



The Leader In Recreational Aviation

Chapter 736 Newsletter for November 2007

Minutes of October meeting:

For our October meeting we met at the Waterville airport terminal building. We were a bit late getting started because Travis (the only one with a key) forgot about the meeting so after a phone call he came and let us in at 7:45pm. After much ribbing Travis allowed that he would not let that happen again!

There were 13 present for the meeting. As for the agenda, Al Yarberry headed up a very informative discussion on aircraft wiring and he demonstrated the tools used to do the job. We were fortunate to have Don Drew as a guest. Don is building a Challenger in Sebec, Maine. He taught electricity for many years so he was a good contributor to the meeting topic. Several others shared their wiring knowledge as well. Many told me after the meeting that they really enjoyed the topic.

Everyone expressed their desire to continue meeting at the Waterville airport through the winter months. This location saves quite a few miles for most of us.

Mike Watson

DHS Restrictions on GA

Public comment period extended to December 4

More than 2,000 comments have been submitted to the U.S Customs and Border Protection Agency regarding proposed requirements for international general aviation flights, with nearly unanimous opposition.

U.S. Customs and Border Patrol has extended the deadline for the public to submit comments on their proposed rule requiring all general aviation pilots to file, via the internet, pilot and passenger personal information at least one hour prior to crossing the border. That deadline is now December 4, 2007.

The proposed rule *Advance Information on Private Aircraft Arriving and Departing the United States* (Docket USCBP-2007-0064) is attempting to mandate reporting requirements that would be impossible for U.S. Citizens to meet - primarily because most foreign general aviation landing facilities DO NOT have internet, or cell, or regular phone line capabilities.

More than 2,000 public comments have been submitted thus far, and EAA's review of them could not uncover a single one in favor of this administrative burden being placed directly on the shoulders of general aviation. Among the public comments sent thus far:

- "It is estimated that there were 138,000 general aviation flights to/from Mexico in 2007. Assuming there are three people per flight, USCBP would have to successfully (no errors) complete 831,354 background checks per year or 2,335 checks every day. If this rule is implemented, it would be impossible for the USCBP to even start background checks - much less get them right 100% of the time, and get them completed on time 100% of the time."
- "Private pilots are already required to give a 1 hour notice of where and when they are going to arrive. All passengers and crew are required to present passports for identification. Adding this additional level of security will not help national security, it just burdens law abiding US citizens."
- "How will we be able to provide USCBP with a transponder code 1 hour before takeoff when you can't even get one in Mexico or Canada until just minutes prior to takeoff?"
- "I also disagree with your financial analysis of the costs involved with complying with these requirements. I must pay an additional amount for Internet access in a foreign country and I must pay additional costs for even talking on the radio (Canada). Both of which will add financial costs that you don't mention."
- "Why are private aircraft treated different from cars, truck, and boats? Why are same rules not applied to them? If the 1 hour internet access is so critical to national security, then every type of transportation should be mandated to comply with the 1 hour notification requirement - aircraft, boats, cars, trains, bicycles, etc."

EAA encourages GA pilots to join in opposition to these proposals. Comments can be sent electronically by visiting www.regulations.gov, then selecting Department of Homeland Security, Proposed Rules, and enter docket number: "USCBP 2007-0064" in the dropdown menus.

For submissions via U.S. Mail:

Border Security Regulations Branch, Office of International Trade
 U.S Customs and Border Protection
 1300 Pennsylvania Avenue, NW, (Mint Annex)
 Washington, DC 20229

Prepare your plane for winter by Paul McBride

(Originally Published in GA News - 11/9/2007) <http://www.generalaviationnews.com>

For those of us who reside in northern climates, it's time for us to begin thinking about what we need to do to get our aircraft ready to put in the barn for the winter.

Certain recommendations also should be considered for aircraft that have less than regular use during the cold snowy months.

