



BOT Meeting
2/13/2025 @ 7 PM
Club House
(Thursday)

Membership meeting
2/15/2025 @ 9 AM
CAP Building
(Saturday)

Message from the President



Members,

Great news for the club as we are again publishing the monthly newsletter, so stay tuned. For you newer members, you will find the club newsletter a valuable publication for safety issues, announcements, aviation news and general club activities.

I am very honored to be the President again of this great club. I have been a member for approx. 15 years, the Safety Officer , BOT member and President from 2020-2022.

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The MAFC has always been a great club, but over the years our growth, the aging of the fleet, changes in aviation avionics, and the enhancing of our financial strength has called for ongoing and active management. I have said for years that we are a club and not a business, but the club needs to be run like a business to ensure its success. Over the years many changes have been implemented that have served to improve operations tremendously. That will continue. My goal is pretty simple; continue to keep us as the best flying club around, improve the fleet, add to avionics, focus on continued financial strength, always look for areas that could use improvement, and enhance the membership experience.

Thank you and fly safe. Joe

2025 MAFC Elected Members



Janis Blackburn



Nick Billows



Tom Griffin



Mark Sheprow



Dave Trulli



Jon Stumpf



Darren Mattos
Vice President



Dave Shields



John Demillio



Patrick Milando

Using the Pre-heater by Bill Butler

As the thermometer drifts lower and lower, the need to preheat the engine increases. The lower temperatures thicken the engine oil reducing the flow rate especially between bearings and parts that come into contact under pressure. Because of this, starting a cold engine increases the friction between parts and results in unnecessary wear.

Please see the Club Rules and Regulations on the subject of cold weather operations. They are contained in Section VI Operations, General, Paragraph.

1) When the outside temperature is between 10°F (-13°C) and 25°F (-4°C), proper cold weather techniques, including external preheat, are mandatory. A member must be familiar with the preheating equipment and procedure techniques; Club instructors can provide checkout on use of the equipment.

2) When aircraft engine components are below 10°F (-13°C), the engine SHALL NOT be started until the pilot determines the aircraft engine components have risen above 10°F (-13°C). Cold weather techniques apply until engine component temperatures rise above 25°F (-4°C).

Although the R&R's state to preheat at or below 25°F, best practices would suggest to preheat at 32°F or lower

Preheating is accomplished using our Red Dragon unit. Instructions on its use are located with the preheater and there is a video which can be viewed on Flight Circle. If you have not used the preheater in the past or want a refresher, you will want to be checked out by a CFI or any of our officials.



One change has been made to the equipment in that we are now required by the Lakewood Fire Marshal to store the propane tanks outside of the tent structure. To meet this requirement, the tanks are now stored in the blue box that is just across the walkway.

1. Take one of the three propane tanks and connect it to the preheater. There are three propane tanks in the box but none are marked. However, I believe two belong to JAC and the older one to us. We will eventually get them identified, but in the meantime, use any one of them. The Fire Inspector also told us to remove the battery from the unit. The battery is now in a plastic locker located at the corner ramp side of the trailer. The trickle charger is attached, and the battery should be returned to the locker and trickle charger reattached after using the preheater.
2. The preheater's propane hose needs to be connected to the tank and it is a left-hand thread. A fixed size, open-ended wrench to make the connection is available, but pliers may also be available if the wrench is missing.
3. To use the preheater follow the instructions with the preheater. If in doubt on the procedure, get with a CFI or Club BOT member. There is also a short video on Flight Circle. We will give a demo at the next MAFC meeting.
4. Note, the aluminum hose gets very hot so be sure you use the gloves on the wagon.
5. After the preheating is completed, turn off the propane tank gas valve to stop the heating but leave the fan running for a few minutes to allow the unit to cool down. The propane tank must then be disconnected and put back in the metal storage box.

See detailed video at: https://youtu.be/CFb4POMh_0l



NOTE: Mark Herega will be conducting a program at the February meeting that will be a companion piece to this article but will contain new information dealing with composite wings and how to insure proper heating has been conducted