

Flywell Flying Club

Maintenance Checklists and Important Documents

For fastest access, click below on the section you want to go to – you will automatically go to that page.

Flywell Squawk Sheet.....	2
Flywell Tire & Gear Fluid Check	3
Flywell VOR Navigation Check Log	4
Flywell Oil Consumption Log	5
Flywell Aircraft Monthly Inspection Checklist	6
Flywell Aircraft Monthly Inspection Log.....	8
N1989E - Flywell Aircraft Monthly Inspection Log	9
N3015D - Flywell Aircraft Monthly Inspection Log	10
N336SC - Flywell Aircraft Monthly Inspection Log	11
N40033 - Flywell Aircraft Monthly Inspection Log	12
N336SC Aircraft Checkout Form (Key).....	13
Aircraft Weight & Balance Worksheet.....	17
Flywell Computer Instructions	18
For C182RG maintenance squawks, please contact:	20
For C172 maintenance squawks, please contact:.....	21
For Archer maintenance squawks, please contact:	22
For Lance maintenance squawks, please contact:	23
Flywell Logbook Tabs	24

Flywell Squawk Sheet

If you believe the problem is serious enough to ground the plane, please placard the plane and contact the maintenance officer and the next person on the schedule as soon as possible.

Name: _____	Maintenance Officer Notified: Y / N
Date: _____	Squawk Repaired: _____
Detailed description of problem: _____	

Name: _____	Maintenance Officer Notified: Y / N
Date: _____	Squawk Repaired: _____
Detailed description of problem: _____	

Name: _____	Maintenance Officer Notified: Y / N
Date: _____	Squawk Repaired: _____
Detailed description of problem: _____	

Flywell Tire & Gear Fluid Check

During your pre-flight and post-flight inspection, please inspect the two main tires and the nose tire for unusual wear. Also, please indicate if you add any fluid to the gear fluid reservoir. This will help us identify a gear system leak if this occurs. Please mark the date you began your flight, your name and pre-flight and post-flight condition of the tires.

[illegible]

Flywell VOR Navigation Check Log

Twin Cities Area VOR Test Facilities (VOT)

Minneapolis (MSP), 111.0 Ground based VOT usable airborne 2500 – 4000' MSL within a 15 mile radius of VOT
(The MSP VOT signal is occasionally available on the ground at ANE)

St. Paul (STP), 114.4 Ground based VOT

To use, tune in VOT. Set the omni-bearing selector to 0°, the CDI should center with a “FROM” indication. You may also set the omni-bearing selector to 180°, the CDI should then center with a “TO” indication.

[illegible]

Flywell Oil Consumption Log

Plane:

Date	Name	Tach	Hobbs	Pre-Fill Level	Quarts Added	Remarks

Flywell Aircraft Monthly Inspection Checklist

Date: _____

Hobbs Time: _____

Inspector: _____

Tach Time: _____

FLYWELL AIRCRAFT BINDER

- Aircraft & Engine Log in Cabinet & Current
- Operating Procedures Current
- Weight/Balance Data in Binder
- Time Critical Maintenance Current
- Oil Usage Checked
- Squawks Checked
- Spare Squawk, VOR & Oil Sheets in Binder
- Insurance Coverage Page
- Fuel Card

COCKPIT CHECK

- Airworthiness Certificate
- Certificate of Registration
- POH – Pilot Operating Handbook
- IFR Checklist
- VFR Checklist
- Minneapolis Terminal Area Chart
- Pen & Pencil
- ELT Test – 121.5
- Garmin 430 IFR database current?
 - Start Date _____
 - End Date _____
- CO Detector
 - Installed _____
 - Replace By _____
- MN Airport Directory
- Gear oil (182 & Lance)
- Clean Ash Trays & Carpet
- Gas Sampler
- Flashlight Batteries and Bulb
- Novus Windshield Cleaner & Soft Blue Towel
- Bug Spray & White Towel
- Spare Oil, Oil Filler Nozzle & Paper Towel
- Air Circulation Fan (172)
- Oil Additive (172 Only)
- Adapter for External Antenna (172)

