

General Guidelines for NAFC Flying Members

Part of the success of our club depends on each of us doing our part. Part of your part is leaving the plane ready to fly for the next club member on the schedule.

The following are guidelines that helps make the NAFC a place we're glad to be.

- When through flying fuel the plane. (See specific requirement for each plane)
- Fill out the paperwork in the white binder.
- Closeout your schedule on Flight Circle. (Do this as soon as possible).
- Before leaving the hangar clean the outside of the plane. (See below)
- Tidy up the cabin area. Remove trash and take your stuff with you.
- Tidy up the hangar

Opening and closing the doors:

Be careful operating the door handles. The mechanism inside the doors on both planes is sort of fragile and expensive to repair. YOU CAN'T LOCK THE DOOR by rotating the handle. Be gentle, don't force the door handles.

How to start the engine:

Starting a "cold" engine is not hard "IFFFF.... done correctly". Look in the "Things to know" section of this website to read all about how to properly start a cold engine.

How to stop the engine:

This is a general procedure that works for both planes. Run the engine up to 1,000 RPM, then pull the mixture control all the way out to engine cut-off. The 1,000 RPM cleans the engine out and the mixture control shuts off the fuel flow.

Where to put the key when engine is off:

When the engine stops IMMEDIATELY remove the key and hang it on one of the instrument control knobs. This is a safety procedure hoping that if the key is NOT left in the switch, it won't be left in the ON position, and turning the prop by hand won't accidentally start the motor. THIS IS NOT A GUARANTEE it won't accidentally start, but is as close as we can get.

The engine runs off of two independent magneto systems. If the key is on "Both", both mags are HOT regardless of the master switch, and rotating the prop, even by hand, can start the engine. Turning the key to the "off" position is supposed to disable both mags and will, unless there is some sort of malfunction. You should know that gremlins can, and have, crept into all kinds of things and anytime you move the propeller the engine just might start. I've read that if you must move the prop, its best to rotate it slowly backwards, no more than one full turn.

Cleaning the plane after your flight:

Each member who fly's is asked to clean the plane before leaving it in the hangar. There are a couple of rules.

1. Use the “blue” rags and the spray window cleaner in the “yellow” can to clean the windscreen and side windows. (Ever so often consider cleaning the inside of the windows as well).
2. Use the “yellow” rags and the squirt bottle with “wash’n wax” to clean leading edges of the wings, struts, tail assembly, cowling, etc., or anywhere else that bugs and grim is found.
3. Cleaning the belly of the plane is not an every flight requirement, but at some time, someone, has to do it. If you feel it’s your turn use the “Simple Green cleaner” and “paper towels”. There is a creeper to lay on in one of the hangars. (The rest of us thank you)

Putting the plane in the hangar:

Loading the plane into the hangar can be a bit of a job, especially by yourself. The straps from the winch assist system go around each of the foot pegs, however, the length of the straps requires the plane to be part way up the ramp to attach them. Not easy to do, but can be done by one person.

The tricky part comes in lining up the plane so that it will be in the center of the hangar. Be VERY CAREFUL loading the plane, try hard not to bump into something. “Hangar Rash” is always unsightly, and usually permanent.

Oil drip pan under the cowling:

When the planes are in the hangar make sure the drip pan is under the blow-by tube coming off the engine. Usually, over time a small amount of oil drips from this tube. The tube is located under the cowling on the co-pilot side of the plane behind the nose wheel. Put the drip pan in this area.

Heat lamps and horse blankets:

Club Rule:

“Don’t start the engine if the engine block temperature is less than 40 degrees Fahrenheit”.

When you’re through flying you don’t know for sure when the next time the plane will fly again. Even if the schedule says it’s soon, that may not really happen. When the outside temperature is, or will be, below 50 degrees anytime soon make sure you use the horse blanket and shop-light “heaters” provided in each hangar.

Place the blanket on top of the cowling, tucking it into the cooling openings just behind the prop. This holds some of the heat (and all of the horses) in, helping to keep the engine above the 40 degree minimum temperature.

Place both (2) of the shop-light “heaters” inside the lower part of the cowling. This can be sort of tricky. Don’t attach the wire hangar on the shop lamp to anything plastic, or that has fuel in it. It may be possible to just lay them on the lower cowling face-up.

Plug both shop-lights into the thermostatically controlled dual receptacle and then plug the receptacle into the wall socket. The lights **MAY NOT** come on even when plugged in, but will come on if it gets cold enough. The on/off switch on the lamps has been made inoperative, so don’t try to

turn the lights on. The heat from the lights and the cowling blanket is enough to keep the block temperature above the 40 degree limit.

To measure the engine block temperature use the laser temperature gun located in each hangar.