The first — and most important — thing we want everyone to be aware of, if you have any kind of engine heater, DO NOT leave it turned on all the time. This will cause more trouble than you would imagine.

For those of you who are not believers, consider this: When the heater is left on to keep the engine warm and toasty inside, think about the radical changes in temperature its

outside experiences over a 24-hour period. If the aircraft is located in an unheated hangar, the temperature may vary from 0°F to above 40° F on any given day. While the internal temperature of the engine will more than likely remain close to a constant number, the outside of the crankcase will be exposed to a wide range of temperatures which, in turn, will cause condensation to form inside the engine. This is where the corrosion process begins and, unfortunately, there is no way to stop it from occurring.

If you have an engine heater and are able to fly your aircraft during the colder months, then follow the manufacturer's recommendations regarding when and how to apply heat prior to your flights.

Let's look at what to consider if the aircraft will be put away for the cold snowy months. First, take it out on a nice little flight that will allow the engine oil temperature to come up and stabilize for a short period of time, say maybe 20 to 30 minutes. Return to base and prepare to drain the oil. Even if your oil hasn't accumulated the number of hours when you normally drain it, do it now anyway. By draining the old oil you'll remove contaminants that are in the oil, getting them out of the engine.

You also want to inspect and clean the oil suction screen in the oil sump and remove, cut and inspect the oil filter as you normally would during a routine oil and filter change. Once you've completed this, you can reinstall the suction screen and install the new oil filter per the engine manufacturer's recommendations.

At this point you're ready to service the engine with fresh oil. Following this, I suggest you start the engine and check for leaks. Allow it to run for a few minutes to circulate the fresh oil throughout the engine. You are now ready to shut it down and continue the job.

Note: For those of you who may fly on occasion during the cold months, the aforementioned is still a good practice to follow because you will be getting the older, more contaminated oil out of your engine, which is much better than having dirty, contaminated oil sitting in it during extended periods of inactivity.

Once you've pushed the aircraft back into the hangar, I suggest you make two signs from brightly colored stock so everyone will see them. In big, bold letters, write: "Do Not Turn Prop." While some of you will say, "Hey, I want to pull the prop through once in a while during the winter so I can move the oil around inside the engine," that isn't a good idea. If you stop to think about it, when you pull the prop through, you move the pistons up and down inside the cylinders and this is not something we want to do if the aircraft is not going to be flown. The result is that you may be wiping the oil off the cylinder walls, resulting in a greater chance for corrosion to begin, so just leave the prop stationary.

Cover the intake or inlet to the air box with duct tape or something similar. You must be certain that this covering is well marked and it must be removed before starting the engine. Put foam rubber balls in the exhaust pipes and again make certain they are well marked to be removed before starting the engine. Doing these simple things prevents outside air from getting into the engine, hopefully reducing the possibility of air mixing with moisture, which allows corrosion to start.

Be advised that I am aware of no procedure that will give you 100% protection against internal corrosion during a period of inactivity, but these few simple steps will at least offer some protection — and anything is better than nothing at all.

If you are going to fly during the colder months, you can still follow these suggestions. All you need to do is omit the oil and filter change each time you fly. Just remove the protection items and go fly. When you return, simply reinstall the items and go home.

Whatever you've heard in the past about starting the engine and ground running it during the winter, forget about it — unless you really want to risk doing harm to your engine. The only thing you will accomplish by ground running your engine is to promote condensation internally, which leads to corrosion. It's impossible to get the engine oil temperature hot enough while ground running to cook off the condensation and other contaminants in the oil that cause the problems.

Paul McBride, recognized worldwide as an expert on engines, retired after almost 40 years with Lycoming. Send your questions to: AskPaul@GeneralAviationNews.com.

Next Meeting

Our next meeting will be held at the **Waterville Airport** terminal on Tuesday, Nov 20, 2007 at 7:30 p.m. This month's meeting will focus on the topic of Safety Wiring. We will also be electing chapter officers for the coming year.