



## Aircraft Care and Feeding

### **Oil**

- Only full quarts of oil are to be added when oil is needed.
- Oil does NOT need to be FULL - Refer to checklist for recommended range.
- Overfilling the oil does one thing - Make the belly of the plane dirty
- Extra oil is stored in the hangar refrigerator.
- If you use oil from the box of in the baggage compartment, be sure to replace for the next pilot.

### **Fuel**

- All plane engines are to be operated **rich of peak** despite what you read in the latest aviation magazine.
- Only 100LL (Blue) fuel is to be used.
- Gas tanks must be topped off at VLL no matter how short your flight was.
- Gas tanks are to be filled to the bottom of the tab on the lip of the tank.

### **Airframe**

- Clean bugs from the plane after EVERY flight. Do not forget, cowl, spinner, struts, landing gear, or elevator.
- Use a clean TERRICLOTH towel with plain water to remove bugs.
- DO NOT USE scotch bright pads or other abrasive scrubbers.

### **Windscreen**

- Clean the windshield with a CLEAN MICROFIBER CLOTH.
- Liberal use of Kleer-to-Land is encouraged. Rubbing a dry windscreen will produce scratches.
- DON'T rub in circles (rubbing in circles can cause a halo effect to develop.)
- DO rub up and down on the windshield, not horizontally.
- If you save a flight plan in the GPS or if you enter custom waypoints, return the GPS to factory settings when your flight is concluded.

### **Cold Weather Operations**

- Engine blankets and heaters will be utilized from mid-October through mid-April depending on the weather trends. Be sure to put them back on after your flight even if you think the weather is warm.
- Starting a cold soaked engine can take 100 hours off its life.
- Unplug engine heaters from the wall before unplugging from or plugging into the plane engines. There is a possibility of a spark in the engine compartment.
- If stopping more than 2 hours when it is below 32 degrees, plan ahead and expect to plug-in, pre-heat before departure, or arrange for a heated hanger.

### **Common Courtesy (should be more common)**

- When recording your Hobbs and Tach reading, if the next number is beginning to show, round it up. Record 5 digits XXXX.X
- Once you have started an engine, don't linger in the hangar alley or do your run up. Taxi to the run up area for your pre-flight run up etc. Someone may be waiting to get in the ramp and the noise can be very annoying.
- If you use Ballast Bags (check impact on weight and balance you may be surprised) please remove after your flight.
- Ballast Bags are to be returned to Hangar M6 after use.
- When returning to the hangers, do not put the tail to an open hanger door. It just blows dust and paper around the hangers.