



ASPEN Flying Club

Flightline Procedures

**These operating procedures are designed to provide a safe, efficient flight operation.
We appreciate your compliance and cooperation.**

Parking

We have painted parking lines and assigned specific parking spots for each type of aircraft. The first spots on the east and west sides are designated for Katanas, Diamond Star, and C182s. Assigned spots have been measured for tie-down chains specific to that size aircraft, and are labeled accordingly. Please pay attention to whether you are parking a plane in a spot designated for another aircraft.

Taxi from the tie down area to the SOUTH and return on the NORTH side. This flow will provide a "one-way street" of sorts in and out of the tiedown area. The curved, painted parking lines are designed to accommodate traffic entering the parking area from the north side and departing to the south side only.

Securing Aircraft

Never taxi over the tie down cable. Use a tow bar to push the aircraft back. Do not sit on or push on the aircraft without using a tow bar. All aircraft should have tow bars. If yours is missing, please notify the front desk. Again, park using the curved, yellow lines.

Tie down the **tail first** and push the aircraft forward to tighten the tail chain. Chock both main tires and tie down the wings. The wing tiedowns should be tight and tilted slightly **backward**. **Ensure all three chains are tight**. Use a double lock on the chains. If you are unsure about the proper method for tying down, please contact any flight instructor. Insert the gust lock. If you observe an aircraft improperly parked or tied down please let us know so we can correct it.

Remove personal belongings and trash from the aircraft. Please, secure the seat belts.

Oil Boxes

There are two oil boxes on the line for your use. They are filled with oil, funnels, paper towels, and windscreen cleaner. You'll also find a ladder by the first box for the C182's. Please record the oil you use on the log inside the box. **DO NOT USE PARTIAL QUARTS OF OIL**. Add oil only when at least a full quart is needed. Once the seal is broken on an oil container, the oil is considered "contaminated" and cannot be stored and used again. Our oil boxes have combination locks. The combination changes on the tenth of every month. You'll find the new combination printed on the bottom of your monthly statement, or just ask the front desk. Please lock the oil box up after you use it and dispose of any trash in the barrels provided.

Windscreen Maintenance

Please be careful when cleaning the windscreens. Use only vertical motions (up and down, not round and round). This will prevent "swirls" from imbedding in the windscreens and causing distortions.

Do not place any items on the glare shield (panel dashboard). The windscreen scratches very easily if things bump into it.

Checklists

PLEASE DO NOT REMOVE CHECKLISTS FROM THE AIRCRAFT! If a checklist is badly damaged, has pages missing, or is missing altogether, please inform someone at the front desk so we can correct it.

Taxi Speed

Please taxi slowly and carefully, especially in the parking area. Caution is essential to prevent accidents.

Summer Flying

Hot weather and our altitude equal high density altitude situations. Be aware of diminished aircraft performance on hot days. Two people and full fuel is about all a C172 can handle on a hot summer day. As always, consult the POH and density altitude charts to determine performance.

Run-ups should always be performed with the aircraft faced into the wind for cooling. Oil temperature and cylinder head temperatures should be carefully monitored during flight, especially during extended climbs. You may have to level off during an extended climb to maintain the oil temperature in the proper operating range.

C-172S Model

The C-172S models are fuel-injected aircraft, and do require a separate checkout. The starting procedure is quite different from the older Cessnas; the S models are extremely sensitive to over-priming and can also vapor lock if not flown correctly.

Safety Meetings

Safety Meetings are held on the second Saturday of every third month, 9:00am to 11:00am in the Aspen training room. Attendance is mandatory for all student pilots; however, all members are welcome and encouraged to attend. Doughnuts, coffee and juice are provided.

The meetings are videotaped so that students or other members who may have scheduling conflicts can watch the video. Students who miss the Safety Meeting must watch the video prior to their next flight.

Thank you very much for your cooperation, and have fun flying!