

Skywriting



January 2021

www.FlyingCountryClub.com
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Recent Flight Time

	<u>Dec</u>	<u>Annual</u>
N32204	17.1	Apr 2020
N8114F	17.0	May 2020
N4RB	19.2	Sept 2020
Totals:	53.3	31 pilots



Spring Plane Wash

May 1, 2021, 11 am

Rain Date

May 8, 2021

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
Website	Nadra Yazaji

Plane Captains

Warrior N32204 – Rich Husson
Archer N8114F – Rich Husson
Bonanza N4RB—Charlie Typinski

Flight Instructors

Tim Leinbach CFII & Mo Hyder CFII

Happy New Year!

Your Board of Directors wishes everyone
a Very Happy "non-COVID" New Year!

Our New Member

Shane Ryan joined the Club in December, and is our newest member. I hope you will join us in a warm welcome to Shane as he finds his way around the hangars.

Annual Shareholder's Meeting Canceled

The Board of Directors cancelled the Annual Shareholder's Meeting in an unprecedented decision at the Directors meeting January 12th. As you all know, cancellations have been part and parcel of the COVID 19 virus situation in Illinois as well as other states. Considering many of us are in the vulnerable age with underlying conditions; and that the only pressing business would be the election of one director; it was deemed less important to hold the meeting than protecting our members and shareholders. We hope you agree with us.

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Latest Update on Archer Autopilot

The new autopilot for the Archer is still not working. The unit is at the installer's shop, Beyerly Aviation, and they are having trouble communicating with TruTrack the autopilot's manufacturer.

Happy NEW YEAR

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We hope you agree with us..

If you want a copy of the financial report send an email to: rcsetter@outlook.com

In the subject line put: "FCC Financial"

AOPA—The Pilot's Friend

If you are not an Aircraft Owners & Pilots Association member already you owe it to yourself and your fellow pilots to become a member.

AOPA keeps an eye on the NTSB and the FAA, government agencies that may care about your safety, but care very little about how they implement their policies and Airworthy Directives. Like most government agencies "economics" doesn't play in their lexicon. The most recent situation occurred when a heavily used Cherokee Arrow operated by Embry-Riddle had a spar fail. The FAA reaction was to have ALL Cherokee spars checked for cracks. After investigation pushed by AOPA it was found that a much smaller population of Cherokee spars needed to be checked. That saved you a lot of money since the Club owns 2 Piper aircraft with that spar.

There are many other benefits with membership including products focused on aviation and education.

Go to www.aopa.org and check it out soon.



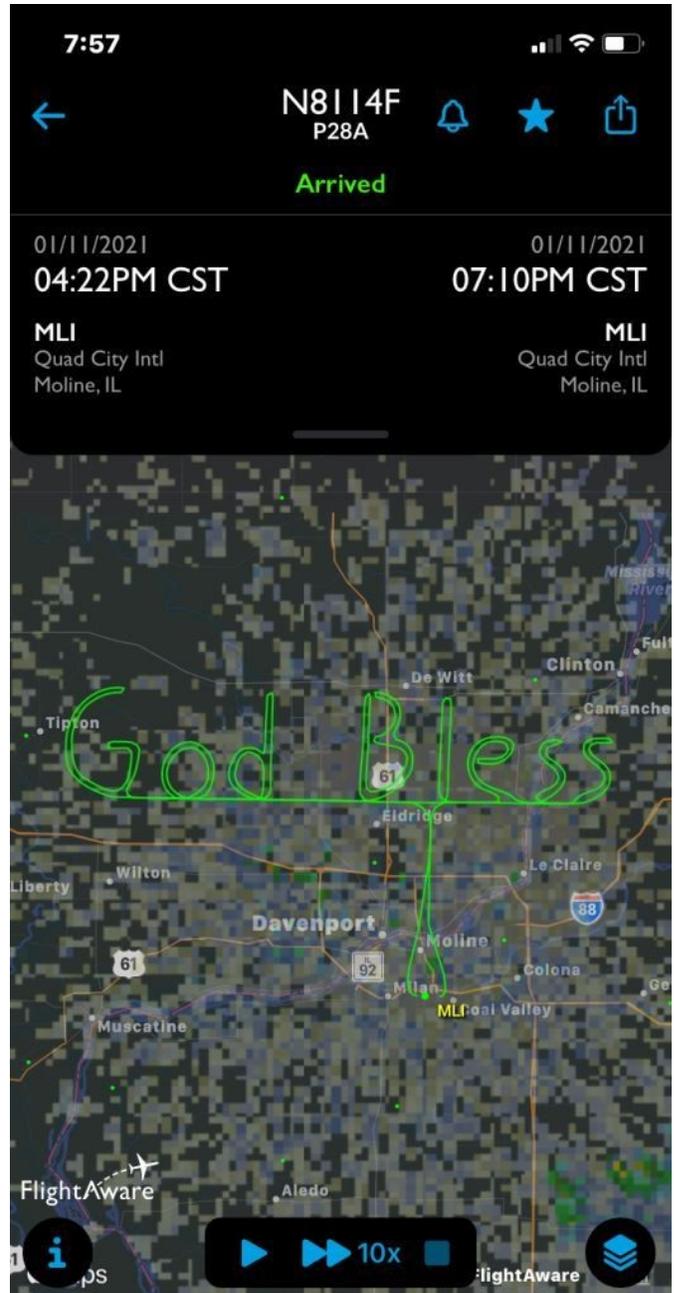
**A lot of
money is
tainted
Taint yours
and taint
mine**