INTERIOR LIGHTS

- Check Instruments
- Instrument Panel Lights
- Radio Lights
- Courtesy Lights
- Interior Lights
- Panel Lights
- Map Lights
- Door Post Map Light – Red & White (172)
- Gear Green & Amber (182 & Lance)

EXTERIOR LIGHTS

- Landing & Taxi Lights
- Beacon
- Strobes
- Nav Lights – Each Wing & Tail

FULL PREFLIGHT

- Tow Bar
- Prop/Spinner Condition
- Nose Strut Inflation
- Cowling Screws Tight
- Alternator Belt
- Air Filter (Opening on pilot side of engine cowling)
- Gas Caps & Seals
- Tires/Brakes Condition
- Pitot Heat
- Flap Operation
- Stall Warning Horn
- Static/Pitot Ports (2 Ports on 182)
- Control Lock
- Gear Selector Down (182 & Lance)
- Gear Warning Horn (182 & Lance)
- Control Movement
- Rudder Cables
- Fire Extinguisher (Green & Safety Pin in place)
- Wing/Elevators/Rudder/Stabilizer Edges & Tips
- Gear squat cable and locking mechanism (Lance)
- Tire Pressure & Condition

	Nose	Mains	Install Date	Rotated Date
172	31 psi	29 psi		
Archer	18 psi	24 psi		
182	50 psi	68 psi		
Lance	35 psi	38 psi		

• Oil

	Min. Level	Max. Level	Current Level	Changed at Tach Time
172	4 qts.	6 qts		
Archer	2 qts.	8 qts		
182	5 qts.	8 qts		
Lance	2.75 qts.	12 qts		

• Strut Inflation

	Main Gear	Nose Gear
182	N/A	55 psi w/no load
Lance	4.0 inches	2.6 inches

SQUAWKS & LOG NOTES:

Flywell Maintenance Officers:

The time critical maintenance sheets follow over the next several pages. There is a generic sheet along with similarly formatted sheets for each individual plane.

The individual sheets allow you to enter the long-term information so that you will not have to write it in each time. It also eliminates the information not specific to your plane.

Directory:

Page 3 – Generic

Page 4 – 172

Page 5 – 182

Page 6 – Lance

Flywell Aircraft Monthly Inspection Log

Date & Time Critical Items

Plane: _____

Hobbs Time: _____

Inspection Date: _____

Tach Time: _____

Item	Interval	Last Performed Date/Tach	Due Date/Tach	Checked
Oil Change	50 hours	XXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXX	•
Annual Inspection	12 months			•
Transponder, Altimeter, Static System	24 months			•
ELT Battery	2 years			•
ELT Inspection	Annual			•
Engine Overhaul				•
Prop Overhaul				•
State License Sticker	Annual			•
CO Detector	3 months			•
Recurring Airworthiness Directives				
172				
80-04-03 R2 Oil Additive	50 hours			•
87-20-03 R2 Seat Rail	12 months			•
98-02-08 Crank Shaft				•
93-05-06 Ignition Switch	2,000 hours			•
96-12-07 Magnetos	500 hours			•
Archer				
182				
76-07-12 Bendix Switch	100 hours			•
96-12-07 Bendix Impulse Coupling	500 hours			•
87-20-03 R2 Seat Track Inspection	Annual			•
Clean Gear Reservoir High Pressure Screen – Not an AD	100 hours			•
Lance				

Total Time Airframe = _____ Prior Tachs + _____ Current Tach = _____ Total Time Airframe

Hours since Major Overhaul = _____ Current Tach - _____ OH Time = _____ SMOH

N1989E - Flywell Aircraft Monthly Inspection Log

Date & Time Critical Items

N1989E
Cessna 172
1978 Model 172N
Serial # 17271110

Inspection Date:

