Flying 20 Club Aircraft Checkouts

Initial and Differences

Overview

- Local Area Operations
- Club Aircraft Operations
  - Parking Locations
  - Outdoor Boxes
  - Cabin Covers and Tie-Downs
  - Control Locks
- Exterior Features
- Heating & Ventilation
- Individual Aircraft Review
  - N455H
  - N8237B
  - N8107B

} Basic Performance Panel Review

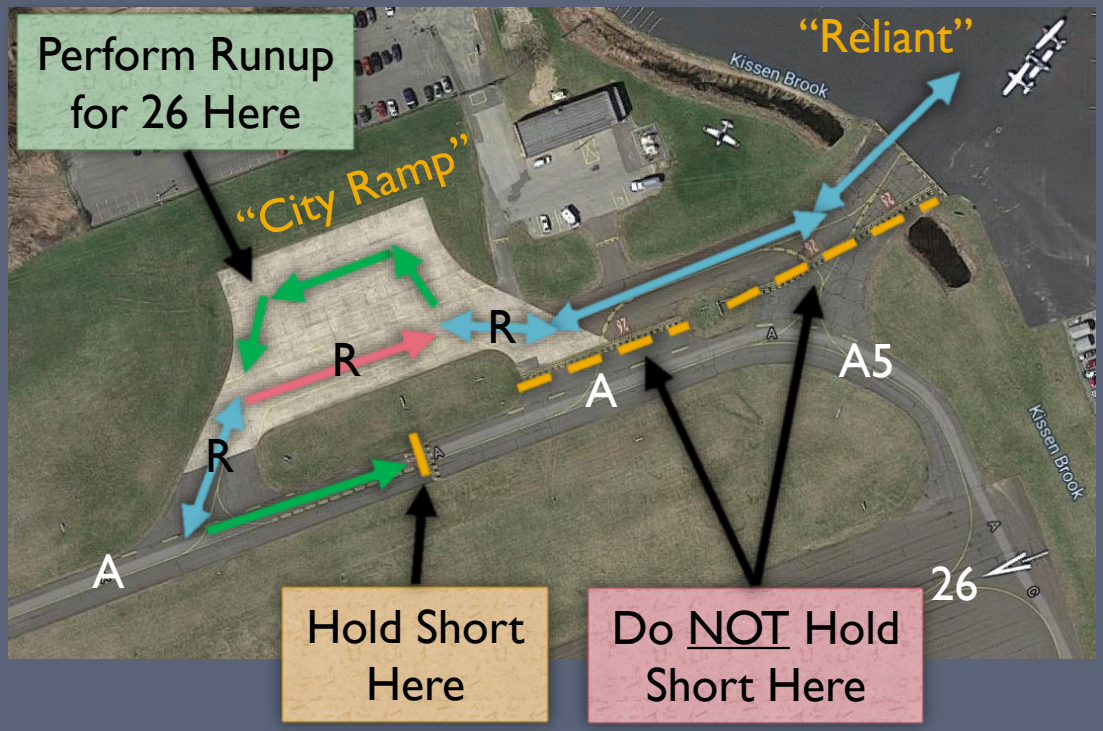
Local Area Operations

For pilots new to the KDXR area

Runway 26 Run-up Area / Taxi Route

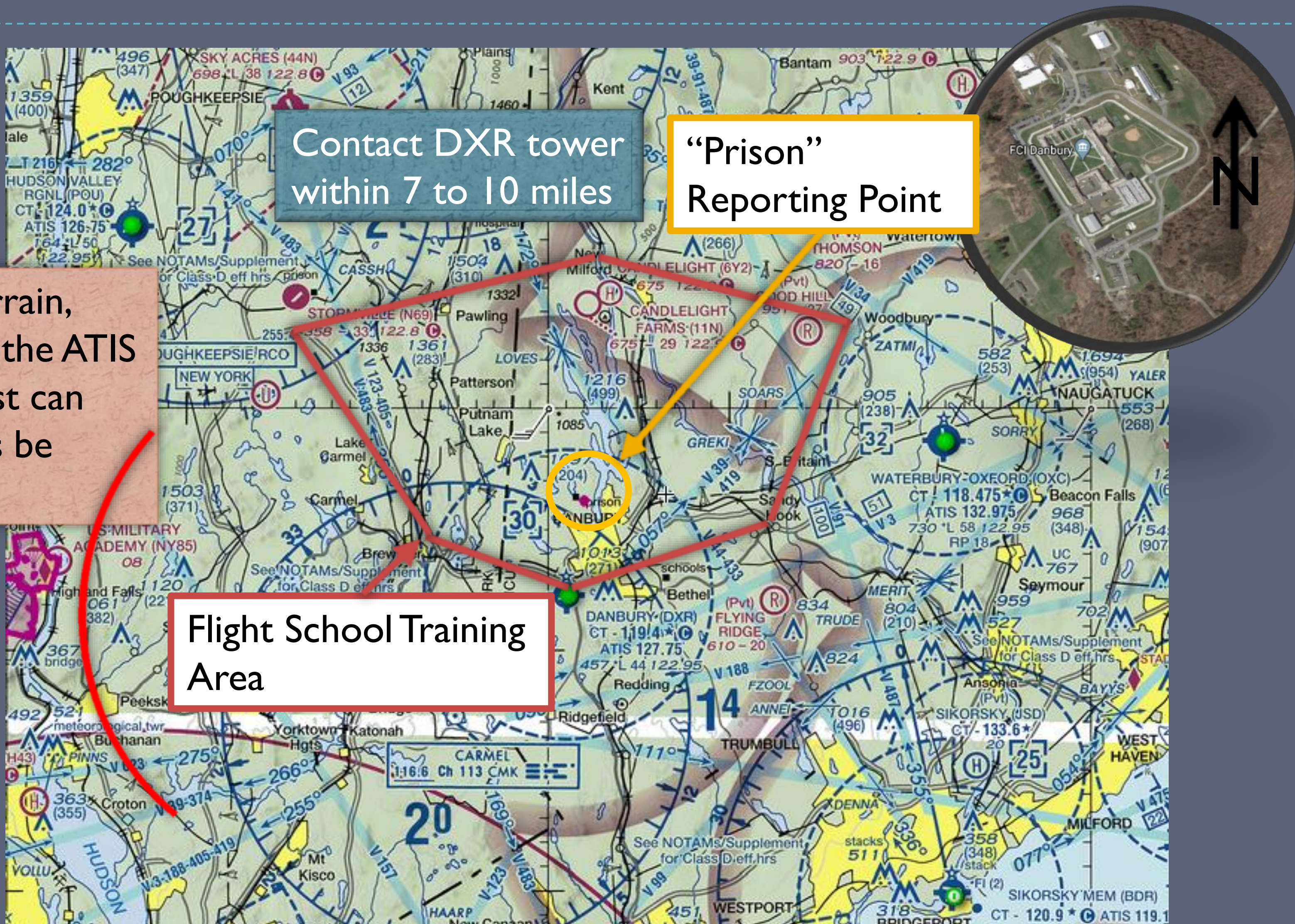
- Follow the taxi route as show when taxiing to/from the Reliant ramp
  - Hold short of 26 on **A**
  - Do *not* hold short on **A5** or the **intersection of A and R**, since it blocks access to the ramp!

