

## A Few Summer Safety Topics

Here's an easy way to shrink our 3100' of paved (and the 1100' turfed) runway – just add heat and humidity. That'll do it. The 65 horsepower of pure fury in your Thunderbolt Grease-Slapper Mk 7 just became a bunch of barking mini-ponies.

Don't believe me? Check your particular aircraft's performance section of the operating manual. Can you legally take off with full tanks, full load and a full belly. Maybe. Maybe not. The answer could surprise you.

As scary as an overweight take off on a hot, muggy day can be, what about a high sink rate attempt at a go-round? You might not have the blast of power available to "finesse" a decent landing, much less a late go-round.

Which leads to another point about warm weather flying -- we frequently get hazy days and reduced visibility due to everything from excess humidity and stagnant winds to brush fires. Keep your head on a swivel and make both your required and "informational" radio Transmissions.

Don't forget that summer storms and squalls can pop up suddenly out of a nice summer day. Secure your aircraft, both at the home 'drome and certainly on any cross country. This year's Sun-N-Fun provided a graphic example of a weather related worst case scenario.

Summer maintenance on the old flying machine should take on a cooling related emphasis. Make sure your cooling baffles are in good repair and the oil is correct for the season. Healthy compression is never more valuable than on a hot, humid day.

Having said all that, summer provides spectacular early morning and late afternoon periods of light winds and tolerable temperatures – so enjoy!

Regards,

Jim Kline