Hobbs Time:

Tach Time:

Item	Interval	Last Performed Date/Tach	Due Date/Tach	Checked
Oil Change	50 hours			•
Annual Inspection	12 months	11/1/00	12/1/01	•
Transponder, Altimeter, Static System	24 months	6/1/01	7/1/03	•
ELT Battery	2 years	3/6/01	1/1/03	•
ELT Inspection	Annual	11/1/00	12/1/01	•
Engine Overhaul	2000 hours	2/5/99 816.0 Tach	2816.0	•
Prop Overhaul		6/25/99 951.0 Tach	TBD	•
State License Sticker	Annual	6/30/01	7/1/02	•
CO Detector	3 months			•
Recurring Airworthiness Directives				
172				
80-04-03 R2 Oil Additive	50 hours			•
87-20-03 R2 Seat Rail	12 months			•
98-02-08 Crank Shaft				•
93-05-06 Ignition Switch	2,000 hours			•
96-12-07 Magnetos	500 hours			•
				•
				•

Total Time Airframe = _____ Prior Tachs + _____ Current Tach = _____ Total Time Airframe

Hours since Major Overhaul = _____ Current Tach - _____ OH Tach Time = _____ SMOH

N3015D - Flywell Aircraft Monthly Inspection Log

Date & Time Critical Items

N3015D
Piper Archer II
1978 Model PA28-181
Serial # 28-7990171

Inspection Date:

Hobbs Time:

Tach Time:

Item	Interval	Last Performed Date/Tach	Due Date/Tach	Checked
Oil Change	50 hours			•
Annual Inspection	12 months			•
Transponder, Altimeter, Static System	24 months			•
ELT Battery	2 years			•
ELT Inspection	Annual			•
Engine Overhaul	2000 hours			•
Prop Overhaul				•
State License Sticker	Annual	6/30/01	7/1/02	•
CO Detector	3 months			•
Recurring Airworthiness Directives				
				•
				•
				•
				•
				•
				•
				•

Total Time Airframe = _____ Prior Tachs + _____ Current Tach = _____ Total Time Airframe

Hours since Major Overhaul = _____ Current Tach - _____ OH Tach Time = _____ SMOH

N336SC - Flywell Aircraft Monthly Inspection Log

Date & Time Critical Items

N336SC
Cessna Skylane RG
1977 Model R182
Serial # R18200022

Inspection Date:

Hobbs Time:

Tach Time:

Item	Interval	Last Performed Date/Tach	Due Date/Tach	Checked
Oil Change	50 hours			•
Annual Inspection	12 months	2/28/02 Tach 512.4	2/28/03	•
Transponder, Altimeter, Static System	24 months	11/06/02	11/30/04	•
ELT Battery	2 years	07/01/01	07/31/03	•
ELT Inspection	Annual	2/28/02 Tach 512.4	2/28/03	•
Engine Overhaul	2000 hours	142.9	2142.9	•
Prop Overhaul (TBO or 72 Months)	TBO	142.9	2142.9	•
State License Sticker	Annual	6/30/01	7/1/02	•
CO Detector	3 months			•
Gyro Filter	500 hours	512.4	1012.4	•
Recurring Airworthiness Directives				
76-07-12 Bendix Switch	100 hours			•
96-12-07 Bendix Impulse Coupling	500 hours	512.2	1012.2	•
87-20-03 R2 Seat Track Inspection	Annual	2/28/02	2/28/03	•
Clean Gear Reservoir High Pressure Screen – Not an AD	100 hours	512.4		•
				•
				•

Total Time Airframe = 5491.9 Prior Tachs + _____ Current Tach = _____ Total Time Airframe

Hours since Major Overhaul = _____ Current Tach – 142.9 OH Tach Time = _____ SMOH

N40033 - Flywell Aircraft Monthly Inspection Log

Date & Time Critical Items

N40033
Piper Lance
1977 Model PA32R-300
Serial # 32R-7780509

Inspection Date:

