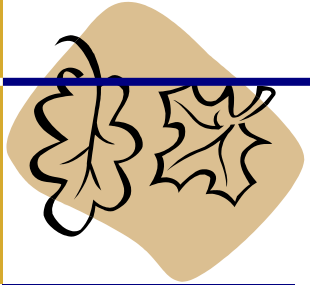


Capital City Aviation



Winter Weather Advisory

Now that colder weather is upon us here in Central Ohio, it's time to prepare for colder temperatures, frost, ice, and obviously snow. However, if planned for properly, these changes should not give us any reasons (unless severe) to stay grounded these winter months.

With the dense, cold air drifting in with winter fronts, promoting more stable conditions, winter flying can deliver some of the best flying that you'll see all year. The colder air and higher density provides better performance for the engine and gives it that extra boost of power so you can get to the ski slopes or wherever you're headed in a reasonable amount of time.

Although performance may be increased during the winter, simply getting the engine started can prove to be problematic when dealing with a cold engine. With that in mind, conducting a thorough pre-flight although it may be extremely cold outside is essential during cold weather operations.

To aid you in your pre-flight, I have listed a few key points for all of us to keep in mind as the flurries begin to fly.

- If temps are below 32° F members are not permitted to start an aircraft unless-
-Aircraft has been flown within the preceding 60 minutes.

- Aircraft has been in a heated hangar.
- Tanis heater has been in use for preceding 60 minutes.
- Engine has been properly preheated according to manufacturer's guidelines within 30 minutes.
- Sump all water from tanks so it does not freeze in the fuel lines.
- Assure that heater works and vents properly.
- Confirm that all snow, ice, and frost has been removed from the aircraft and that water has not refrozen on critical control surfaces.

When starting.....

- Over-priming "washes down" the cylinder walls and may result in a more difficult start.
- Spark plugs may be "iced over" if engine fires and then ceases after a few seconds. The only remedy is HEAT in order to melt the ice from the plugs.

- If the aircraft battery is drained during start, arrange for the battery cart to assist you. Please do not leave a drained battery without notifying a CCA representative. Drained batteries are prone to freezing which can result in damage.
- Allow sufficient time for oil to circulate and oil temps to increase before take-off.
- Dress warmly. Emergencies can occur anywhere at anytime.

Renters can arrange preheats through CCA or OSU Ops (614.292.5580). Cost for this service will be split 3 ways (club, owner, renter). Preheats at other airports will be covered only by renter.

Cost @ KOSU

Preheat: \$12.⁰⁰

Hangar: \$25.⁰⁰

Cirrus Design takes interest in CCA

Communication between Cirrus Design and CCA have lead Cirrus to consider CCA as a *Cirrus Standardized Training Center*. This will allow new Cirrus owners to conduct their preliminary training with CCA rather than having

to travel to Cirrus HQ in Duluth, MN.

Meetings are being conducted between both parties but no word yet when the final decision will be made. Look for more news in upcoming newsletters.

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SPECIAL POINTS OF INTEREST

- *Cold Weather Operations*
- *Warrior N84054 in hangar for the winter*
- *Capital City Aviation Policies & Procedures in final stages.*
- *New members*
- *Current members' recent accomplishments*
- *New CCA apparel is now available!*



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CCA News

Warrior N84054 in Hangar for Winter

The Warrior has been placed in hangar **A-12** on the **East Ramp** for the winter. The aircraft is equipped with a *Tanis* heater which thoroughly preheats the entire engine (particularly the oil and cylinders) so starting can be accomplished much easier.

By design, the system can remain plugged in indefinitely while in the hangar. The heating is regulated by the system itself, which also protects from overheating the engine components.

During preflight, ensure that the extension cord is removed from the engine and stored in a manner as to not cause any hazards to yourself or the aircraft. Remember also to close the hangar doors before you depart.

Upon your return, contact OSU Ops on **122.95** or **(614)292-5580** and request a push back. This will free you from any liability in the event that the aircraft is damaged. The fee for this service is included in the hangar fee. If you push the aircraft back into the hangar with

the tow bar, be careful to watch the wingtips. You will be responsible for any lights knocked off or any other damage that may occur. Finally, close and lock the doors and plug the *Tanis* heater in before you leave.

**N84054 has also received a new Hobbs, DG, and interior.



Archer N2842D gets wheel fairings



Roger Jacobsen has purchased a set of wheel fairings for his Archer. They are in the process of being painted to match the aircraft paint scheme and should be installed in the near future. Over the last few months the aircraft has also received a new Airspeed indicator, Vertical Speed Indicator, and Altimeter.

Skyhawk back to Full Service

After being out of service for a few months, getting a new engine, and interior, **N75746** is now back to full service. Additionally, the new exhaust that was installed gives the plane a 20 HP increase.

POLICIES & PROCEDURES UPDATE

Our updated policies and procedures has begun its final phase leading to implementation. There are a few minor details we are finishing to make a complete manual so look for a copy at CCA soon.

As well, there is a student pilot addendum which will serve as a more informative guide to flight training at CCA. This will allow more structure throughout your flight training. Outlining

what is to be covered during each flight. If you have any questions please feel free to speak with a CCA rep. When the final copies of the manual have been made CCA will be operating under the new policies.

