



OCFC Newsletter

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- From the A/C Owners
- Upcoming Events

Lance Clouse - President

Chris Weldon - Secretary

Andrew Stephens - Treasurer

Peter Napoli - Chief Flight Instructor

Phil Holden - Board Member

Steve Kraus - Board Member

Linda Barker - Event Coordinator



South East Ramp Self Serve Fuel Station:

Co-op 100LL Self-Serve Fuel Prices as of 02/28/2022: \$4.54 per Gallon (Not available to the general public, SE Ramp Co-op only; Warrior and 182 only).

South West Ramp/Million Air:

100LL Full Service Fuel Price as of 02/28/2022: \$6.54



From the President, Lance Clouse (Commercial Pilot/CFI/AGI)

Hello fellow club members! Please let me introduce myself as the **new President** of the Club. I look forward to meeting each of you, hope to fly with you sometime, and encourage you all to call/text (954-892-0425) or email (metamorra@yahoo.com) me with any comments, questions, suggestions, or complaints. Below are some important current developments concerning the Club:

- **Membership Drive:** The Club is currently looking to add new members. As part of that initiative, the Club Board has approved to give a **credit of one month's dues** to a current member **for each new enrolled and active (i.e. dues-paying) member** that was referred by that current member. There is **no limit** on the number of new members you can personally refer to the club, so please tell your friends, family members, and co-workers about our Club, whether they're new to aviation or seasoned pilots, and help ensure the health and longevity of the Club.
- **New Chief Flight Instructor/Revised Aircraft Checkout Quizzes:** In addition, I am happy to report that the Board has appointed **Peter Napoli** as the Club's new **Chief Flight Instructor**. Peter and I have been working on revamping the checkout quizzes for the Club aircraft to make it easier for members to transition between each of the aircraft the Club has to offer. We are **revising the checkout quizzes** to require active members current on at least one of the aircraft to only have to take a **shorter, plane-specific quiz** to get checked out on another airplane. For example, if you have been flying the Club's Warrior but have not yet been checked out in the Club's 172 or 182, you would only have to take a shorter quiz about the 172 or 182 to ensure you are familiar with each plane's specific characteristics in order to get checked out to fly each of those planes. If you have been wanting to get checked out in another airplane, we encourage you to contact the Chief Flight Instructor or get with one of the Club's approved instructors soon and get started!
- **Southwest Ramp Access:** Furthermore, don't forget that the Club's new 172 is on the Southwest Ramp and will entitle members to now have ramp access to both the SE ramp and the SW ramp. You will need to get additional ramp access privileges for the SW Ramp to fly the 172. If you are a new member or your badge is up for renewal, it is a perfect time to add the SW ramp privileges to your badge. Please contact Lance Clouse directly via email or call/text, and we will submit the paperwork to the Sanford Airport Authority for processing.
- **Dues Increase:** Lastly, as with everything in this World, the costs to operate the Club and pay insurance premiums have continued to go up and up. The Club, as a not-for-profit organization, has attempted to keep dues and rates as affordable as possible, and I understand that the Club has never increased membership dues since the Club's inception. While the Club Board still strives to keep dues and rates as affordable as possible for its members, the Board has determined that the current membership dues with the Club's current number of members is unsustainable in the long term at current rates. Therefore, the Club Board has unanimously approved the necessary step to increase monthly membership dues from the current \$50 per month (\$150/quarter) **up to a new rate of \$60 per month (\$180/quarter)** for active members. The new rate will go into effect in the second quarter **starting on April 1, 2022**. Even with this incremental increase, the Club continues to be a very economical way to fly, being by far the lowest price flying option in the Central Florida area, with still low hourly plane rental prices and dues comparable to or less than other flying clubs in the area. On behalf of the Board, we appreciate your cooperation and understanding with the Board's difficult but necessary decision.

From the Aircraft Owners

N4785N — Cessna 182Q, Phillip Holden

First 25 hours of break in of new engine are done, and oil has been changed. Going forward, normal good engine procedures are in effect. Cruise at 70% power. See performance tables in POH. Mainly keep cylinder head temps below 400 degrees, and cruise at max of 380 degrees. Back off full throttle when able after takeoff. JPI warning light comes on at 400 degrees detected in any cylinder. When cruise altitude reached, follow JPI lean procedures. Cruise at 50 degrees rich of peak. To lean, do not use factory EGT gauge.

Press lean find button to enter lean mode, start leaning mixture. When leanest flashes on JPI display, push and hold lean find button to display first cylinder to lean and peak temp. Mentally subtract 50 from this displayed peak temp (with button depressed) and enrich mixture until temp decreases to desired 50 degrees below peak. Read JPI instruction manual and JPI checklist in console. Record any oil added in paper Log record sheet and limit oil quantity to 10 quarts.

N2961W — Piper Warrior PA-28-161, Steve Krauss

The Warrior will most likely be going down for a 100-hour inspection the first week of March, but will hopefully be out of maintenance and back in service very soon. Please check FlightCircle for any updates on availability.

N3639L — Cessna 172G, Lance Clouse

The 172 just recently went through a 100-hour inspection with WW Aviation in DeLand, and the 172 is now back in service. The A&P was able to address a minor oil leak emanating from a bad seal on the alternator, so oil drips on the nose gear wheel pant should hopefully be significantly reduced. In addition, we have removed the two inoperative VORs out of the airplane and are sending them off to an avionics shop for possible repair. The short term goal is to hopefully repair at least the VOR with glideslope capability to again provide for precision approaches and ensure light IFR capability in the 172. The longer range plan is to update the avionics with Garmin G5s/GI275s and a new WAAS GPS for more modern instrument flying and training capabilities. Due to the significant costs involved with an avionics upgrade and the necessary down time needed to install them, these types of upgrades do not happen overnight, but we will continue to keep the club and the board informed on the progress. Of course, the more the club flies the 172, the more we will be able to invest back into the plane, so we hope to see more members using the 172 for \$100 hamburger runs and VFR joyrides in the future.

Upcoming Events, Linda Barker, Events Coordinator

OCFC Bible Study: Proverbs

Who: Terry Krauss and Linda Baker hosting
What: A weekly study of the Book of Proverbs
Where: SE Ramp Pilot's Lounge
When: 6—8 PM Every Thursday until March 17th

March—Q1 Plane Clean and Wax

Who: All members
What: Plane Clean and Wash with Breakfast
Where: SE Ramp
When: 8:30 a.m. to 10:00 a.m. on Saturday, March 26th

June—Q2 Plane Clean and Wax

Who: All members
What: Plane Clean and Wash with Lunch BBQ
Where: SE Ramp
When: 10:00 a.m. to 1:00 p.m. on Saturday, June 18th

September—Q3 Plane Clean and Wax

Who: All members
What: Plane Clean and Wash with Breakfast
Where: SE Ramp
When: 8:30 a.m. to 10:00 a.m. on Saturday, September 3rd

November—Q4 Plane Clean and Wax

Who: All members
What: Plane Clean and Wash and BBQ
Where: SE Ramp
When: 12:30 p.m. to 3:30 p.m. on Saturday, November 5th

December—Christmas Banquet

Who: All members and families
What: Potluck Dinner
Where: SE Ramp Pilot's Lounge
When: 6-8 PM on Saturday, December 3rd