

Given we didn't have an official meeting in December, here's the December:

20C Plane Captain Report:

She came out of annual in December and has been flying well lately. However, the right-side panel lights that are controlled by the NAV light rheostat are not working. The next time we get a stretch of bad weather, I'll have it looked at. The right tank's fuel cap was damaged last week so a new one is on order. It is safe to fly in the meantime.

President's report:

We did not have a Board meeting in early December but will meet before the membership meeting in January.

We have posted the Arrow (6320C) in Trade-a-Plane and on AircraftDealer.com at an asking price of \$70,900. To date, we have not received any inquiries.

Landmark is plugging in our planes' Tanis heaters when they put them away so if it does get cold, we'll have warm engines to begin our flights.

Please remember: When parking at Hangar #1 in snowy conditions the planes must be kept at least 20-30 feet from the entrance to the hangar door due to ice/snow dropping from above. Actually, whenever you park on any ramp, look around to ensure that the plane is not parked where falling ice/snow/branches could cause damage.

Winter is due to show up any time so be careful of icing conditions aloft and frozen taxiways/runways on the ground. Take corners slowly when taxiing to avoid sliding and be selective of your run-up areas.

The Utica Airport (UCA) is NOTAM'ed to close on 1/11/07. All FBO operations have already moved to RME (referred to as Griffiss) but the tower will continue to operate at UCA until 1/12/07. Griffiss only has runways 15/33 but has 11,820 feet in which to land...and take off...and land...and...well, you get the picture. They have an ILS and VOR there, as well. Attached is a hand-drawn airport diagram with the taxiways, distances and frequencies. Note that Rwy 33 requires right traffic.

Lastly, Galaxy Aviation (and their Laser Grade Testing Center) is located in the same building as the FBO.

Fly safely!