

Winter flying procedures for N2459V

Avoid flying in temps below zero Fahrenheit. Baffles have been installed on the cowling as recommended by Cessna to help keep the engine warmer during operations. There is a quilt and a blanket that should be used to cover the nose of the plane. Before placing the quilt over the cowling plug a short extension cord onto the male plug attached to the oil fill tube (there is an orange and a grey cord in the hanger available for this purpose). Attaching this short cord makes it easier for the BGR crew to plug the block heater when you call ahead. You might like to stop by the hangar to see how I have it covered 59V along with a short extension cord. There is also a small heater stored in the lugged area of the plane that should be placed in front of the pilot's foot pedals to warm up the glass instruments. It is recommended to use this small heater for about 30 minutes while performing the pre-flight. Please do not leave this heater plugged for extended periods time unattended especially not overnight. If the instruments are not warm the flight instruments will go black and undesirable without the ability to see the instruments or change radio frequencies. Eventually the instruments will become visible again once the cabin area is warm, however, it best to have everything warmed up before your flight.

It is recommended that you call ahead (the night before or at least 3 hours in advance of your flight) to have the engine plugged in, and do not have the plane pulled until you arrive to the airport and have completed the pre-flight inspection while the plane is in the hanger. While doing the preflight use the small space heater to warm the cockpit area on the pilot's side. I usually arrive and ask the FBO staff to pull the plane in about 30 minutes. When the staff arrive to pull 59V, unplug everything, remove the blankets and start the plane. By the time you taxi to your departure point the oil temp should be in the green, if not wait until you see the needle move into the green range. When you return from your flight, reconnect the short extension cord, replace the blankets and tighten the ratchet strap so the blankets will not blow off and ask to have the plane returned inside the hangar.

Please do not leave the plane plugged in for long periods of time (such as days) as this can cause damage to the engine.

Following these procedures means we all have to spend a little extra time before and after each flight but in the end we should minimize wear and tear on the plane and help to reduce maintenance costs.

Thanks for your cooperation!