NOTE: There is no sign for Taxiway R coming out of Reliant

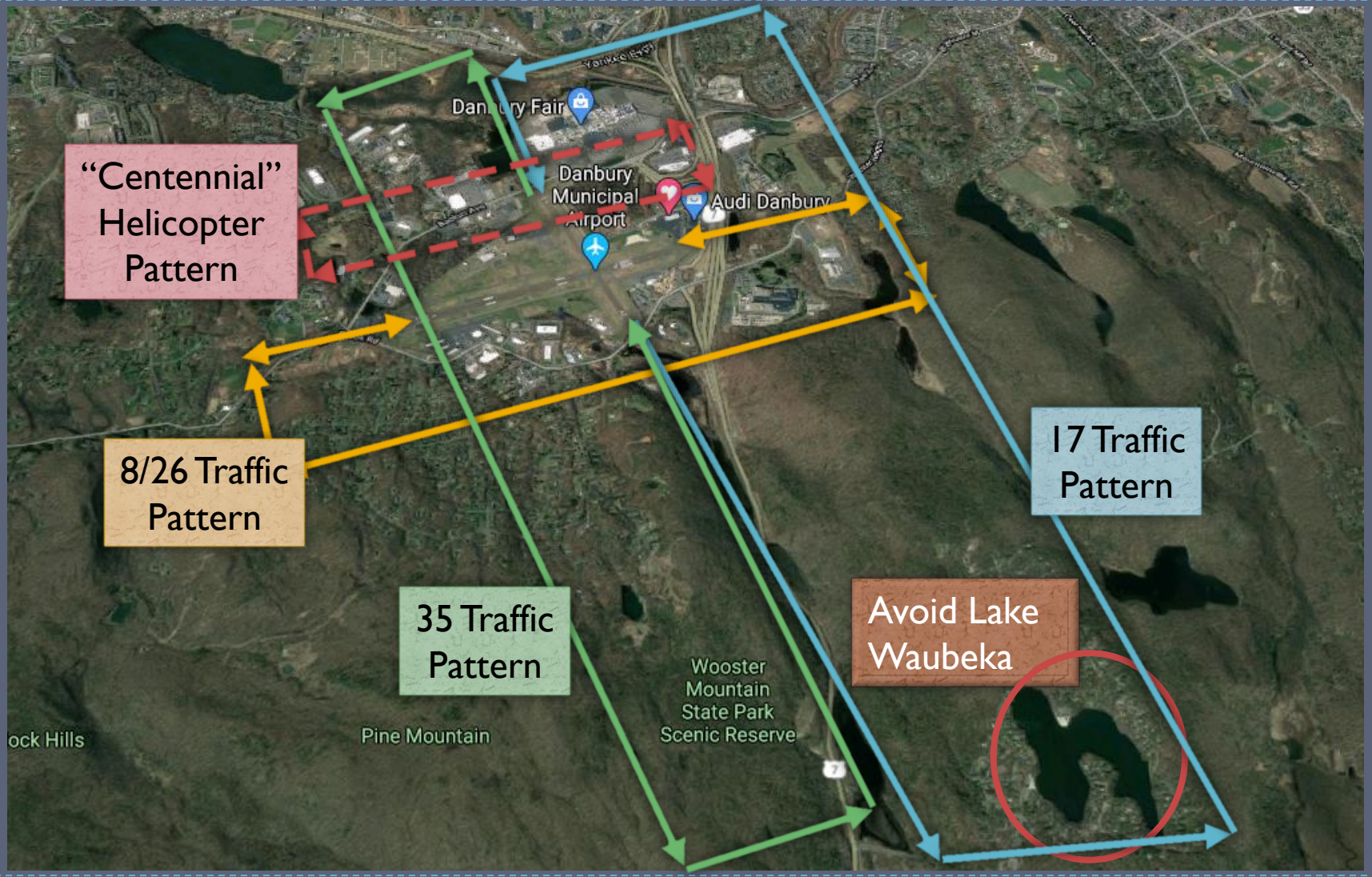


Local Area

Due to terrain, picking up the ATIS to the West can sometimes be difficult



Typical Traffic Patterns

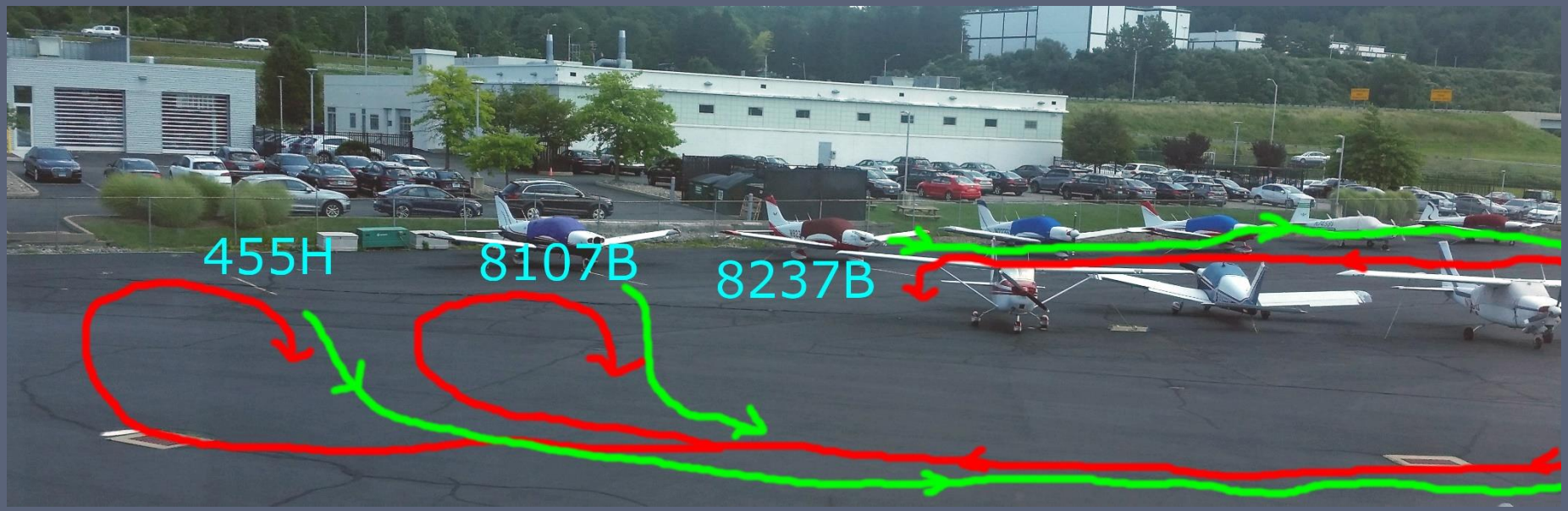


Typical Traffic Patterns

- Danbury Airport (and *especially the Flying 20 Club*) are good neighbors and follow the below noise abatement procedures
  - Runway 8/26 is typically flown over the hills, south of the field
    - Departing Runway 8, turn crosswind at 1200' MSL
    - Departing Runway 26, turn crosswind as soon as practical
  - Runway 17 is typically flown left traffic
    - *Avoid Lake Waubeka*, and turn crosswind *past* the lake
  - Runway 35 is typically flown left traffic
    - Turn crosswind over I-84
    - Turn final past Lake Waubeka (to avoid the hills)
- The "Centennial Pattern"
  - The local helicopter flight school (Centennial Helicopters) often flies a smaller right traffic pattern over the mall at 1200' MSL.

Club Operations

Parking Locations



Green = Leaving

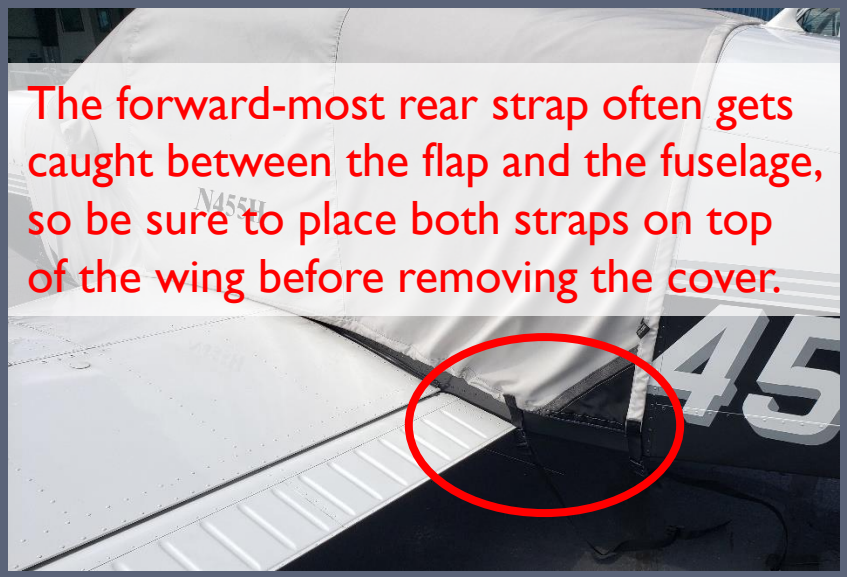
Red = Arriving

Outdoor Boxes

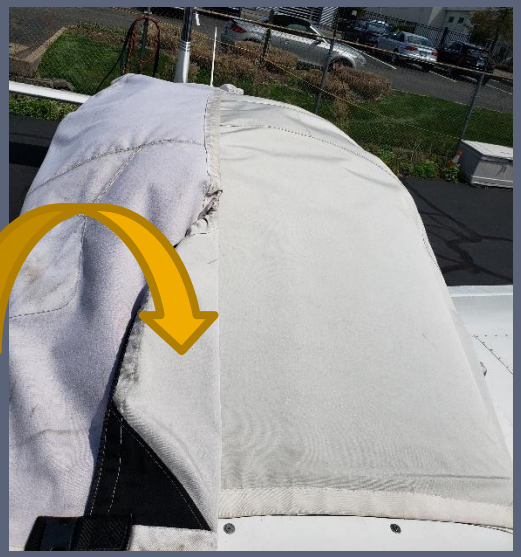
- Box #4 contains extra supplies for the aircraft baggage compartment

Cabin Cover

- In order to standardize using the cabin cover, use the following sequence to remove the cover (installing is done in reverse order)
- But first, two gotcha's to be aware of:



Cabin Cover – Folding



1) Fold one side up the long way (it doesn't matter which side)

2) Fold the other side up the long way

3) Fold the cover the short way from the front of the aircraft to the rear (~5 folds work well)

Cabin Cover – Folding (Cont.)