Hobbs Time:

Tach Time:

Item	Interval	Last Performed Date/Tach	Due Date/Tach	Checked
Oil Change	50 hours			•
Annual Inspection	12 months			•
Transponder, Altimeter, Static System	24 months			•
ELT Battery	2 years			•
ELT Inspection	Annual			•
Engine Overhaul	2000 hours			•
Prop Overhaul				•
State License Sticker	Annual	6/30/01	7/1/02	•
CO Detector	3 months			•
Clean Fuel Screen in the strainer and in the injector (Recommend in POH Section 8.21)	50 hours			•
Brake Fluid Reservoir (Recommended in POH Section 8.13)	100 hours			•
Clean Engine Air Filter (Recommended in POH Section 8.11 B)	50 hours			•
Recurring Airworthiness Directives				
				•
				•
				•
				•
				•
				•

Total Time Airframe = _____ Prior Tachs + _____ Current Tach = _____ Total Time Airframe

Hours since Major Overhaul = _____ Current Tach - _____ OH Tach Time = _____ SMOH

N336SC Aircraft Checkout Form (Key)

Aircraft Make: Cessna

Model: 182RG

Year: 1977

This aircraft checkout form is for complex and non-complex single engine aircraft.

Pilot Information

Name _____ Date _____

Ratings _____

Medical Certificate Class _____ Expiration Date _____

Last Biennial Flight Review _____ Expiration Date _____

Airplane Single Engine Land flight time in the last 90 days _____

Number of takeoffs and landings in ASEL category & class in the last 90 days _____

Number of night takeoffs and landings in ASEL category & class in the last 90 days _____

Do you meet the FAR requirements to be Pilot In Command of this aircraft and carry passengers?

Day: Yes _____ No _____ Night: Yes _____ No _____

Total IFR flight hours (both actual & simulated) flown in the last 6 months _____

Total number of Instrument Approached flown in the last 6 months _____

Are you IFR current to be Pilot In Command in Instrument Meteorological Conditions: Yes _____ No _____

If applicable, do you have the required CFI endorsements to fly this aircraft: Yes _____ No _____

Aircraft Operating Speeds

What is the normal rotation speed (V_r)? 50 knots

What is the normal climb-out speed? 70 to 80 knots

What is the best rate of climb speed (V_y)? 88 knots

What is the best angle of climb speed (V_x)? 64 knots

What is the normal cruise speed? 143 knots

What is the maximum flap extended speed (V_{fe})? 140 knots at 10° flaps, 95 knots more than 10° flaps

What is the maximum landing gear operating speed (V_{lo})? 140 knots

What is the maximum landing gear extended speed (V_{le})? 140 knots

What is the approach-to-landing speed? 65 to 75 knots

What is the stalling speed in the landing configuration (V_{so})? 37 knots

What is the clean, gear-up stall speed (V_s)? 42 knots

What is the stall speed in a 60-degree bank with full flaps? 52 knots w/ rear COG, 54 w/ fwd COG

What is the stall speed in a 60-degree bank with 0 flaps? 57 knots w/ rear COG, 59 w/ fwd COG

What is the design maneuvering speed (V_a)? 112 at maximum gross weight, 89 at min. weight

What is the never-exceed speed (V_{ne})? 182 knots

What is the normal operating speed range? 42 to 143 knots

What is the maximum structural cruising speed (V_{no})? 143 knots

What engine-off glide speed will give you the maximum glide range (V_g)? 80 knots at maximum gross weight, 64 knots at minimum gross weight

What is the maximum demonstrated crosswind component for the aircraft? 18 knots

Is this an operating limitation? Yes _____ No XXXXX

Traffic pattern speeds: Downwind 90 kts Base 80 kts Final 70 kts Landing 65 kts

Use the following data to answer the following questions:

OAT 90 degrees; Press Alt 4,000 feet; Full gross weight; Winds 090 degrees at 10 Kts; Grass runway:

