFBO program on one of the club's computers. This is to protect you, the club, and the airplane owners. If you need training on how to do this, make sure you ask one of our staff members, who will be more than happy to assist you.

CCA Staff:

Brad Guthrie (614) 425-3234
 Darrick Helmuth (740) 707-6982
 Heather Garrett (614) 354-3088
 Matt Friesner (614) 403-4727
 Rob Drew (937) 554-5112



INCENTIVES

Persuade someone to join CCA and get one month's membership for free! Contact the staff for details.



NEWSLETTER INPUT

Are we on target with the content of this Newsletter? We need your input to make the CCA Newsletter better for you, our members. Please send any suggestions to Brad Guthrie at bguthrie_cca@yahoo.com.