

# Skywriting



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## April 2017

	<u>March</u>	<u>Annual</u>
N94174	3.7	Feb 2017
N32204	.0	Mar 2017
N8114F	13.8	Apr 2016
N4RB	11.3	Aug 2016
<b>Totals:</b>	<b>28.8</b>	<b>30 pilots</b>



## Spring Plane Wash

May 6, 2017, 11 am

### Rain Date

May 13, 2017

President	Charles Typinski
Secretary & Agent	Dennis English
Treasurer	Rollin Setterdahl
Safety Coordinator	Charles Typinski
Membership Chair	Charles Typinski
Directors	Charles Typinski Dennis English Tim Leinbach George Bedeian Rollin Setterdahl
Activity Coordinator	George Bedeian
Newsletter	Dennis English

### Plane Captains

Ercoupe N94174– George Bedeian  
Warrior N32204 – Rich Husson  
Archer N8114F – Jeff Herman  
Bonanza N4RB—Charlie Typinski

Flight Instructors  
Tim Leinbach CFII

Flight Reviews & Flying Club Checkouts  
Jerry Lowry CFI

### Notices

Please be prompt paying your bill. Because of the Warrior engine & annual inspection cost (around \$30K) the Club's cash flow situation is not the best. Setterdahl and English visited the bank to get a short term loan to be able to pay bills.

If you are someone with the means to pay your account ahead that would also help and be appreciated.

### Ercoupe Warm-up Issue

Members have been experiencing a problem with the carb heat on the Ercoupe. That problem has been solved after a mechanical linkage was repaired.

### Other Issues

The annual inspection on the **Archer** is done, panel lights fixed (loose wire), and it should be ship shape now.

Please note that **Jeff Herman** is our web master, and will be modestly compensated for the time necessary to keep the site current. The web site is back up and running. If you have something to put in the web site contact Jeff at

[flashpoint\\_elite2006@yahoo.com](mailto:flashpoint_elite2006@yahoo.com)

If you use the office computer, please do not download loads of data on it. The Club pays dearly when we go over our allotted data.

Please note the plane wash dates are posted for May 6th at 11 am. The grill will be fired up at noon for a tasty lunch.

## Issues with Pilot Checklists

Pilots learn to use check lists as students. There are a lot of things to do to pre-flight an airplane, and each airplane may be different in subtle ways. Once you've done the check list a few times you may think you've got it down to memory. That's a trap. Watch for problems cropping up.

One of the problems is the "interruption". An interruption can be brought on by a passenger asking a question or two about anything. It takes your mind off the chore at hand, and may cause you to overlook something. It could be something you find in the pre-flight, and while taking care of that the remainder becomes a blur.

What if you do something out of line with how you regularly do it such as pulling the aircraft out of the hanger midway through the pre-flight, going to the rest room, and thinking you'll finish the pre-flight when you return? It's a trap. You may not forget to finish the pre-flight, but then again, it's out of the normal pattern you've always used to pre-flight. You might forget it.

Don't try to multi-task during pre-flight. If you're talking on your phone while doing the pre-flight you can't be very focused on either task. Just don't do it.

There are ways you can avoid "the trap". Tell your passengers before you start that you'll answer any questions about anything AFTER you pre-flight. It's like having a sterile flight deck during critical phases of the flight. After all, the pre-flight IS a critical phase.

If you do interrupt for some reason, you can use the written check list placed on the left seat as a reminder to finish the pre-flight. Seeing it there will likely trigger your memory.

The whole point is that history is full of stories about pilots not performing the pre-flight correctly. Stay focused, and remember: It's one of the most important phases of flying you'll perform. Don't screw it up.

### **Club Facing Major Expenses in Next 3-4 Years**

As part of the FAA NextGen program aircraft operating in controlled airspace will be required to have an operating ADS-B unit in the airplane by 2020. This ADS-B "out" will automatically send information about your flight to others operating nearby with ADS-B units. The cost for these units is difficult to know ahead of time, since requirements and technology changes will cause costs to go either up or down. Right now, our best knowledge is that the cost per airplane will be about \$6,000 or more. In any case if the Club waits until the last minute it will be a huge investment, so the BOD has decided to start now. The method of paying for it has not been decided. The Bonanza will be first followed by the Archer, then the Warrior. We're letting you know ahead of time that this expense will occur. We just don't know the how or when.



**David Clark Headset & Storage Bag**  
My grandson has decided to sell his David Clark headset & bag. He's come into a bit of a money crunch, so he's letting it go.  
The headset is quite old, but it's a very good quality. It doesn't have a volume control on it. He would like to have \$100 for the two items.

Please contact Dennis English 309-799-7522 or englishdj@mchsi.com for more information or if you're interested in buying.