What is the takeoff distance to clear a 50-foot obstacle? 2844 feet

What is the landing distance to clear a 50-foot obstacle? 1838 feet

General Aircraft Information

Does the aircraft have a current and original airworthiness certificate? Check pocket on pilot side of 182

Does the aircraft have a current registration certificate? Check pocket on pilot side of 182

If required by ICAO, does the aircraft have a current radio station license? Not required

Does the aircraft have a current weight and balance data sheet? Check aircraft binder

Have all inspections and airworthiness directives been complied with? Verify with 182 maintenance log

What is the type, make, and model of the engine? Carbureted, 6 cylinder, air cooled, direct drive, Lycoming O-540-J3C5D

What is the power output of the engine? 235 HP

Is the propeller fixed pitch or variable? Constant Speed

Type of fuel control – carburetor, fuel injection, other? Carburetor

If carburetor, when do you use carburetor heat? If carb ice is suspected from engine roughness or loss of RPM when landing.

Is there an alternate air source? Yes When is it used? If air flow is blocked – i.e. snow, freezing rain, etc.

Describe the electrical system. 28 volt DC w/ 60 amp alternator and 24 volt, 14 amp battery. Power is supplied by the primary and avionics buss bars.

Do you know the location of the critical fuses or circuit breakers for the landing gear, flaps, landing lights, and generator / alternator? _

Describe how the heater functions. Heat is provided by the heater muff attached to the exhaust system.

What is the proper tire pressure for the nose gear? 50 psi

What is the proper tire pressure for the main gear? 68 psi

Fuel and Oil

Describe the fuel system. – Gravity feed, left tank is vented below the wing, right tank has a vented cap. The system has a four position fuel selector, strainer, manual primer and carburetor.

What type of fuel is used? 100 Low Lead What is its color? Light Blue

If there is an approved alternate fuel, what is it? 100 Grade Aviation Fuel (Green)

What is the number, location, and capacity of the fuel tanks. 2, 1 each wing, 80 gallons total, 75 gallons usable.

What is the total number of gallons of usable fuel? 75 gallons

How many fuel sumps are there and where are they located? 3, one under each wing and one in engine compartment.

How do you drain the fuel sumps? By pressing a fuel strainer on wing drains and pulling strainer knob in engine compartment.

Describe the oil system. Supplied by sump at base of the engine. Oil is drawn from the sump through a filter screen on the end of a pickup tube to the engine driven oil pump. Oil passes through the engine and an oil cooler.

What is the type and weight of the oil used? Phillips XC 20W50

What is the minimum and maximum oil levels for the engine?

Minimum # Quarts 5 quarts Maximum # Quarts 8 quarts

Does the aircraft have an inverted fuel / oil system? Yes _____ No XXX

Landing Gear System

Is the landing gear fixed, manual, hydraulic, or electric? Retractable with electrically driven hydraulic power pack.
If retractable, what is the alternative procedure for lowering the gear? 1. Select gear down 2. Pull manual gear handle forward 3. Pump handle vertically (Do not pump with gear up selected!)

Aircraft Weights

What is the aircraft's gross weight? 3100 pounds

What is the aircraft's empty weight? 1844 pounds (Check current weight and balance for accuracy)

What is the aircraft's Zero Fuel weight? Does not apply to this aircraft

What is the aircraft's useful load? 1255.7 pounds (Check current weight and balance for accuracy)

What is the aircraft's gross takeoff weight? 3100 pounds

What is the aircraft's gross landing weight? 3100 pounds

What is the maximum allowable weight the aircraft can carry in its baggage compartment(s)?

120 pounds in compartment A, 80 pounds in compartment B (upper), 200 pounds combined maximum.

Performance Planning

How much useful load can the aircraft carry with full fuel? 805.7 pounds

How many pounds of baggage can this aircraft carry with full fuel and each seat occupied by a 170-pound passenger? 45.7 pounds

Solve the following weight and balance problem for a maximum range flight with yourself and a 170-pound passenger in each remaining seat.