4) Final fold while on the aircraft

5) Note the clasp holding the cabin cover on

6) Fold the cover in half one more time before placing in the baggage compartment (it fits well on the hat shelf)

Tie-Downs

- Be sure to verify the following with each tie-down:
  1. One end of the hook is secured to the aircraft tie-down anchor
  2. The other end of the hook is secured to the ramp tie-down
     - Verify that it isn't loose!
  3. Pull the slide hook down so the rope has minimal slack but still some play in it
  4. *Be sure the rope is not twisted*, which could cause it to become loose

Control Lock

- In place of the standard Cherokee method of securing the seatbelt around the controls, the club has purchased a control lock system that keeps the controls fully neutral.
- Observe the following steps to remove the control lock. Installation is by following the steps in reverse order.

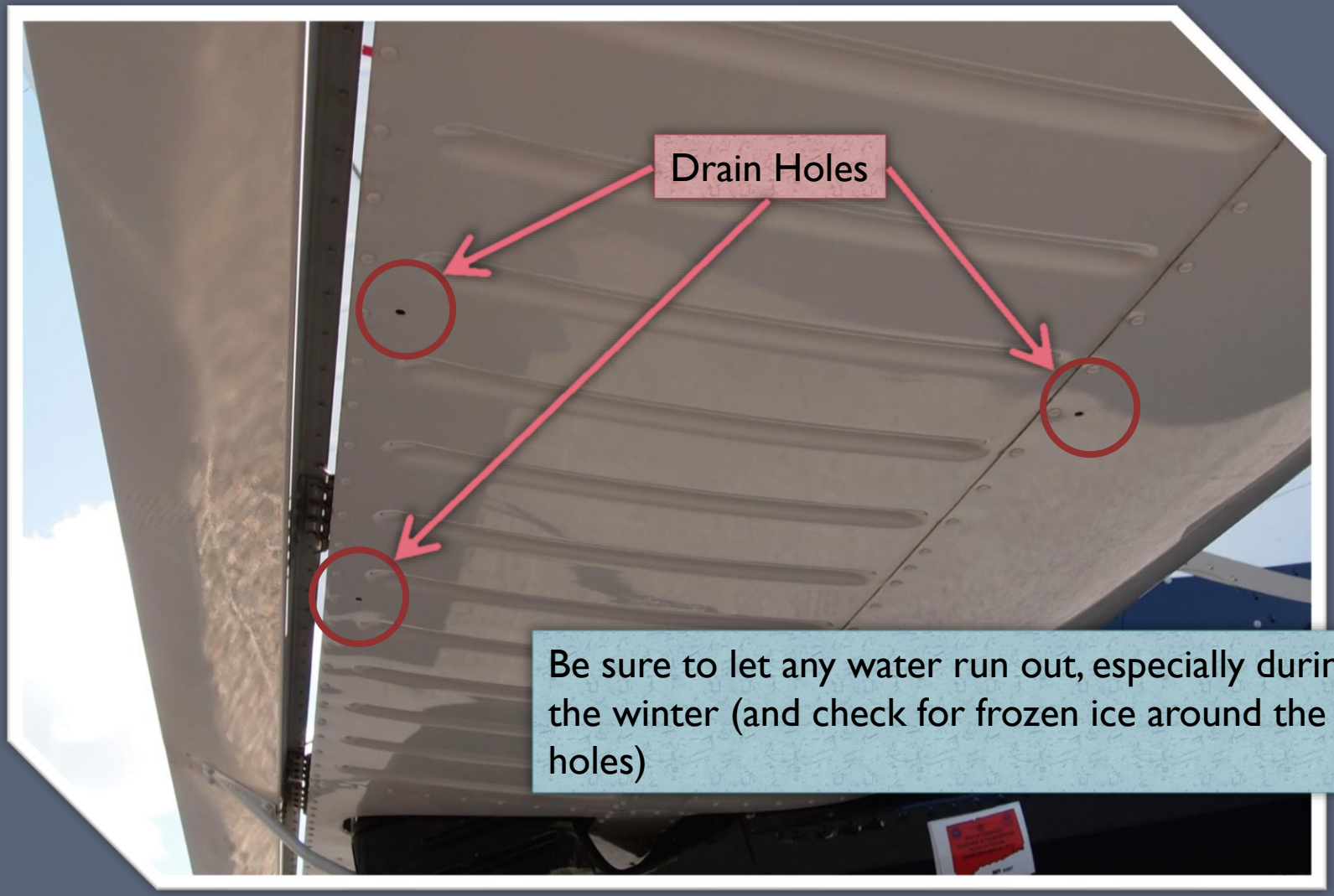
1) Unlatch from the pilot's yoke

2) Unbutton from the throttle quadrant

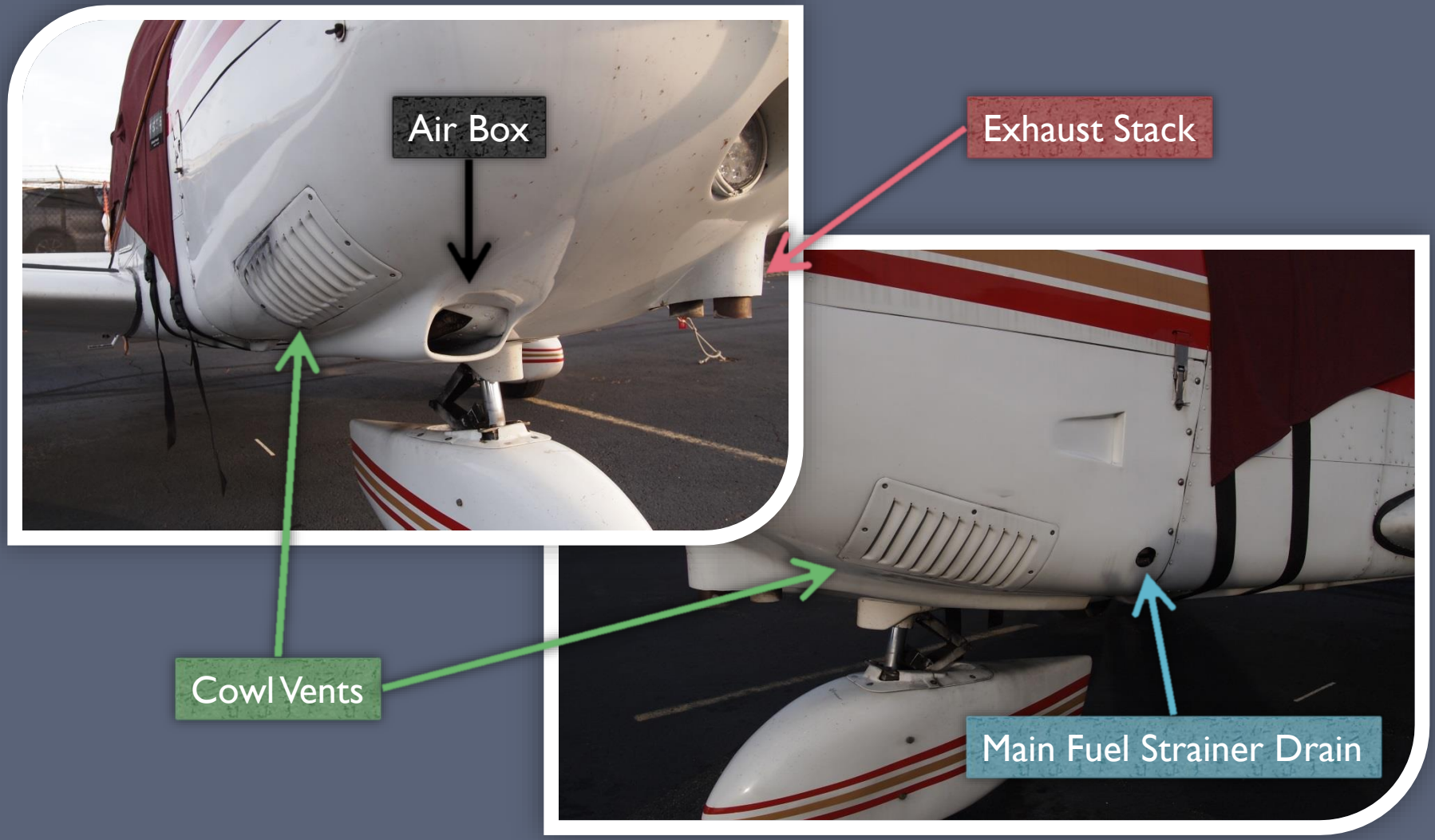
3) Remove from the copilot's yoke and stow in one of the side or seatback pockets

