



Minutes of Meeting of the Brantford COPA Flight 148

December 15, 2011

The meeting began at 7:00 with 13 members present.

Bob Ogilvie opened the discussion with a reminder of the email he sent out from COPA regarding the input they are seeking about any obstructions being built around airports. The link is

<http://www.surveygizmo.com/s3/734088/copa-obstructions>

If you have any knowledge of problems with structures such as cell towers, wind turbines or similar structures being built near Brantford or any other airport, you are asked to make a submission.

Bob reported that there has been no new news regarding COPA for Kids or the submission of a bid for a future COPA National Convention.

Weather Topics: Orest has agreed to continue with short presentations on various weather topics at regular COPA Flight 148 meetings. He has also offered more detailed sessions to those that are interested and will offer it to members of BFC as well. These would possibly be held half way between our regular meetings or on alternate months.

Aircraft Insurance: Dan Richer reported that he had recently renewed his insurance and had gone with the new carrier through COPA. He found them very helpful and indicated that the price was much better than what he paid last year. The information is available at

<http://www.copanational.org/FPSept11-3En.cfm>

Cold Weather Operations: Paul led an excellent discussion on Cold Weather Operations. There was a lively discussion on a variety of topics that included almost every person in the room at one point or another. Paul used a presentation that is available on the web from AOPA Online and supplemented that with discussion about most of the topics presented.

For removal of frost or prevention of ice formation a product called TKS is recommended. See the short discussion below from Aircraft Spruce. It is also available from other sources. Price was reported at around \$80 for 5 gallons that should last for you flying career.

<http://www.aircraftspruce.com/catalog/pdf/kilfrost%20product%20information.pdf>

Other points noted were:

Brakes: Brakes can freeze in winter and result in very interesting landings. Avoid taxiing in slush and cycle the brakes after takeoff and before landing to increase the chance that the pads are not frozen to the disks. Landing firmly (not hard) is recommended when there is a concern of stuck brakes.

Carb heat: Apply carb heat before takeoff to prevent ice buildup that may limit power on takeoff.

Continental engines are more prone to carb ice than Lycoming. Lycoming engines route the intake air through the oil pan while Continental engines do not. Carb inlet temperature gauges are a good idea if possible since it lets you see when carb ice is likely.

Batteries: It is wise to maintain a very small trickle charge on the battery in winter if possible. Never allow charge voltage to go above 14.2 VDC because it will boil and destroy the battery.

CO detectors should be renewed/replaced in the winter and are important.

Paul's presentation was very well received. Thank you Paul.

Bob closed the meeting and indicated that he/we would concentrate on trying to increase the membership numbers in the winter months.

The next meeting is January 19 at 7:00 p.m. at BFC.