Thanks to Adam, Brad, Jason, and all the other members who worked together preparing and editing our new Policies & Procedures.

Cirrus moving to Hangar A-14

The Cirrus, **N581C** will soon be making a move to the **East Ramp** with the Warrior. The winter home will be in **Hangar A-14**. Use the same procedures as described above for the Warrior.

CCA Member Info

New CCA Members

It's been a while since the last CCA newsletter was disbursed so this list will be longer than normal, given that 6 months has passed.

With that said, please welcome the following individuals to Capital City Aviation. (If you haven't already)

James Kelly, Brian Babbist, **Ryan Carlisle**, Matt Bowman,

Melisa Hines, Dan Carnahan, **Timothy Heron**, Richard Belford, **James Lindner**, Bill Zerrick, **Chris Schmutte**, Nick Nelson, **Peter Kozma**, Matt Lamers, **Tom Bray**, Soichi Ide, **Garrett Ackerman**, Grant Zody, **Steven Harp**, Michael Elliott, **David Zgrabik**, **Duane Draughn**, **Todd Hartman**, William Drake, **Brian Mulherin**, James Phieffer, **Ethan Putsch**, Brian Bailey, **Bradford Mandell**, Steve Courtney, **Patricia**

Escobar, Melissa Vineyard, **Barbara Hegler**, Adam Sandahl, **James Marable**, Mark Vouis, **Berhane Alemu**, Patrick Warren, **Matthew Young**, Nate Winslow, and **Banu Turkoglu**.

WELCOME

The entire CCA staff welcomes each one of you and encourages you to stop by, hang out, and make use of the office and the aircraft as much as possible. Thanks for choosing Capital City Aviation.

CCA Apparel Available!!

The new hats, bags, polo and tee shirts are available in the CCA office.

- Polo Shirt - \$32.00**
- T-Shirt - \$17.00**
- Flight Bag - \$15.00**
- Hat - \$20.00**

Recent Member Achievements

Capital City Aviation would like to congratulate the following individuals for their hard-work and determination that led to a solo, license, and/or additional rating.

- Alex Federowicz** - Instrument
- Chris Betras** - Instrument

- Scott Thibodeaux** - Solo
- Greg Holland** - Instrument
- Justin Hibbitt** - Solo
- Richard Bracken** - Solo
- Pat Pohler** - Instrument
- Michael Craig Conie** - Private
- Joe Makarich** - Instrument

Happy Birthday To You (November-December)

Capital City Aviation would like to wish the following individuals a Happy Birthday.

November

- Dan Carnahan 11/10
- Dale Bauer 11/11
- Todd Cramer 11/11
- Randy Keefer 11/17

- Matt Lamers 11/19
- Tom Bray 11/24

December

- Rob Daugherty 12/4
- Heather Garrett 12/4
- Chris Relyea 12/4
- James Elswick 12/14
- Patricia Escobar 12/17

- Brian Muherin 12/17
- Ryan Carlisle 12/23
- James Lindner 12/28
- Barbara Hegler 12/28
- Robert McVicker 12/29
- Ira Sprouse 12/29

Treat yourselves to an extra hour of flight time and enjoy your birthday.

CCA EXTRAS

This portion of the *CCA Newsletter* will be available for **ALL** members to contribute, ask questions, etc. If you have any good aviation related news, jokes, stories, comments, or even a question for the staff, feel free to ask away. This section is for **YOU**, the members, so use it to your advantage. Please send items to CapitalCityAviation@yahoo.com or DH291101@hotmail.com with "Newsletter" in the subject line.

Pilots are NEVER Happy

One fine hot Summer's afternoon I saw a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin engine Cessna 5,000 ft. above him and thought, "Another 1,000 hrs of this and I qualify for that twin-charter job! Aaahh.. to be a real pilot ... going somewhere!"

The Cessna 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this Summer's day. He was at 6,000 ft and the winds were now a 20 knot headwind. Today was the 6th day straight and he was pretty tired of fighting these engines. Maybe if he got 10,000 ft out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000 ft in the serene blue sky. "Oh, man" he thought, "My interview is next month. I hope I just don't blow it! Nice jet job, above the weather ... no snotty passengers to wait for. Aahhh."

The Boeing 737 bucked and weaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due to traffic. The Captain, who was only recently advised that his destination was below RVR minimums had slowed to LRC to try and hold off a possible in-flight diversion, and arrange an ETA that would helpfully ensure the fog had lifted to CATII minima. The Company negotiations broke down yesterday and looked as if everyone was going to take a pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737 took another bashing, he said, "Now THAT'S what we should be on ... huge pay ... super fast ... Not too many routes ... not too many legs ... above the CAT ... yep! What a life...!"

FL590 was not what he wanted anyway and considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. The rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the NOTAM indicated hunky dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle. "The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated, must be the be all and end all in aviation. Above the crud, no radiation problems, no fuel transfer problems... aaah. Must be a great way to earn a buck."

Discovery was into its 27th orbit and perigee was 200 ft out from nominated rendezvous altitude with the comsat. The robot arm was virtually useless and a walk might become necessary. The 200 ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at this Sir, isn't this the kinda flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried "Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give anything just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you ... pilots are never happy unless they are drinking beer and looking for a better job!