What is the gross weight? Take-off weight 3075.3 pounds (Gross Weight = 3100 pounds)

What is the center of gravity? 41.5

Is the flight within the weight and balance envelope? Yes

How much fuel can you carry with no baggage? 75 gallons (Full Tank)

How long can you fly? 4.9 hours with 45 minute reserve

With full fuel, allowing for a 45-minute fuel reserve, what is the maximum fuel endurance at 65% power at 5,000 ft PA, standard conditions, lean mixture, zero wind, 2,500 RPM and gross weight? 5.5 hours

What is the TAS at 5,000 ft. PA and 65% power? 143 knots

What RPM and Manifold Pressure combination yields 75% power at 4,000 ft. PA at standard conditions?

RPM 2400 Manifold Pressure 21" (gives 73%)

What is the fuel flow per hour at 75% at 4,000 ft. PA with standard conditions? 13.6 GPH

What takeoff distance is required to clear a 50 ft. obstacle at gross weight at a pressure altitude of 6,000 ft. and 75 degrees Fahrenheit? (Assume no wind and a hard surface runway.) 3310 feet

What would the answer be if the takeoff was made at a sea-level pressure altitude grass surface runway?
1745 feet plus 10% of 910 foot ground roll = 1836 feet

Would high humidity increase or decrease this distance? Increase

Why? Increased density of air decrease aircraft performance.

Aircraft Checkout Approval

The above named pilot has satisfactorily completed the checkout for this aircraft.

CFI Name _____

CFI Signature _____

Certificate # _____

Date _____

Aircraft Weight & Balance Worksheet

Aircraft: _____ N: _____ Year: _____ S/N: _____

Max Weight: _____ Empty Weight: _____ Useful Load: _____

Weight & Balance Calculations

Item	Weight	Arm - CG	Moment
Basic Empty Weight			
Fuel – Station 1			
Fuel – Station 2			
Passengers – Seats 1 & 2			
Passengers – Seats 3 & 4			
Passengers – Seats 5 & 6			
Baggage – Station 1			
Baggage – Station 2			
Total			
Weight & CG Limits For This Aircraft			

Weight & Balance Calculations

Item	Weight	Arm - CG	Moment
Basic Empty Weight			
Fuel – Station 1			
Fuel – Station 2			
Passengers – Seats 1 & 2			
Passengers – Seats 3 & 4			
Passengers – Seats 5 & 6			
Baggage – Station 1			
Baggage – Station 2			
Total			
Weight & CG Limits For This Aircraft			

Weight & Balance Calculations

Item	Weight	Arm - CG	Moment
Basic Empty Weight			
Fuel – Station 1			
Fuel – Station 2			
Passengers – Seats 1 & 2			
Passengers – Seats 3 & 4			
Passengers – Seats 5 & 6			
Baggage – Station 1			
Baggage – Station 2			
Total			
Weight & CG Limits For This Aircraft			

Notes: _____

Flywell Computer Instructions

Club Scheduling on AircraftClubs.com

Click on the Internet Explorer logo. This will automatically dial up our ISP for internet access. The home page is set to AircraftClubs.com. Please update the schedule when you return from your flight.

Please leave the computer turned on at all times. The computer will automatically go into a standby mode after a period of no use. When you are finished, you should turn off the monitor to conserve energy.

Here is a partial list of available software:

Internet Explorer for Scheduling and Weather – Both our home page, Fly-Well.org, and our scheduling system, AircraftClubs.com, are listed in the favorites section. The favorites section also contains links to some of the most popular aviation and weather sites. Be sure to take advantage of the MN Dot Aviation Weather which is really live DTN Aviation Weather. The username and password are both “mndot”.

Flight Planning – Both the GTE Duats and DTC Duats software packages are loaded. You can choose to either click on the desktop icon to use the Windows version of the software or you may choose to access either site online through the “Favorites” section of Internet Explorer. There is also a crosswind computer to calculate the crosswind component as well as a cross-country flight planner tool.

