

Raintree's AEROLINE

Newsletter of Raintree Corporation
Cecil County Airport, Elkton, MD, (58M)

Avgas (100 LL) \$4.99/ gal.
Jet A with Prist \$4.90/ gal.
(call for updated fuel prices)

Spring 2011

SPRING'S A- COMIN' THANK GOODNESS! GOODBYE AND GOOD RIDDANCE TO WINTER!

FLIGHT TRAINING QUESTIONNAIRE

Recently, we sent a questionnaire to current and past flight school and aircraft rental customers. We're looking for input on a variety of questions relating to your training experience, changes or new ideas, and issues which affect your flying. You may respond by mail, e-mail: rpowell@cecilcountyairport.com, phone or Fax: 410-398-0234 or in person. The questionnaire and responses will be on the website so that you can continue to comment and see what others are thinking. This is a positive step toward improving our flight school operations to be more efficient and receptive to user needs. We look forward to hearing from you as your responses are critical.

FLYING IN TODAY'S TOUGH ECONOMIC TIMES

With tough economic times facing us, rising gas prices, uncertainty in home sales, lack of jobs, rising food costs, more stuff to get done in less time, how do you get to fly, let alone stay proficient? Or, how could you get that instrument rating? The answer may be in joining or forming a flying club, to become or gain a partner in a plane or by forming a fractional relationship. There are alternatives to "not flying". Outstanding deals are available on planes of all shapes and sizes from early generation Light Sport flivers to older very capable cross country planes to fuel efficient misers to newest wiz-bang, go-fast plastic wonders. By joining with someone or others, the final expenses are defrayed. Hangar payments, insurance, maintenance services are reduced by the number of persons involved. So, there is more money left to fly.

And while gas prices continue to rise, for much proficiency or training flights, you do not have to run the engine at the traditional 75% power. Use those performance charts. Look at economy settings. Control the mixture. What difference does it make whether you go 100K or 110K? It's probably one to two gallons less per hour depending on the altitude with even more savings for larger engines. Good flyable aircraft are available from the low teens up. Older, bigger engines, cabin class, and high performance singles, seemingly unaffordable to individuals, make sense to groups. Cessna 182's, C210's, Bonanzas, Comanches can be acquired at bargain prices and are 130K -160K cruisers if you want to be real efficient. Look at earlier 180 HP Mooney's, Arrows, C172 RG's, and Comanche's. They all get 16 - 20 miles per gallon at cruise speeds of around 130K. There are plenty of C150's and Cherokee's and the like available in the teens and \$20-\$30 range.

So, if someone says "WHAT DID YOU DO TODAY?", you can proudly say "I WENT FLYING" They don't know or care what you flew but are impressed that you did and they didn't. Don't give up hope. I'll be happy to discuss your flying or non-flying situation with you. There are plenty of on-line info sites, cell phones, e-mail scheduling so it has never been easier. In around 40 years of flying, I haven't run into any planes being a problem due to over use. Under utilization does more damage. Don't give up flying or let your skills erode. You have worked hard for that license and there are always ways to use it. Happy Flying. ROBERT

BIRDS AND BEES TIME AGAIN

Notice tell tale scraps of straw protruding from an opening; white droppings on the elevators; a sentinel bird perched on top of the vertical fin; or wasps trailing to and from control openings-these are clues that some creature has taken up residence in your airplane and alerting that a thorough pre-flight is absolutely necessary before each spring time flight. Carefully observe any opening that can provide entry for birds or insects. The tail cones of Cessnas are popular for bird nests. Any debris should be removed before flight. This may mean taking off some inspection plates because straw is often packed solidly inside, but take care not to damage any wires or cables. Pitot tubes are particularly attractive to mud wasps. Do not blow into the tubes or you may damage the airspeed indicator. Seek the help of a mechanic. The problem may be continuous. Birds can rebuild a nest within a few minutes after removal so free movement of the controls must be rechecked before each flight.

HUNGRY FOR FOOD AND FLYING COMPANIONSHIP?

Don't forget Sunday A. M. get togethers- FLY OUT brunches. Come on down to the airport about 9 A.M. Sundays to pilot a plane or hitch a ride to a brunch destination (chosen democratically). If it's a poor flying day, come to the airport anyway and enjoy a "continental breakfast" or we'll send out for traditional fare. And, as always, there is good hangar flying in our new modern, comfortable quarters. Haven't been in the new building yet? You'll be impressed with this new facility which was long awaited and which greatly improves our ability to meet the evolving aviation needs of you and the flying public.

CATS TESTING UPDATE

As we go to press, we expect our CATS testing to be re-approved in the new location. Much has changed. Gone are the old computers. There are new flat screens, more privacy, expanded safeguards and very strict operational requirements associated with the recent change in ownership of CATS testing company. The changes should be beneficial to users. CATS provides, not only aviation testing but a wide range of computer tests from tug boat operators, pharmaceutical to mechanical and electrical specialists. Let us know if we can help.

AVAILABILITY OF CHARTS

We, as are many other FBO's and flight schools, facing a dilemma with respect to traditional availability of sectional and other navigational charts. The FAA/federal government (in its infinite wisdom of operating more efficiently-a true oxymoron), last year decided that only those facilities who would commit to selling \$5000 of charts could be chart vendors.