Exterior Features

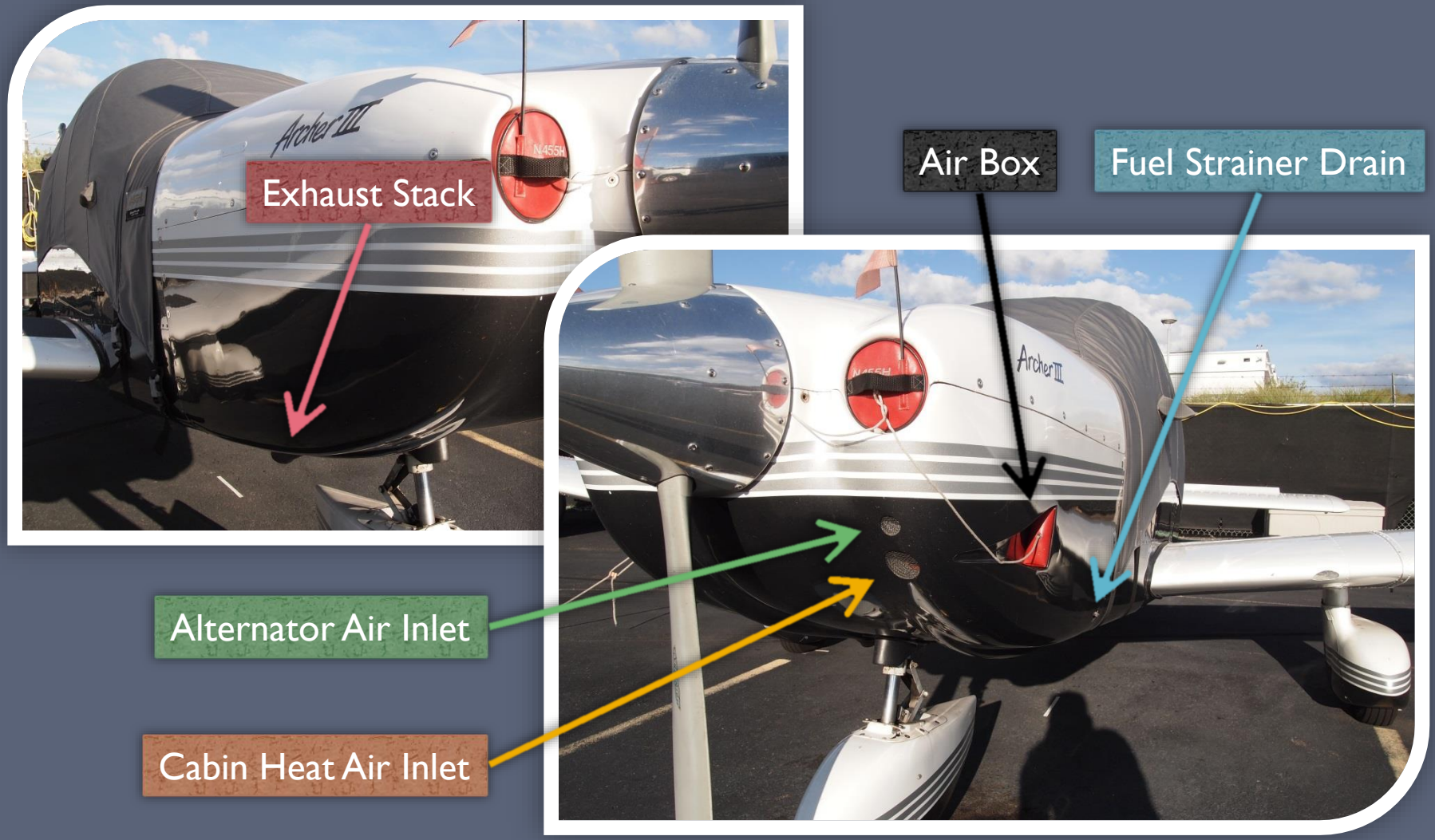
Exterior – Stabilator Drain Holes



Exterior – Cowling (N8237B & N8107B)



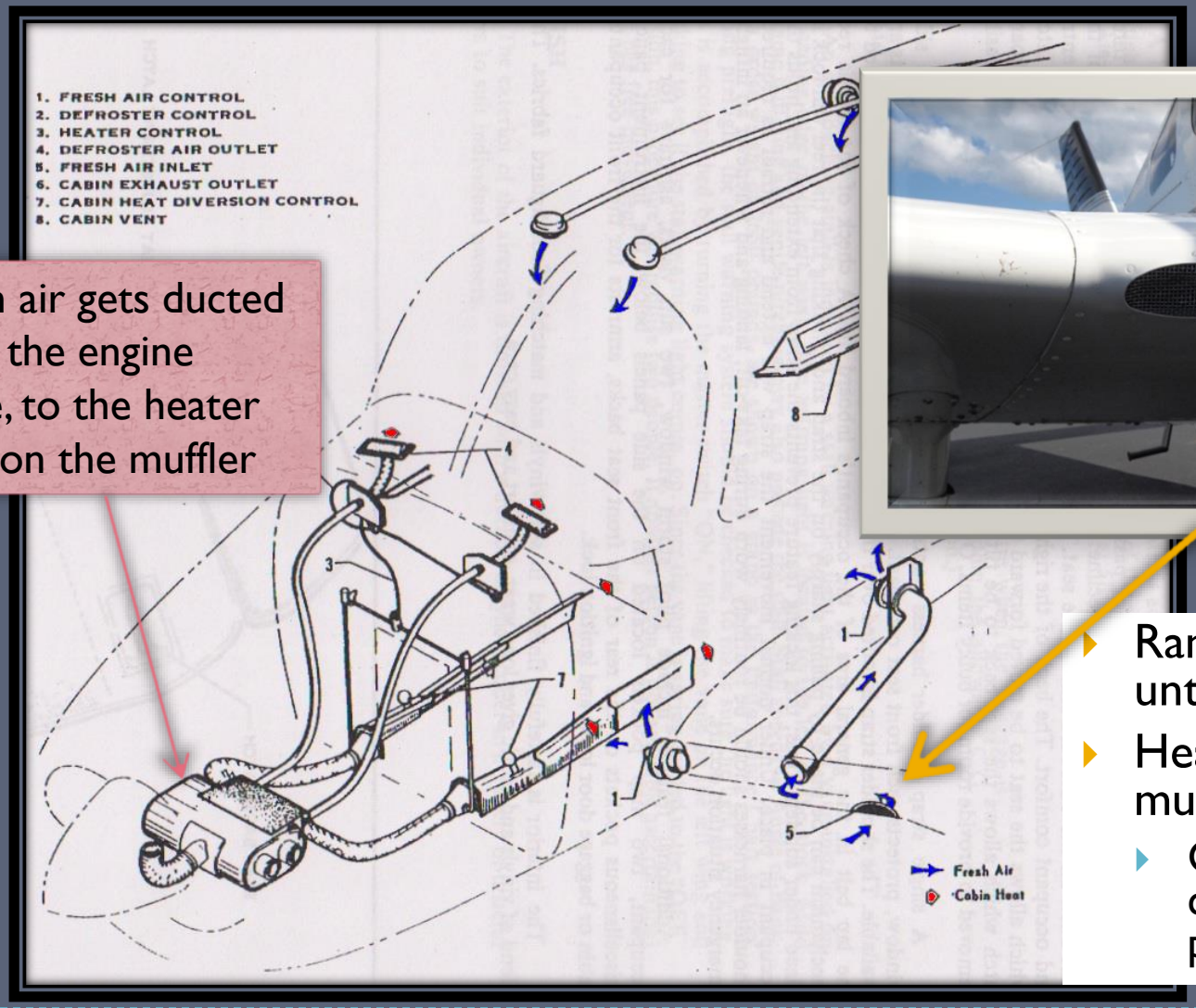
Exterior – Cowling (N455H)



