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November 2024 Newsletter

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## Rates Update

Fuel prices are down a bit and so are the hourly's.

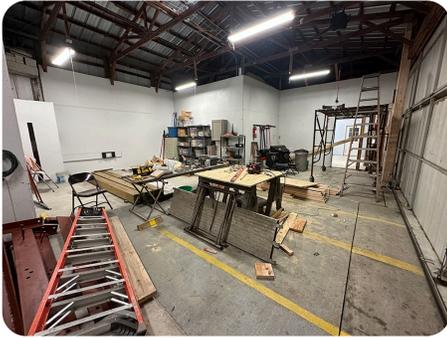
The new self-serve pump has been working well!

- 172 \$101
- Archer \$111
- 182 \$172
- Lance \$193

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## Hangar repairs are in full swing

After months of planning, coordination, and permits the post repair project has begun! We are starting with the 172 bay since it's in the worst shape. Please be



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## Hangar security

We are working with the contractor to make sure the hangar is still secure at all times however, there may be some days where the hangar door won't be able to be locked. We installed a locking handle between the Archer bay and the office. Please make sure this doorway is locked when you leave the hangar to minimize our exposure.





## Where are the airplanes?

As we continue the repairs through the hangar bays we will store the aircraft at Atlantic. **The 172 is currently at Atlantic.**

Call Atlantic before your flight so they can pull the aircraft out.

763-780-2802

Since email has been somewhat unreliable, we will also have a squawk in for the location of the aircraft if it is NOT at the Flywell hangar.

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# Archer Upgrades

The Archer is at RC Avionics getting its upgrades. The process is going well and is on time! Next week will be the installation of our new toys!



## 182 is finally being looked at!

Buldoc retrieved the 182 engine this week and have begun their inspection process on it. After that inspection they will let us know the next course of action, which is

# Club Financials and Member Loans

As you can see, we have a lot “in-flight” for our club. These improvements will keep the club and *your* membership shares strong.

**We are looking for \$40,000 in member loans** to support the hangar repair project this fall/winter. We will have a formal loan document for you. Interest rate will be 4% and paid each June.

We are looking for one of two options:

1. An 8 year loan amortized over the 8 years, one payment a year in June of each year.
2. An annual loan to the club. The loan could be renewed by you each year. The loan would be renewed each June for an additional year, if you want.

**Please reach out to Mark Bakko** if you are able and willing to help with this financing. If we are unable to have members finance the project we will go to the bank but we'd rather members benefit from the interest payment instead of the banks!

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## I hanks Dave!

Dave Hovde is transferring his membership to his daughter and son-in-law, Alison and Ben. Dave has been an active member of Flywell for almost 20 years. He was the “hangar guy” for a long time and had a few seasons where he valiantly tried to grow grass. He has been a consistent volunteer across many Flywell events and is a prime example of what Flywell is about. We all appreciate your contributions over the years, thanks Dave!

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## Scholarship Winner

We had a handful of strong candidates for our 2025 scholarship. We are happy to announce that it was awarded to **Daniel Simones!**



time.

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## Zach is available!

Zach has been checked-out for checkouts! Our newest member-CFI has been cleared for A/C checkouts on the 172 and Archer. If you need a checkout, BFR, or want some training on the new avionics, give Zach a call! (763) 234-4532 [zachlknapp@gmail.com](mailto:zachlknapp@gmail.com)

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## Lance MO

Flywell's "Top Gun" Steve S. will be taking over as the Lance maintenance officer.

If you report a squawk and he gives you that look, just remember.... it's the only one he's got!



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## Winter Ops

- Tanis heaters should be plugged in with cowl blankets on. Engines need to be warm before starting
- After starting watch the oil pressure and it should be in the green 30s after starting. Might even take longer but watch closely for the first minute.

hinders oil circulation which can cause metal on metal operation within the engine

- 182/Lance – in cold temperatures close the cowl flap during the taxi and run up to help the engine warm up
- In the run up area – allow the engine temperature to enter the green before increasing RPM for the mag/prop check
- Descents: gradual power reductions during descent from cruise to pattern altitude. For the fixed propellers, a few hundred RPM reduction at a time – gradual power reductions. In the constant speed airplanes, a few inches of manifold pressure reduction every 1—2 minutes. Tip: displaying the CLD parameter on the JPI is a great way to monitor the “shock cooling” on the engines. If you keep the CLD temperature rate under 20 deg/min in the winter, you are a rock star. Once you are in the pattern, be smooth with reductions but operational safety is paramount
- Advancing mixture – anytime of year, advancing the mixture too fast can shock cool the engine. So good to be extra cautious with mixture changes in the winter too.

