



# FEBRUARY 2016

CANDLER FIELD FLYING CLUB

When cabin heat isn't working and there's no "Pilot De-Ice" switch...

THANKS TO ANDREW JOHNSON FOR THIS GREAT PICTURE FROM 385, ENROUTE KSSI TO GA2.

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## HANGAR UPDATE

DOUGLAS DUMAS

Well, it's officially winter. As we know, low temperature makes for higher air density, which in turn makes for better aircraft performance. But then again, it's COLD! There are those among us who prefer the cold, and I am not one of them. Between extremes, I'd rather have a sweaty upper nineties with high humidity in a t-shirt, gulping down a big Gatorade than waddling around in thermals, two jackets, and coveralls to boot. Yep, I'm a southern boy.

Weather complaints aside, I have a few notes for you all to consider in regards to the hangar. For one thing, it's much cleaner now. As your benevolent "Hangar Czar," I will be doing my best to keep it that way. If all goes well, though, I won't be doing much.

### **Aircraft:**

**Extra checklists.** I have printed spare checklists and stowed them in the baggage compartments of each aircraft. Please use them, and not for doodling. We have paper in the office for that.

**Out of Service tags.** We don't want to use these like checklists, but if you need them, they will be in the maintenance logbooks, in the front cover pockets. Please make sure they are returned there after use, not tossed face down in the back seat where I can't find them as I make my rounds.

**Spray bottles.** Four of them. We may not be able to give the airplanes a bath with them, but there's enough water to wipe bugs off the leading edges *after each flight*. There should always be a bottle in each bay, on a shelf or cabinet near the cleaning rags.

**Pitot covers.** Please remember to replace the pitot covers as you stow the airplane. It only takes a few seconds, and could prevent some inconvenient down-time (or worse) if the little hole gets a bug in it.

Remember, if you need to contact me about issues in the hangar or additions for our newsletter (pictures are always welcome), send e-mails to [editor.cffc@gmail.com](mailto:editor.cffc@gmail.com) or call (770) 268-9919. Please direct all complaints to [john.brennan@aol.com](mailto:john.brennan@aol.com).

Okay, that's it. Have a good February!

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## FROM THE LEFT SEAT

GLEN MARSH

It's February and that means only one more month to semi-decent flying weather. We are using the bad weather to take care of some maintenance issues so we'll have the airplanes for the summer. On the glider, We finished the inspection and renovation of the wing attach fittings. They are now being reinstalled, and we will put the wings back on the glider shortly. It should be back flying in a week or two it will be good to go for the summer. Next winter we will spend doing fabric paint.



HANGAR FLYING THE CANDLER FIELD MUSEUM'S CURTISS JENNY

385 needed an annual at the end of January, this put back our engine overhaul on uniform for a bit. We will also be changing the generator to an alternator, this will be a nice upgrade. Bill assures me we will have this done by the end of the month. We will be short one airplane for the month, so please be courteous with your scheduling.

That's all for now, stay warm and fly safe!

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## INSTRUCTOR'S CORNER

JEFF SUTTLER

Flying out of a grass strip is certainly unique and at Candler Field there are a few things that have come to my attention that I can share with you in order to help keep the strip in better condition for all of our members. Candler Field receives a great deal of visitors and we constantly have people flying in and out everyday from our club as well. Our "Center line" as everyone knows isn't in the best condition, repeated takeoffs and touchdowns have worn down the area and made it so there isn't any grass growing there currently. If we could all do our best to takeoff and land just to the side of the dirt we can give it time to repair itself. There is plenty of runway width to takeoff and land without issue if you just sidestep the dirt pile.

Another thing, winter weather brings a great deal of rain and snow so it's a good idea to know exactly what conditions are right for a soft field take off and which aren't. Numerous occasions we have spotted people within the club and outside of the club doing unsafe soft field takeoffs. If the conditions at the field require you to be performing a soft field takeoff then you shouldn't be flying at Candler Field that day. When the field has received a great deal of rain please check with me or someone else at the club who can tell you if it's OK for flight operations.

Everything outlined here is to help keep Candler Field looking the best that it possibly can. The weather hasn't been the greatest lately so let's take advantage of every day we can and also know when we can't. Remember if you are going to cancel an aircraft or take a plane out even if it's last minute it should be reflected as such on the schedule. If anyone has any questions or wants to just go flying then please feel free to get in contact with me at (404) 840-1276 or [jlsuttler@gmail.com](mailto:jlsuttler@gmail.com).

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BEFORE WE GO...



*There are no words for this.*