Don't Use the Seatback

Some pilots have been pushing hard against the copilot's seatback when getting in or out of the Warrior. As a result there are parts that are designed to restrict the backward motion of the seatback that are bent and from our recent experience will fail. Please be aware when you get into the Pipers the force you are applying to that seatback.

Thank you!

Board of Directors



Nick Lenting's FlightAware Track

While we were wondering where we should fly next, Nick Lenting plotted this 2-1/2 hour flight with FlightAware. Very clever Nick!

Slick Deserves His Due

Paul Bertorelli - January 12, 2021 - AVweb Insider

Last October, when I wrote a commemorative on the anniversary of the Bell X-1's exceeding Mach 1, I spent many minutes contemplating my office wall. Or more precisely, what's *on* my office wall. It's one of a short list of my possessions that spark Kondo-esque joy: a fabulous pen-and-ink illustration of the Bell X-1 cockpit by Belgian-American artist Jean-Luc Beghin.

I grabbed a Post-It note and wrote "X-1 video" reasoning that there's enough source material to pull together a nice video on the X-1, one of history's most interesting airplanes. I figured I could knock it out in three days. A week into it, halfway done isn't in sight, but I've accumulated a small library on X-1 lore. The more I learn about it, the more I wonder how anyone survived flying the damned thing. You know all about the late Chuck Yeager, but about a dozen others flew the X-1 series, if not X-1 number 1.

Beghin's drawing prominently features Chalmers "Slick" Goodlin standing outside the cockpit alongside Jack Russell, the program's crew chief. You may or may not know who Goodlin was. He was one of a handful of Bell test pilots who spirited the early X-planes through their initial testing before handing them off to the Air Force for completion of the assigned research programs.

When I phoned Beghin to ask about his illustration, he mentioned something I've heard before. Goodlin was always unhappy with the way he was portrayed in the "The Right Stuff," both the book and the film version. Both depicted him as a money-grubbing mercenary who would only take the X-1 to Mach 1 and beyond if he was paid \$150,000. While that was true, it's also true that civilian test pilots were routinely paid bonuses for dangerous flight test work in those days.

And boy, was the X-1 series dangerous. Fires, explosions, malfunctions and gear collapses were common. Of the seven X-1s built for the first- and second-generation programs, three were lost to fires or explosions. One, on the ground, took the EB-50 launch ship with it. Two had to be jettisoned over the desert only to explode on impact. The X-1 pictured in Beghin's drawing caught fire during a press demo and had to be repaired. (It's 6063, the number 2 X-1, not the one Yeager flew on his Mach 1 flight.)

In his well-detailed "Into the Unknown," author Louis Rotundo tells of several harrowing flights which put Goodlin close the edge. In one, he ran out of oxygen and had to breath cabin air, albeit at low altitude. Unbeknownst to him, the windshield de-icing system—which never worked very well—was leaking isopropyl alcohol

and caused him to lapse into semi-consciousness on approach. The airplane bounced and skidded, collapsing the nosegear—a common occurrence—but Goodlin survived and emerged groggy but in one piece.