Exterior – Lower Cowling

Heating & Ventilation

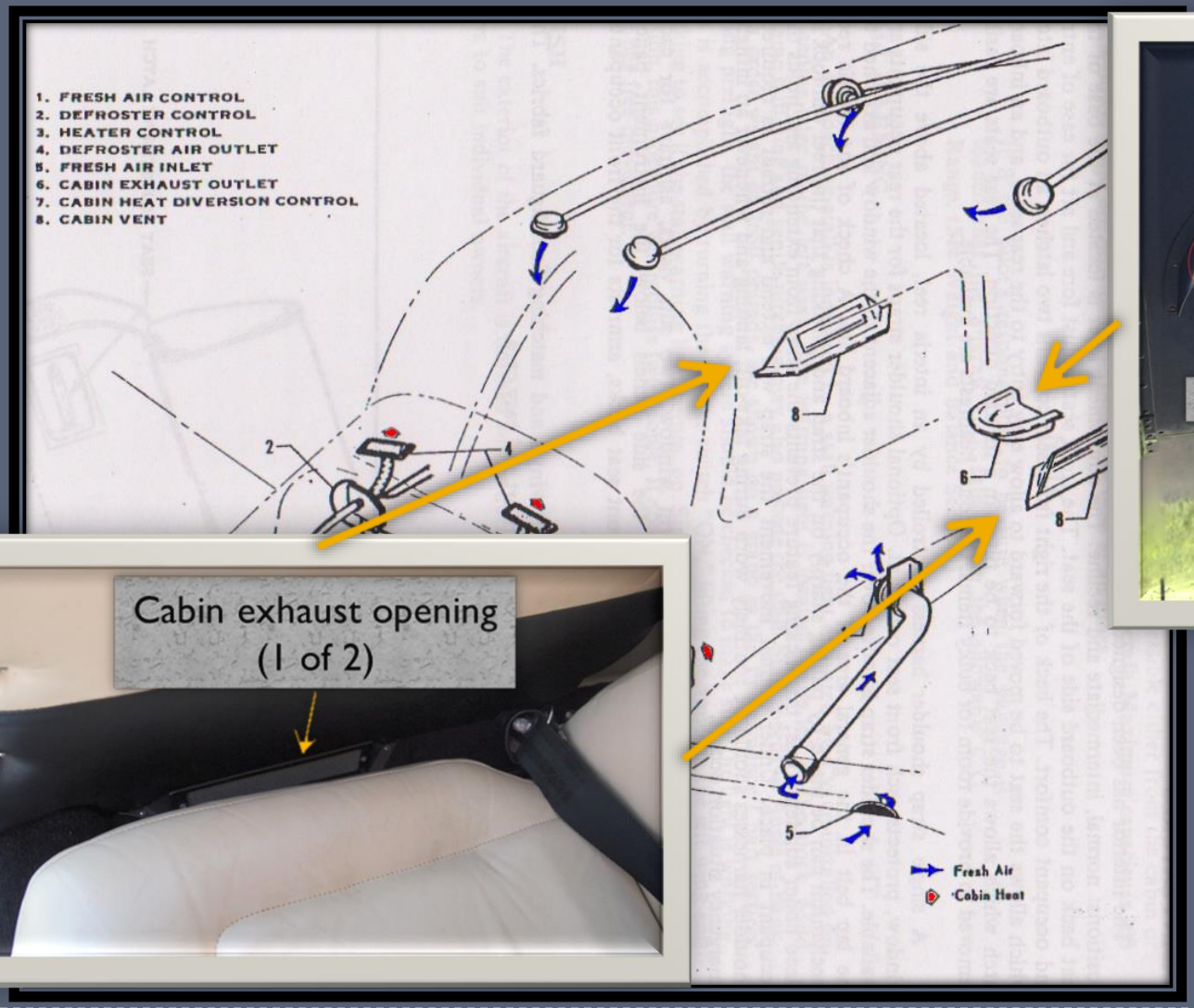
Heating & Ventilation – Close Up

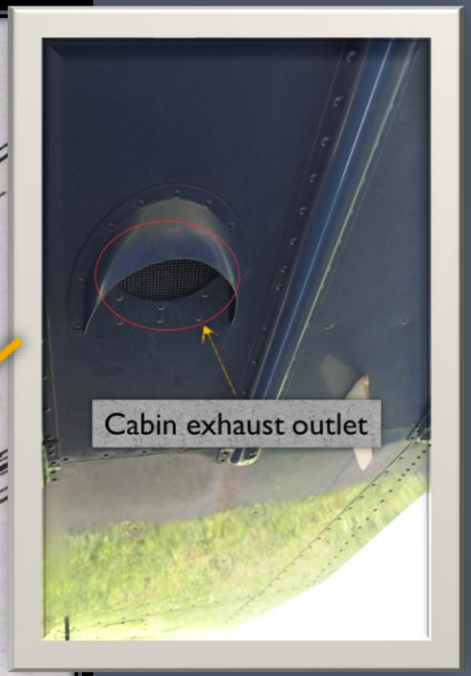


Fresh air gets ducted from the engine baffle, to the heater muff on the muffler

- Ram-air: ineffective until you are moving
- Heat comes from a muffler shroud
  - Cracks in muffler could lead to CO poisoning

Heating & Ventilation – Close Up (Cont.)

