

THE HOLD SHORT

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08-14 JULY

ENGINE TEMPS - "COOL ME DOWN"

We have been analyzing engine monitor data on the birds that have it. Overall we're taking pretty good care of the engines but piggy-backing on recent posts /articles about mixture control, there is still some opportunities. The data shows a lot of climbs at too LEAN of a mixture setting which raises cylinder temps to 'cool me down' territory. A good rule of thumb is to keep CHT below 400 deg. Remember that in the climb the goal is max power and not max efficiency. The data also show that some flights are leaning as you climb at full power in a manner that just keeps raising CHT to 'cool me down' territory! Think about leaning for max power differently...

To lean for max power, come at it from the rich side of the mixture control, not the lean. If you are at full throttle and think you need to lean for max power during a climb, the RPM should INCREASE slightly to show the increased output. If you lean during the climb and RPM stays the same, you have done nothing other than add stress to an already maxed out engine. You were already at (or possibly lean of) max power. Be generous with your mixture during the runup, too. We see pilots running way too lean quite often and then takeoff in that state which sends temps soaring. When it's hot out, like now, it's even worse..



REMINDERS FOR THE UPCOMING WEEK

It is going to hit over a 100 degrees this weekend. Remember, once that hits, we are grounded. Be prepared for a back up in case your lesson falls during that time. Also, please no back seat riders once the sun comes out. Let's baby these engines.



What is more awesome than a cool, calm morning Discovery Flight? Well, not much...unless you get to share the excitement with the ones you love! This morning, husband and wife team Alex and Kelsey, both took their own plane (with an instructor) and got to experience single engine flight, taking in all the sights, chatting with the tower, and learning about the four fundamentals of flight. There might have been a little 100-ish knot racing going on this morning up there too. If you blinked, you would have missed it. 😊 Look at these smiles!!

NEW PILOTS TAKING TO THE SKY



Now that the snow is almost gone, Alex Monroe, avid shredder, has had more time to work on his pilot skills.

Today, he showed that he can also shred in the sky because he earned his Private Pilot Certificate!! Nothing like some summer afternoon winds and thermals to add to the mix when trying to demonstrate all required maneuvers within standards. Like hitting the moguls of the sky. No problem for Alex though. He fought through it and definitely worked hard to earn this awesome first step toward a career in aviation. He has successfully balanced work, probably a bunch of fun, family, and flying. It can be done and now Alex will start on that next step, his instrument rating. Relax a little but get right back at it. Huge congratulations to Alex and his CFI Ryan Mill!!

PABLO STEIN – PRIVATE



Nothing like adding another "I" to your CFI. And that's exactly what CFI (now CFII) Ryan Mill did today! He taught the DPE a thing or two about flying and not being able to look out the window, and looked pretty snazzy doing it. Then back into Reno and a new temporary certificate now in his hands. Ryan is kinda a legend around these parts. He is zero to CFII at GBA, 141 extraordinaire, and now sharing his love of aviation as a GBA instructor. When he is not flying you can find him doing some pretty extreme sports including back country skiing (the kind where you drop off cliffs) or careening his mountain bike down some sketchy switchbacks. We would wrap him in bubble wrap if we could, but he seems to always show up for his flights with no broken bones. Awesome job Ryan! It has been inspiring watching you succeed. Great work as well to his CFII

Richard Brong!

RYAN MILL – CFII