We, and most similar others, are not Walmart size and don't sell anything close to \$5000 worth of charts. It was primarily a service to disseminate current and required safety information that U.S. tax dollars paid for in the form of reporting and surveys that they continue to do anyway. The charts not sold were clipped of their titles and sent back for credit. It had worked well since charts were introduced. Toward the end, we found we have \$9.80+ charts left because of internet availability, of fewer persons flying, fewer people actually keeping or using current charts, higher costs, the perceived usefulness of GPS, moving maps, etc. At any rate, don't be surprised if you are unable to purchase charts at other airports as well.

So what do we do? First, on a trial basis, we are going to attempt to keep a small number of Washington sectionals and adjoining ones as well. If you are planning a trip, we will be happy to order your "Trip Kit", VFR or NOS IFR. We need just a few days to receive them. If, after this trial, we find that we are left with the expense of more charts than we sell we will have to make a business decision of how appropriate it is to provide the charts. I find this a grievous breach and travesty of government mismanagement as they are never efficient, yet they require us to use government charts as the official source of flight safety information. However, we can't incur the full cost of unsold charts indefinitely.

I urge you to give this some thought as well, although there are no "chart police" out there checking on you. The FAR's are very clear as to requiring you to have familiarized yourself with all current, appropriate, applicable officially recognized publications as part of your flight planning for a trip. A hand held GPS or a non-current subscription base panel mount IFR certified GPS is not considered an official source by the feds or even by an insurance company. An out-of-date chart can be as problematic as no chart. Let us know your needs. We can provide automatic, uninterrupted chart service for you. Robert

THE MARYLAND AIRPORT MANAGERS ASSOCIATION (MAMA)

The FAA, MAA and MAMA will co-host the annual Maryland Aviation Conference. Get Wings credit and visit Easton's new tower. This will also be the roll out of "Explore Maryland by Air, a campaign to stimulate interest and provide incentives to visit airports, aviation museums and attend FAA seminars. The program uses incentives to encourage persons to visit all 36 airports and aviation museums in Maryland. Check with us for details about this exciting new program.

Attend the 16th. Annual Regional Aviation Conference, Easton Md. May 13/14, 2011

AIRCRAFT RE-REGISTRATION ALERT!

On July 20, 2011, the FAA issued a final rule for re-registration and renewal of all aircraft over a three year period. This rule will terminate the registration of all aircraft registered before October 1, 2010 and will require re-re-registration to retain U.S. civil aircraft status.

Please use the following link to check your aircraft's registration renewal requirement or stop by the airport's front desk for more information:

[www://www.faa.gov/licenses_certificates/aircraft_aircraft_certification/aircraft_registry](http://www.faa.gov/licenses_certificates/aircraft_aircraft_certification/aircraft_registry)

AIRCRAFT FOR SALE

1963 CESSNA 150. TT 3145 +/- , SMOH 1113 +/- , Exterior, light tan with red/blue trim 5+, Interior, red vinyl 5 - 6 +/-, 1 KX 170B, 1 ATG50A transponder with Mode C, Intercom with PTT,EGT, CHT, cowl inserts, aircraft cover, complete logs, nice 'Learn to Fly" airplane or time builder, fresh annual with sale, Reduced to **\$13,900 OBO.**

See Robert Powell about above Learn to Fly Special at \$17,500 including Private Pilot license allowance or \$15,900 including recreational pilot allowance. 410-398-0234

2002 SYMPHONY SA160 2-place, 160 hp., high wing, tri-gear, TT 353. King avionics. 2150 gross weight, cruise speed 125K, hangared, like new, **\$49,900 OBO**

REAL ESTATE

Nearby waterfront and airport adjacent properties are often available.

Raintree's Aeroline is the newsletter of Raintree Corporation, published at Cecil County Airport, P.O. Box 222 Raintree Lane, Elkton, MD 21922, 410-398-0234. www.cecilcountyairport.com.

GREAT IDEAS FROM RAINTREE AERO

Now in stock: Zip Lined Hoodies, Long Sleeve Tee shirts, Denim button down shirts, short sleeved Polo shirts and Baseball caps in varying colors, all with the Raintree Logo!

Give the GIFT OF FLIGHT! Scenic Flights and Demo Flight Gift Certificates make great gifts for birthdays and Mother's Day and Father's Day will be here before we know it! Give them the chance to see their home from the air. Encourage someone to get into aviation or donate one to your favorite charity auction!

Raintree Corporation
P. O. Box 222
Elkton, MD 21922

INSTRUCTION PER HOUR

Primary-dual	\$60
Advanced (IFR)	\$65
Owner A/C-Primary	\$60
Owner A/C-Adv.	\$65
Ground Instruction	\$60
Intro lesson/flight	\$100

CECIL AERO SERVICES

AIRCRAFT MAINTENANCE

INSPECTIONS, REPAIRS

An independent facility owned and operated

by

ROGER ROBINSON 410-620-6277

AIRCRAFT RENTAL (HR./WET)

C-172	\$110
Ercoupe (LSA)	\$95
Simulator	\$45
Sight seeing- One	\$90
2 or 3 persons	\$100

GROUND TRANSPORTATION

ELK Cab 410-273-1551
Enterprise (appointment only)
Crew car for short term to
Restaurants, historic areas
and attractions

**CATS TESTING
CENTER**

FAA Pilot, Mechanic, Dispatcher;

Chiropractic, FCC, Other

Professionals

To schedule:

CATS TOLL FREE - 1-800-947-4228

AVIATION CONSULTING

Aviation Business
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Robert Powell ATP CFMEII-A&P
410-398-0234 or 410-459-1274