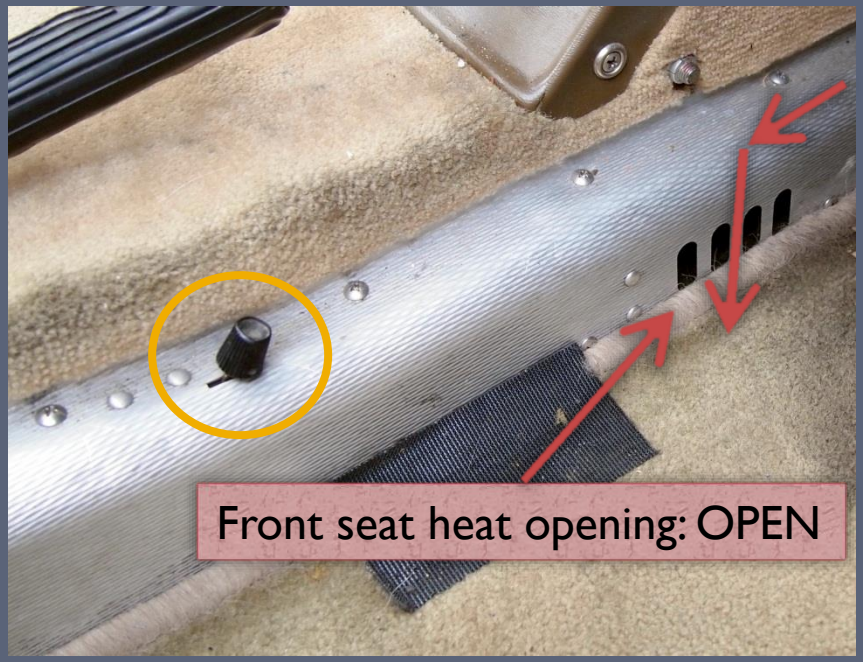


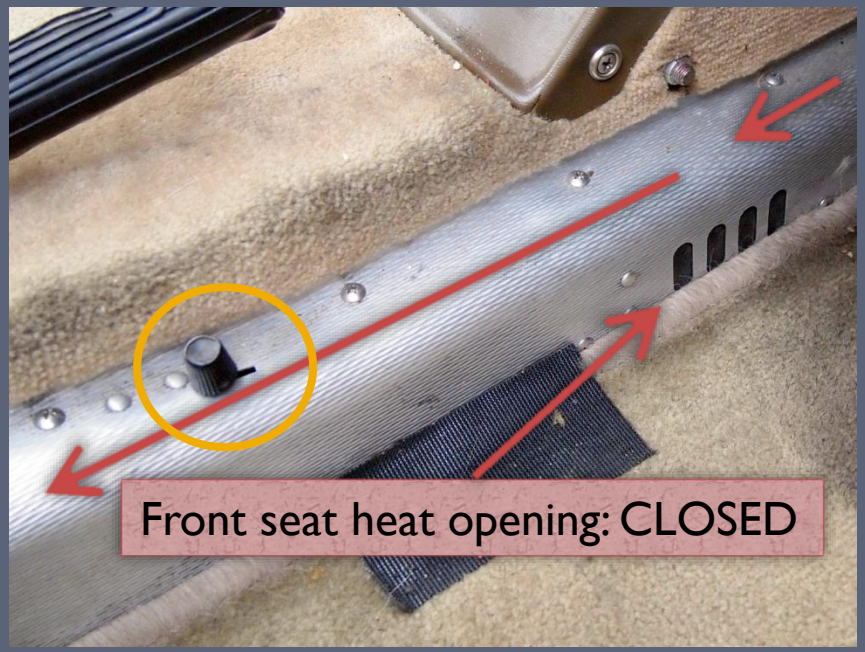


Heating & Ventilation – Heat Diversion

Push forward to divert heat to the front seat

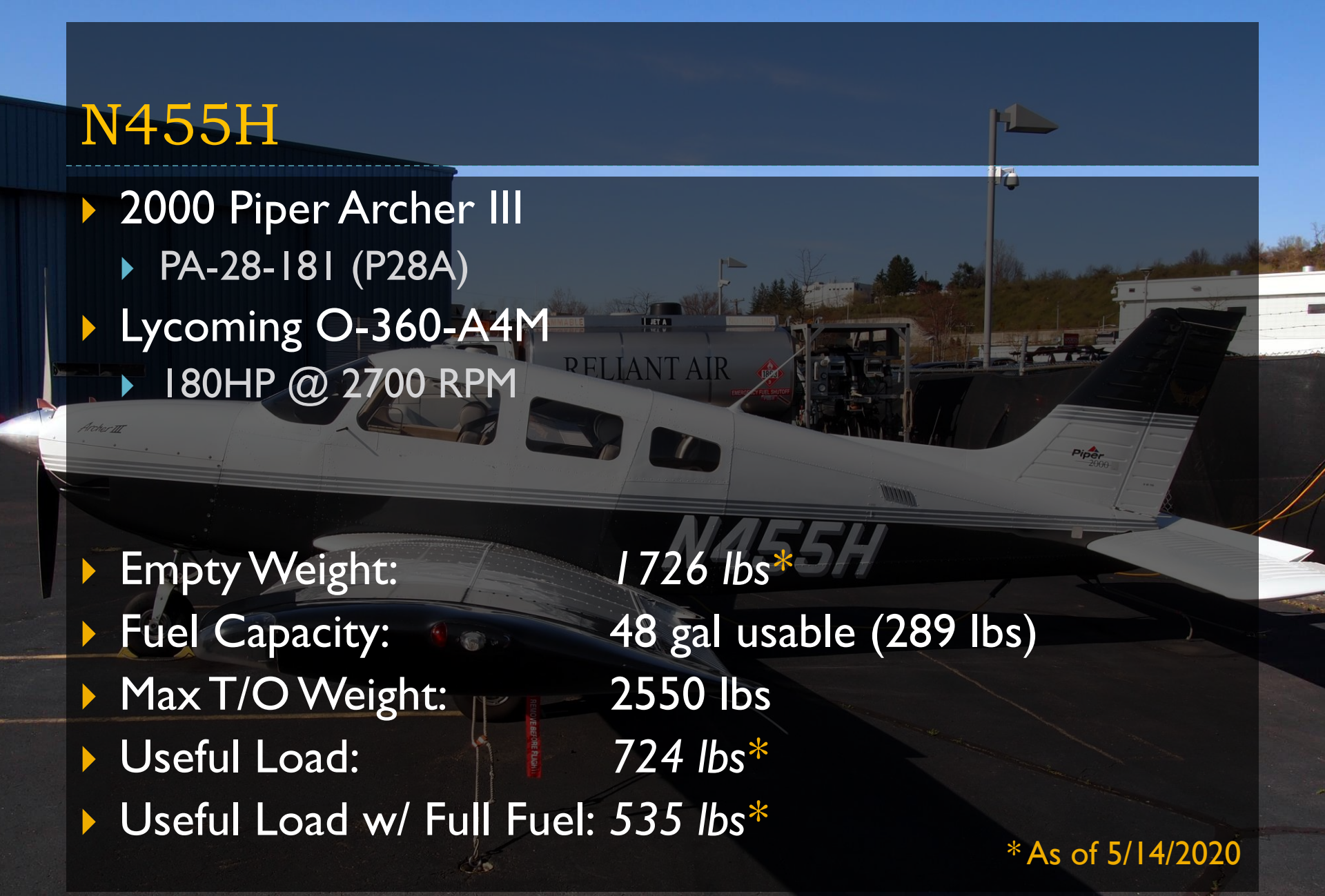
Push rearward to divert heat to the back seat





N455H

- 2000 Piper Archer III
  - PA-28-181 (P28A)
- Lycoming O-360-A4M
  - 180HP @ 2700 RPM

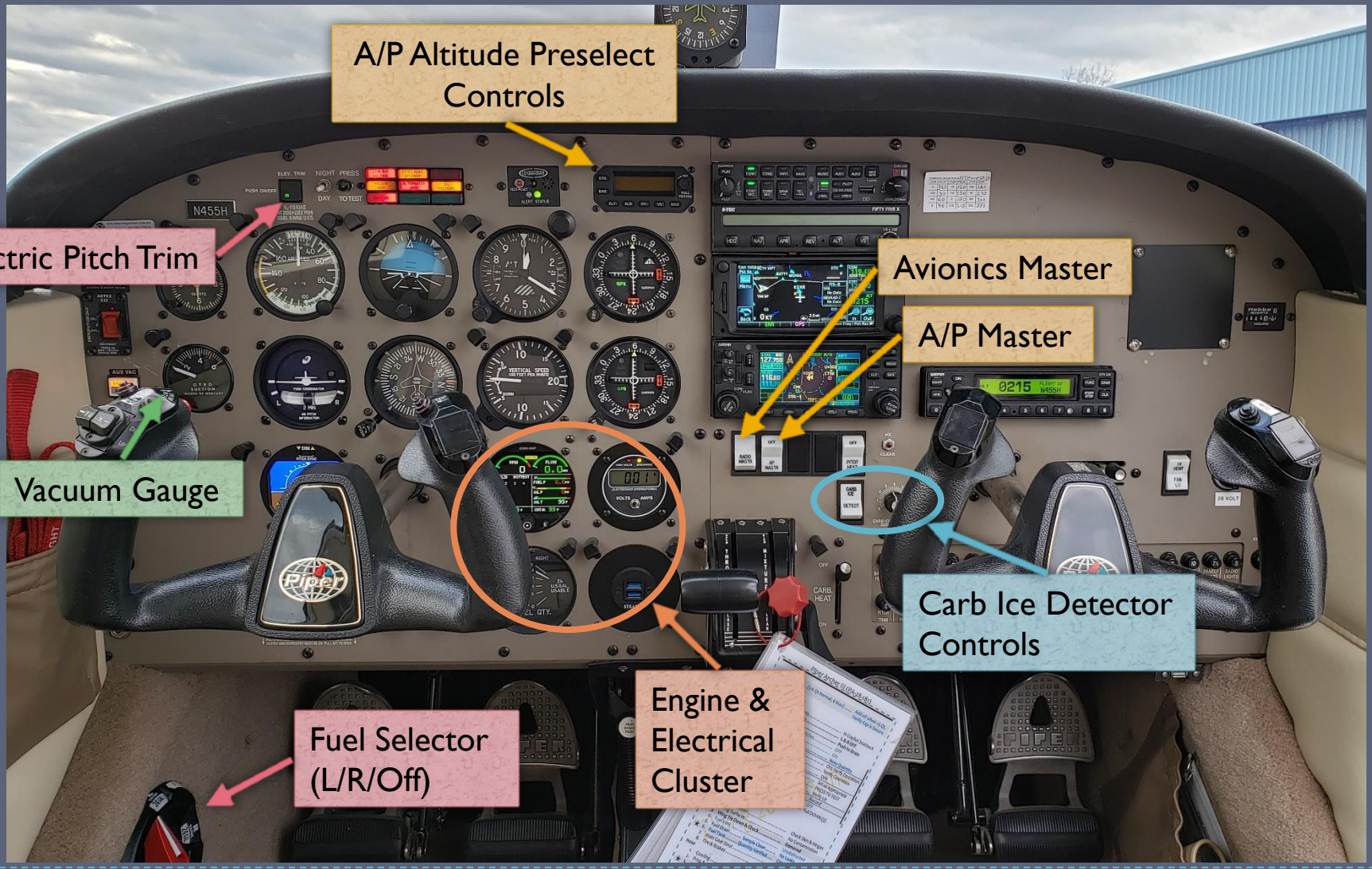


- Empty Weight: *1726 lbs**
- Fuel Capacity: 48 gal usable (289 lbs)
- Max T/O Weight: 2550 lbs
- Useful Load: *724 lbs**
- Useful Load w/ Full Fuel: *535 lbs**

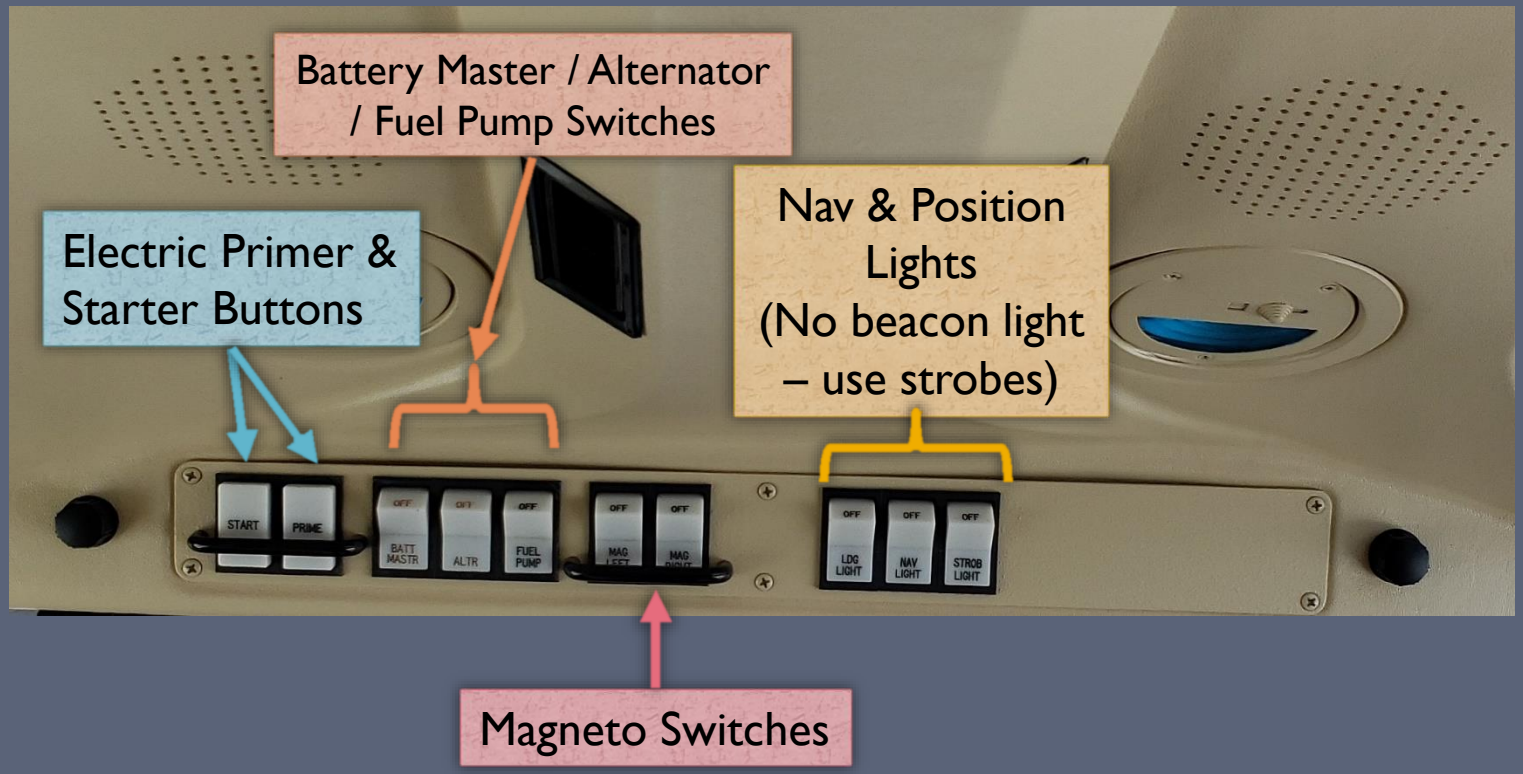
* As of 5/14/2020

N455H Panel (Safety & Comfort)

