

Blue Sky News!

The steamy Dog Days of summer are here. This term was used by the Greeks who believed that the Sirius, or Dog Star, brought on the hot, sultry weather. If you are in search for a little cooler air, just fly up three thousand feet or so, where the temperature can drop 10 or more degrees! (Just giving you an excuse to fly... ☺)

Welcome New Members Clint Claiborn, Dawn Trompeter and John Edney!! All are student pilots fulfilling a dream.

The airport ramp construction continues to block part of the north south taxiway, so please take your time and verify where others are in the pattern, especially on low wind days where the tendency is to take-off on 18 but land on 36 to avoid the back-taxi. If you do need to wait, please be sure to set your idle at 1000-1200 RPM to avoid "fouling" up the spark plugs. Also, if you do a run up on the ramp and have to taxi to runway 36, you may want to do an abbreviated run up to include another mag check and check for carb ice before departing.

We have noticed an increased frequency of tires going flat for the last few years, mainly due to a small tear in the tube, which led us to make a call to a leading tire distributor to find out why. Apparently the industry has moved away from using rubber tubes to butyl, which was promoted to be 60% lighter and is less porous so help retain air pressure. The downside to rubber tubes is having check tire pressure more regularly, but the trade off is not only the tube being more reliable but can last through two tire changes! (i.e. cheaper!!) The tire guy said Fed Ex switched back to rubber on their Caravans, as well as some bigger flight schools. He claims that tire pressure should be adjusted to what weight the tire is rated for and not what is posted in the aircraft flight manual. Under inflating causes the tube to shift during use and can cause a tear. We will monitor the pressure in the tires for a while to test this theory. If you notice wear or if the tire seems low, please let me know so we can address it.

Another high-turnover part has been the landing lights. Those darn lights, because of their position on the cowl, only last about 10-12 hours if that, which means about \$1 or more an hour of use! How can you help?? Please only use them if needed. Keeping it on for extended periods or during ground operations definitely shortens its fragile life. Instead of using the landing light to check the ammeter, please try applying flaps or turning off alternator with split master switch to check the ammeter load.

Next months newsletter we will begin a series of articles addressing *flying myths*! If you have any topics ideas let me know! cindy@blueskyaero.com **Fly Safe, and HAVE FUN!**



**Congratulations Joel Hagen
on your first solo!!**



**Congratulations Fiona McCoy
on your first solo!!**

Chicago Air and Water Show

FREE!!! August 14-15: This is the year of the Blue Angels www.chicagoairandwatershow.us