

# Skywriting



[www.FlyingCountryClub.com](http://www.FlyingCountryClub.com)  
Follow the Club on  
Facebook

## March 2018

<u>February</u>		<u>Annual</u>
N94174	3.2	Feb 2018
N32204	6.8	Apr 2017
N8114F	9.2	May 2017
N4RB	3.5	Sept 2017
Totals:	22.7	26 pilots

## Spring Plane Wash

May 5, 2018, 11 am

### Rain Date

May 12, 2018

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 – Neel Behere  
Bonanza N4RB—Charlie Typinski

Flight Instructor  
Tim Leinbach CFII

### Webmaster

Jeff Herman is our web master. Contact Jeff at  
[flashpoint\\_elite2006@yahoo.com](mailto:flashpoint_elite2006@yahoo.com)

### New Billing Address

The Club has a new billing address:

Flying Country Club  
PO Box 218  
Coal Valley, IL 61240

### Annual Shareholders Meeting

We had our Annual Shareholders meeting, Saturday, February 17th at the Civil Air Patrol's new headquarters in the row of unused air freight docks along US6/US150 near I-74 in Moline. Our attendance was down some from prior years. Several shareholders who normally attend were not present. Business went smoothly. **Dennis English** was re-elected to the board of directors for another 3 year term. Dennis has been a board member for most of the 40 years he has been a member of the Club.

At the special board meeting held immediately after the shareholders meeting it was agreed to elect the same officers to the posts currently held.

### New Member

Please welcome **Adam MacDonald** to the Club. Adam will be learning to fly with CFII Tim Leinbach in the Warrior. Adam is employed in design work with Allsteel, and now hangs his hat in Moline. He wants to learn to fly because he likes to travel.

### Recruit a Pilot

The more members we have the less it costs per member, especially dues. Take your friends neighbors, and fellow workers for a ride. They just might sign up.

## Flying Country Club, Inc

### Has 3 Addresses

It is sort of confusing. The Club has 3 different addresses. The one you are most familiar with is our billing address, which has just changed from Moline to Coal Valley. It is the busiest since that's where we receive invoices and payments. It is now:

Flying Country Club, Inc  
PO Box 218  
Coal Valley, IL 61240

Then there is the physical address, which is where our office and airplanes are hangered at the airport. The physical address is necessary for the Rock Island County "enhanced 911" emergency phone system.

Flying Country Club, Inc  
6292 76th Ave  
Milan, IL 61264

Last, but not least is the Club's corporate address: We are a "for profit corporation" and in Illinois we must have an address that is occupied, so the hangar office doesn't qualify. The corporate address is Corporate Agent, Dennis English's home:

Flying Country Club, Inc.  
702 E 4th Street  
Coal Valley, IL 61240

This is the address that is suppose to receive all official business from the FAA, the state, and the Quad City International Airport. However, not all local business goes through the agent.

Confused? Understandably! Perhaps this will shed some light on why we have 3 different addresses, and why.

### Turn The Heat Down

We feel sort of like your mother when we have to nag about something so boring as turning the lights off and the heat down (in the winter) but every nickel and dime we save adds up. People have come into the office and found the wall heater set in the 70's. Turn it down to its lowest setting when you leave in the winter time. In summer turn it up. We don't need creature comforts for an empty office. We thank you!

As if we needed a reminder of how expensive parts for our airplanes are, we were rudely awakened to the fact when we needed this part in the picture. This part controls the angle of the seat back on



the passenger side seat. As you can see it has seen better days, and was not holding the seat up correctly.

We went into shock however when we learned how much this piece is: \$2,800 for a new one from Beechcraft. We found one for \$900 somewhere, but we also looked for a used part.

We are always urging pilots to take care of our airplanes. This is a great example of a cost out of control as far as we are concerned.

### ADS-B Deadline 18 Months

The Club treasury has \$2,510 in the account for ADS-B, and it isn't adding up fast enough. The FAA deadline is 18 months away. We can hope that deadline will be pushed back, but if it isn't we have a lot of expense to keep our airplanes in the air. If others are waiting for the last minute, the avionics shops will not be able to handle the load. Your board of directors is brainstorming for a solution. There are no easy answers.

### Shane Newbanks Our Newest Pilot

Shane Newbanks went to Marion, Iowa December 20, 2017 and passed his Private Pilot flight exam. **Congratulations Shane!** It's a great feeling when you get that ticket to fly.



For more information contact Tim Leinbach at 309-781-9585

Registration encouraged but not required

When: Thursday, April 26, 2018

From 6 pm to 8 pm

Where: John Deere Global Aviation Services  
5600 69th Ave, Milan, IL

### Collision Course: Avoiding Airborne Traffic

The "big sky" can get awfully small when multiple aircraft are in the vicinity. Even with ATC support and traffic displays, near misses happen too frequently and midair collisions still happen. Advanced technologies which ensure more precise course and altitude tracking and more aircraft converging on fewer airports all work to shrink the "big sky".

ASI's new seminar looks at the problem from a risk management perspective. We identify high-risk scenarios and locations, then lay out strategies for avoiding them. From congested corridors to frenetic fly-ins, we talk about:

- Human eye limitations that impact the "see and avoid" philosophy
- Proven techniques on enhancing visual scan effectiveness
- Maximizing your visibility to other aircraft
- The promise and peril of cockpit technology "Danger zones" you may not be aware of

## Plugging Planes In

During the winter months we need to heat the engine compartment to get a good start. Usually, we require it below 20 degrees F. even when you're away. Our airplanes are equipped with electric heating devices such as TANIS heaters.

Our hangars are equipped with special outlets to use with the heaters. Some pilots are misusing them, perhaps unintentionally.

One outlet, the upper, is always hot. Use this one when your departure is unusually early or going to be very late. The other outlet is connected to a timer that also only turns on below a certain temperature. The timers are set to turn on at 5 am and off at 8 pm.

During the last board meeting there was some discussion about pilots leaving planes on the "hot" outlet. We also wondered if power outages have shifted the "on/off" cycle for the timer. Charlie Typinski committed to checking that for us.

If you are uncertain about using those connections please ask one of the plane captains or a board member. We all would be happy to help.



Jan 1, 2018 - Thank you Tim Leinbach CFII & Tractor owner for clearing the snow off the ramps this winter.