N455H Panel (Engine & Avionics)



N455H – Overhead Switches



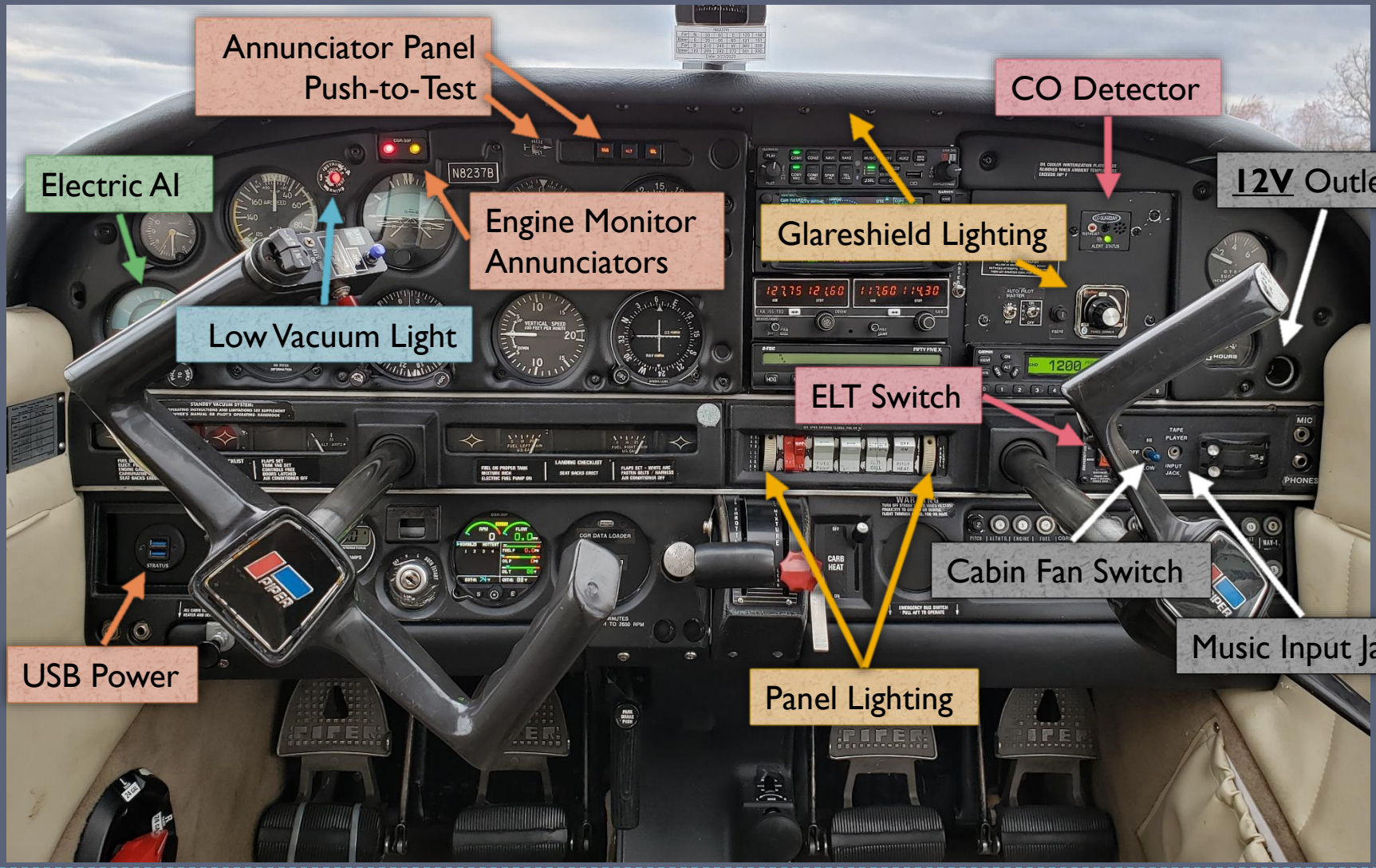
N8237B

- 1980 Piper Archer II
  - PA-28-181 (P28A)
- Lycoming O-360-A4M
  - 180HP @ 2700 RPM
  - 5 min limit above 2650 RPM

Empty Weight:	*1647 lbs**
Fuel Capacity:	48 gal usable (289 lbs)
Max T/O Weight:	2550 lbs
Useful Load:	*903 lbs**
Useful Load Full Fuel:	*614 lbs**

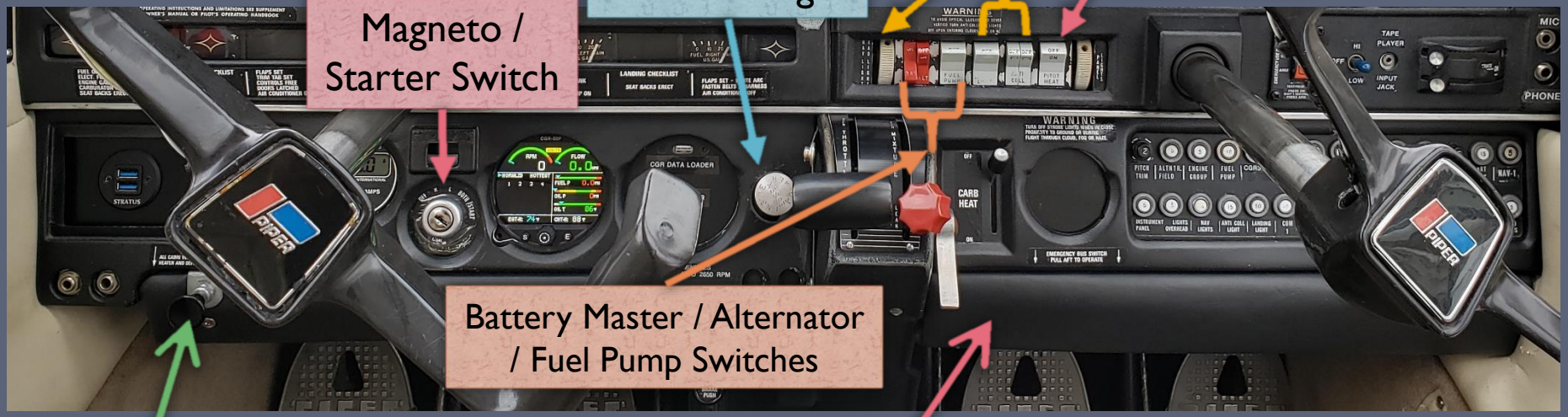
* As of 5/1/2020

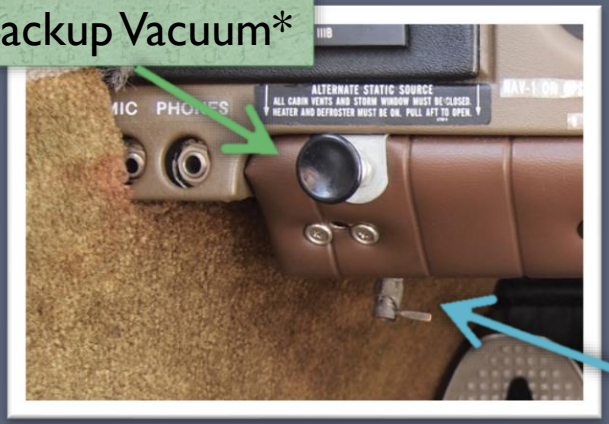
N8237B Panel (Safety & Comfort)