Garmin Simulators – Both the Garmin 430 and 530 simulators have icons on the Windows desktop. The user manuals can be located by clicking on the “Flywell Documents” folder and then going to the “Flywell Operator Manuals” folder.

King Test Software – King VFR and IFR written exams are available for practice. Take a simulated FAA test to see how you would score.

FAA Aviation Safety Program – The PAVE program was designed to help pilots determine appropriate personal minimums.

Aviation Consumer Articles – By clicking on this folder, you will have access to copies of a wide variety of articles including reviews of both single and multi-engine aircraft, pilot accessories, engine information and much more.

On Top – On Top is an excellent IFR flight simulation device. It contains several aircraft models including one for a Cessna 182RG. It is fully functional, though approaches are limited to the Helena, Montana Regional Airport. Approach plates for all approaches are attached.

Thank you to Mark Bakko for donating the Micron Millennia computer and Epson printer and John Biancini for the computer desk and chair. We would appreciate the donation of a quality USB joystick which will allow people to use the On-Top IFR Simulator which is loaded on this system.

Before leaving . . .

Please clean the bugs off the plane
and windshield

and

Remember to update the aircraft
schedule on the computer in the
office

Thank You!

Did you close your flight plan?

Did you write down any new squawks in the aircraft
binder and on the bulletin board as well as notifying the
maintenance officer for the plane?

For C182RG maintenance squawks, please contact:

Maintenance Officer:

Tom Ahonen

612-940-4427 – Cell Phone and Voice Mail

763-792-1897 – Home Phone

ahonen@mindspring.com – E-mail

If you suspect that the plane will have to go down for maintenance, please contact the next scheduled pilot as soon as possible so they can make alternate arrangements. If you contacted the next pilot, thank you! Please let me know that you have contacted the next pilot(s) when you leave a message or e-mail related to the squawk.

For C172 maintenance squawks, please contact:

Maintenance Officer:

Kevin King
651-486-8556 – Home Phone
kingkevinkris@msn.com

If you suspect that the plane will have to go down for maintenance, please contact the next scheduled pilot as soon as possible so they can make alternate arrangements. If you contacted the next pilot, thank you! Please let me know that you have contacted the next pilot(s) when you leave a message or e-mail related to the squawk.

For Archer maintenance squawks, please contact:

Maintenance Officer:

Paul Lundh

Work: 763-514-1415

Home: 651-638-9368

Pager: 612-880-3816

E-mail Work: paul.lundh@medtronic.com

E-mail Home: paullundh@skypoint.com

Work Schedule: Mon., Weds., Thur., Fri. 8 a.m. – 5 p.m.

If you suspect that the plane will have to go down for maintenance, please contact the next scheduled pilot as soon as possible so they can make alternate arrangements. If you contacted the next pilot, thank you! Please let me know that you have contacted the next pilot(s) when you leave a message or e-mail related to the squawk.

For Lance maintenance squawks, please contact:

Maintenance Officer:

Rich Fink

Home: 651-631-8799

E-mail: rjfink@attbi.com

If you suspect that the plane will have to go down for maintenance, please contact the next scheduled pilot as soon as possible so they can make alternate arrangements. If you contacted the next pilot, thank you! Please let me know that you have contacted the next pilot(s) when you leave a message or e-mail related to the squawk.

Flywell Logbook Tabs

Time Log

Time Log

Weight &
Balance

Weight &
Balance

VOR Log

VOR Log

Squawks

Squawks

Oil
Consumption

Oil
Consumption

AD Status /
337 Forms

AD Status /
337 Forms

Aircraft
Inspection Logs

Aircraft
Inspection Logs

Flywell
Phone List

Flywell
Phone List

Insurance &
Miscellaneous

Insurance &
Miscellaneous

Maintenance
Inspection

Maintenance
Inspection