Remember that these airplanes don't work as well in the cold. Rubber is stiff, instruments need pre-heat, everything takes longer.

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## Instrument Ground School Course

North Star Flyers is hosting their instrument ground school course again this winter, taught by Cheryl Daml, Ellen Quist, and Jack Shelton. This course is designed for rated private pilots looking to get an instrument rating, instrument-rated pilots seeking a refresher, and CFI-Instrument candidates looking to brush up their instrument knowledge. We will cover all subjects pertinent to the instrument rating knowledge test, as well as discuss real-world instrument flying

Dates: Mondays and Thursdays, January 27th to March 13th

\*\*Note: we will not have class on February 17th and 20th\*\*

Time: 6pm to 9pm

Location: Atlantic Aviation at ANE

Cost: \$500 per person (covers materials—see below—and 36 hours of ground instruction)

Materials provided include a 2025 FAR/AIM book, ground school course book, instructional handouts, and snacks for each class. We highly recommend bringing an iPad/tablet with ForeFlight/Garmin Pilot for each lesson, as we will use them for various activities throughout our lectures. As in previous years, we are working to have a filmed/streamed version of each class session in the event you cannot participate in person or would like to review later. Of course, we strongly recommend in-person attendance, as you get the maximum value out of class when you are in the room to ask questions and work with other students (also, did we mention there are snacks?).

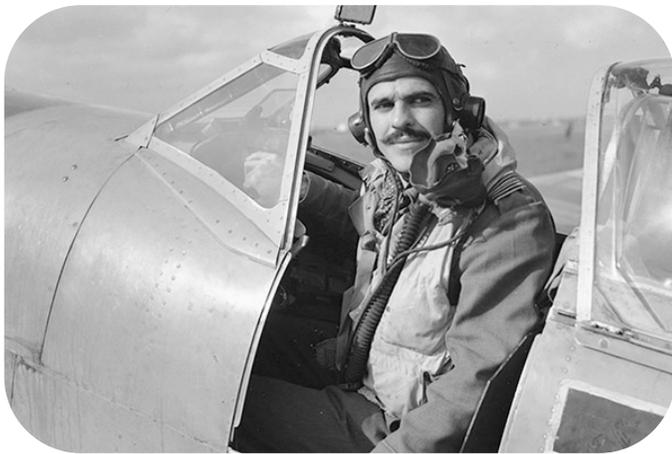
[Sign up here!](#)

Due to classroom constraints, registration is limited to 20 participants and will close on December 13th. If you register for the course, we will send a follow-up email in January with final details and payment information. In the meantime, if you have any questions, please feel free to reach out to Cheryl ([cdaml@msn.com](mailto:cdaml@msn.com)) or Ellen ([quist.ellen.e@gmail.com](mailto:quist.ellen.e@gmail.com)).

Ellen, Chery, & Jack

denial because of the mild fall BUT we have to be ready to act.

[Please go grab a snow patrol slot.](#)



## Hangar Ace

Our hangar ace this month is:

**Mat Terwilliger**



## Snow Patrol

On patrol this month is:

**Sign up now!**

*Thank you to all our volunteers for helping control our costs  
and making Flywell an amazing club!*

### **Board**

- JJ Parker, President
- Mark Bakko, Treasurer
- Avram Scheiner,  
Secretary
- Kurt Olson, Director
- Marc Tellevik, Director

### **Maintenance Officers**

- 172 - Avram Scheiner
- Archer - Tim Hawkes
- 182 - Ben Richter
- Lance - Steve Schwister
- Hangar - Fred Ames
- Supplies - Mark Hapka
- Data - Mat Terwilliger
- Plane Wash - Jeff Fjeld

### **Club CFI's**

- Paul Wikstrom
- Kurt Olson
- Jim Schultze
- Norm Lindsey
- Zach Knapp

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## **Maintenance Reports**

### **C172**

**Aircraft is flying well**

### **Archer**

**Aircraft is flying well**

- At RC for upgrades

# Lance

## Flying well

# Hangar

- Post repair work has begun
- Popcorn scraped off the Archer ceiling

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## Upcoming Events

- **Board Meeting**  
Wednesday, December 4th,  
7pm
- **Winter Banquet**  
Saturday, January 11th



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Happy flying,  
- JJ & the Flywell board

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