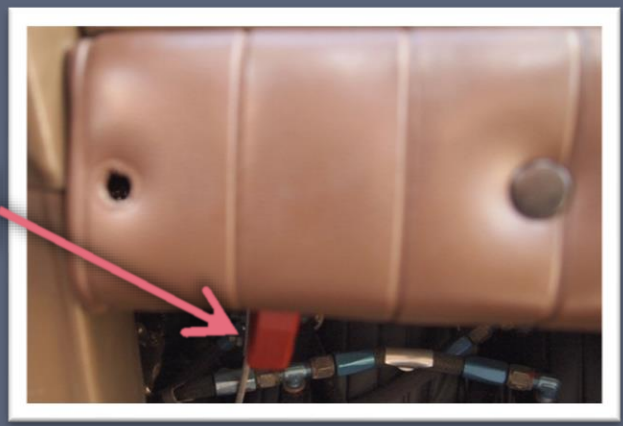


N8237B Panel (Engine & Avionics)

N8237B – Lower Panel







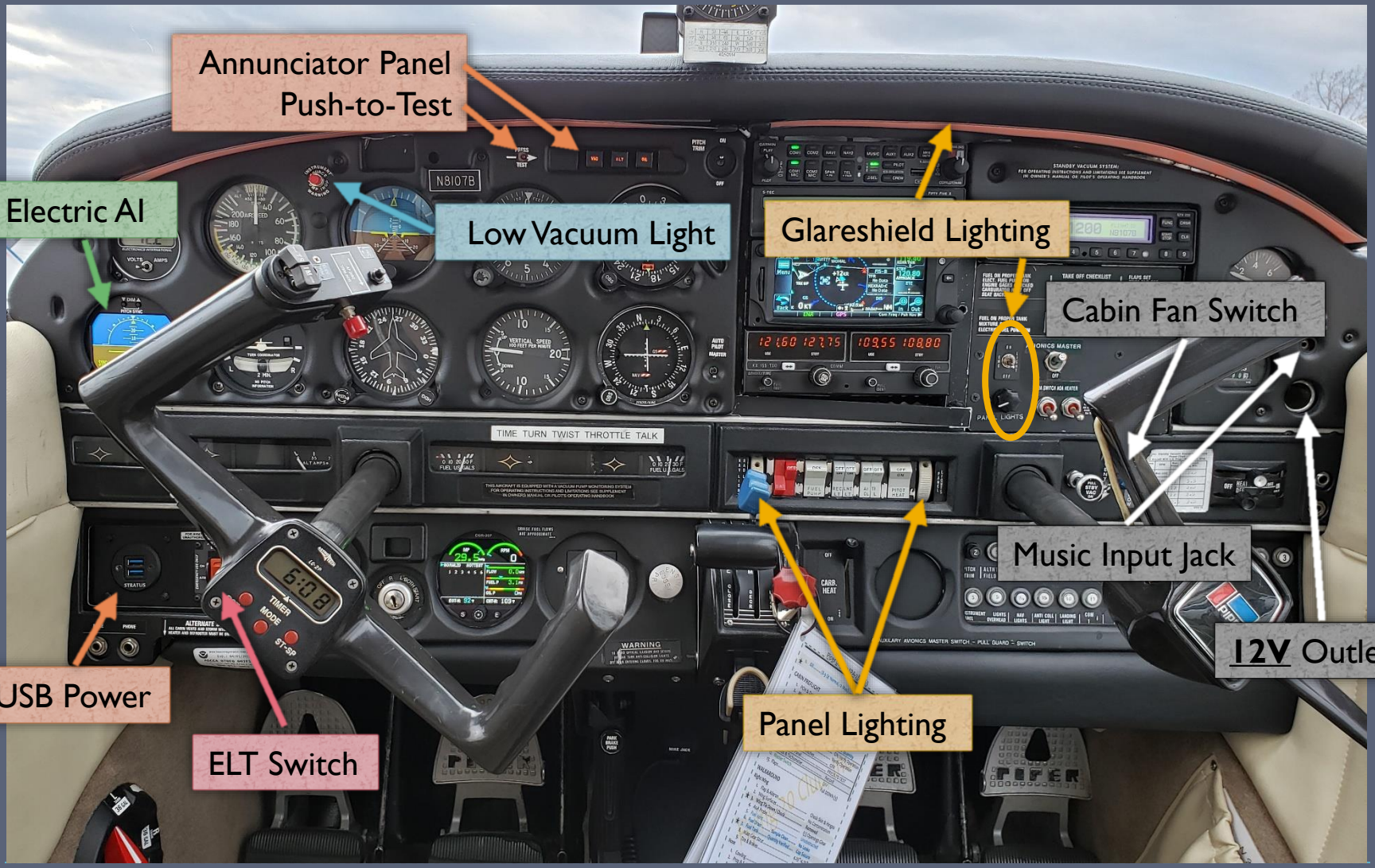
N8107B

- 1980 Piper Dakota
  - PA-28-236 (P28B)
- Lycoming O-540-J3A5
  - 235HP @ 2400 RPM
  - *Not* the O-540-J3A5**D**: ours has dual independent magnetos

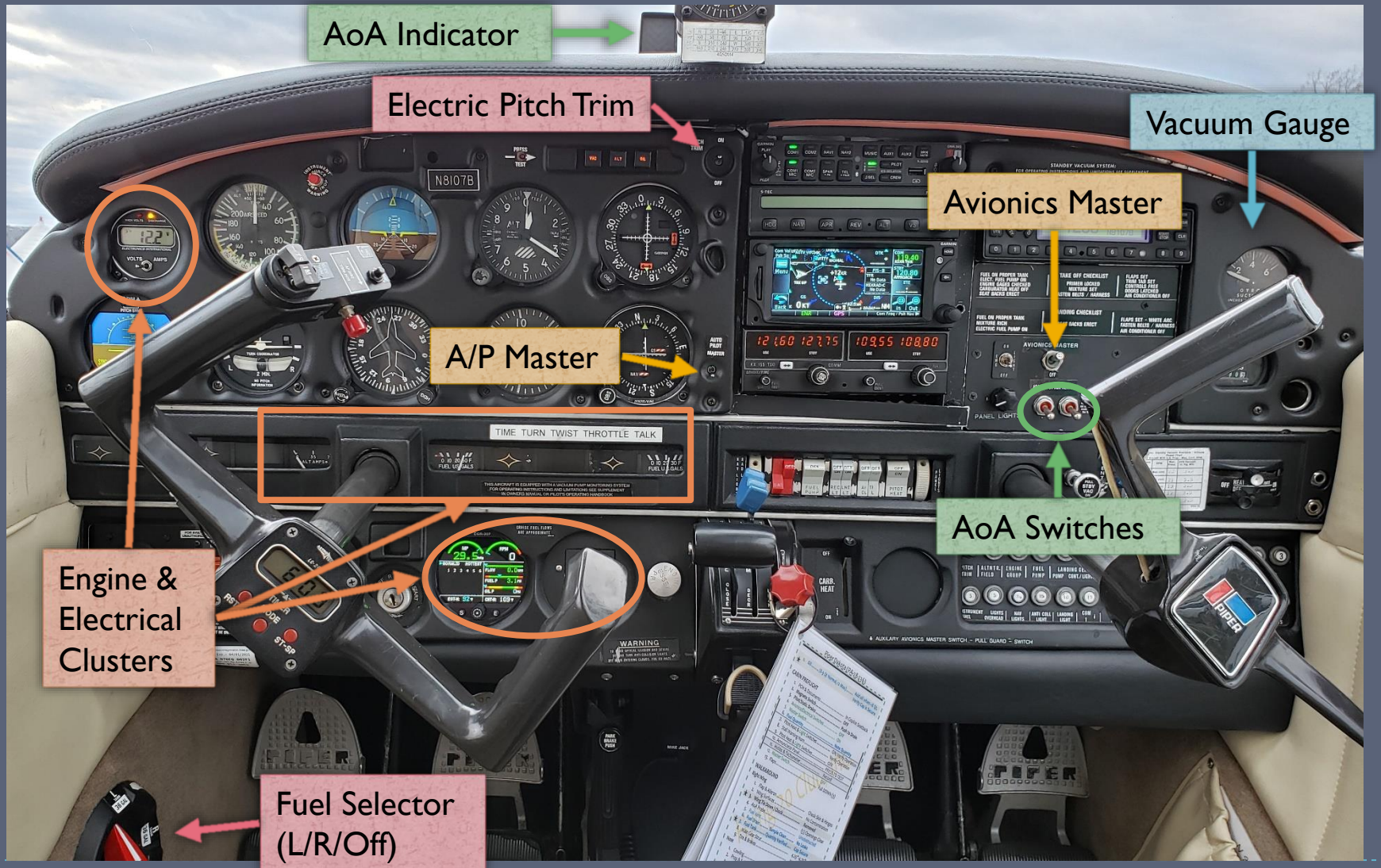
- Empty Weight: *1904 lbs**
- Fuel Capacity: 72 gal usable (433 lbs)
- Max T/O Weight: 3000 lbs
- Useful Load: *1096 lbs**
- Useful Load Full Fuel: *663 lbs**

* As of 5/1/2020

N8107B Panel (Safety & Comfort)



N8107B Panel (Engine & Avionics)



N8107B – Lower Panel