

Skywriting



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August 2017

	<u>July</u>	<u>Annual</u>
N94174	2.8	Feb 2017
N32204	3.7	Apr 2017
N8114F	15.6	May 2017
N4RB	13.8	Aug 2016
Totals:	35.9	27 pilots

Spring Plane Wash

October 7, 2017, 11 am

Rain Date

October 14, 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

Webmaster

Please note that **Jeff Herman** is our web master. If you have something to put in the web site contact Jeff at

flashpoint_elite2006@yahoo.com

You Did It!

Our Treasurer, Rollin Setterdahl, had requested that everyone pay their monthly bill by the 15th of the month following the billing month. The Club often experiences cash flow problems due to people not being prompt with payment. At the last board meeting Rollin reported that members had sent their money in promptly. Thank you! - The Board of Directors

It's Got To Fly!

Recently, the Club's Ercoupe was involved in a landing incident in Tipton, IA. The aircraft drifted off the runway into the grass, and the left outboard wing panel contacted a runway light.

The pilot retained control, and flew it back home. The damage was assessed by Jim Goetsch A&P, and a ferry permit allowed it to be flown to Clow International where the experts there determined the outboard wing panel had to be replaced. A used panel has been found and the process of repairing the Ercoupe is happening.

However, there is a feeling of some on the board that the airplane is costing the Club more to own than it's worth to keep. We had quite a few pilots commit to fly it, but the airplane is lucky to get flown 4 hours per month. We need to fly it more or it's going to be sold.

One way to get our fleet more hours is to increase the membership. The Club will be trying some innovative advertising, but you can help by getting friends and neighbors into the air.



Our Local FAASTEAM Representative, Tim Leinbach CFII, has pulled together another great local AOPA safety seminar. This one is presented by presenter Wayne Phillips, and will be on October 19, 2017, from 6-8 pm at the John Deere Hangar.

The pictures above were sent in by Tim Leinbach CFII after Brad Throne flew over to Quincy, IL (KUI) the last weekend in July. This restaurant in the airport terminal has just recently reopened. I think they're trying to make us hungry enough to make the 90 mile trip to Quincy.

A Bit of Compass History

The compass was likely invented by the ancient Chinese sometime in the third millennium B.C. Historians tell us the ancients had a device known as a "point-south carriage." This was a standard carriage for carrying royalty with a small, rotating figure mounted on the front, which by magnetism always pointed south. (The Chinese chose to have the arrow point south rather than north. (*P. Tyson – Secrets of Ancient Navigation*))

The Chinese were way ahead of the rest of the world, probably because of their need to use the sea for commerce. While the Chinese had little contact with the rest of the world, they had to contend with a huge coastline and many rivers, and therefore had much incentive to improve navigation capabilities.

The Chinese discovered that magnetic metal would align on a north-south direction. From there they made small needles of magnetic metal, and floated them on reeds in a bowl of water. The needles were free to rotate, and would align themselves in north-south directions. Hence, the magnetic compass was invented about 200 A.D.

From 200 A.D. the compass was slowly refined by the Chinese, until 900 A.D. when the first "true" navigational compasses finally evolved and were used on ships. It wasn't until late in the 12th century until Europe knew about the compass.

Even when some mariners knew how to use the compass it was seen as black magic to use one, and therefore, the binnacle was invented in order for the navigator to hide his compass.

The Compass Rose

The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower.

Originally, this device was used to indicate the directions of the winds (and it was then known as a wind rose), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds.

In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as tramontana (N), greco (NE), levante (E), siroco (SE), ostro (S), libeccio (SW), ponente (W) and maestro (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M.

The 32 points are therefore simple bisections of the directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know were the names of the points. Naming them all off perfectly was known as "boxing the compass." (*Origins of the Compass Rose by Bill Thoen*)