On another flight, Goodlin had to cope with frozen ailerons. Bell built the X-1 to an astonishing 18-G load limit and so little was known about shockwave propagation, that they tried to think of every possibility. One was flutter, so the ailerons are fitted with flutter dampers using a silicone oil. At altitude, the oil thickened and combined with ice, it locked them against flutter, but also movement by the pilot, too. As so many of pilots of his day had to do, Goodlin prevailed.

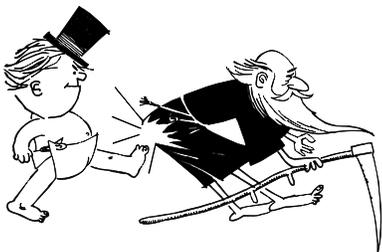
Although Yeager gained the fame, Goodlin and the other Bell test pilots—Dick Frost, Jack Woolams, Tex Johnston, Jean Ziegler—were probably Yeager's equals, although Yeager had a better mechanical background. Like Yeager, Goodlin was a World War II pilot trained by the military—Navy in his case—to be a test pilot. He began work with Bell in 1943.

Although taking research aircraft to the ragged edge was done by military pilots, the Bell pilots endured just as much risk in testing new aircraft that had never been flown before. They had to do considerable envelope expansion to satisfy the terms of their contracts and sometimes they did repeat tests after the airplanes had been handed over.

In the X-1s, just flipping the engine switches on was an exercise in blind faith. The Reaction Motors XLR-11 rocket engine proved to be a reliable performer, but reliable is relative. It blew up a lot. An RMI test engineer described developing it as "hellishly dangerous" and crouched behind a concrete wall wearing a football helmet during test runs. Yeager once said he was relieved when he switched on a chamber without an explosion.

By the time Goodlin handed the first X-1 to Air Force, most of the Gremlins had been chased away—and at no small risk and with considerable skill. It's too bad Tom Wolfe had to paint Goodlin as a heavy. He was in fact a consummate professional.

Beghin's illustration was done in 1997 for the 50th anniversary of Yeager's flight. Beghin had hoped to work with Yeager but he wanted a lot of money for the help. As he always had, Slick Goodlin stepped up. He gave freely of his time and loaned Jean-Luc his flight helmet and checklist, which you see sitting on the seat. I never met Goodlin, but others who have say he was approachable and a genuinely nice guy. He died in 2005. I'm happy to say my print is signed by both Goodlin and Jean-Luc Beghin.



**HAPPY
NEW YEAR!**

FAA Air Traffic Facilities Affected By COVID-19

Notice Number: NOTC1650

This Notice is intended to alert General Aviation (GA) pilots of the conditions they may encounter while operating in terminal airspace or controlled airspace surrounding an airport tower when those ATC facilities close for COVID cleaning. Due to the COVID-19 public health emergency, the FAA has temporarily closed certain ATC facilities, which may impact or reduce ATC services or leave the airspace uncontrolled or handled by another facility. Often these closures have been in high volume airspace with a mix of GA and Air Carrier operations. Please take the time to consider the following if you are planning a flight to and from airports with ATC Towers.

- Check Notices To Airmen (NOTAMS) and thoroughly review your pre-flight briefing. NOTAMS for ATC Zero can pop up quickly.
- If the airport is familiar to you, realize that the normal ATC procedures such as arrival routes, traffic patterns, etc. may not be in place during non-towered operations. It is now up to the pilots arriving and departing the airport to provide separation and sequence landing and takeoff operations.
- Tune in to the Common Traffic Advisory Frequency (CTAF) well in advance to raise your situational awareness of the flow of traffic already established at the airport.
- Whether you are VFR or IFR, announce your position and intentions prior to the Final Approach Fix (IFR) or at least ten miles prior to entering the established traffic pattern (VFR).
- If you cannot adequately determine the flow of traffic and your position in the flow, do not hesitate to hold a safe distance from the airport until your situation is clear to you. You can always fly to an alternate until things settle down at your destination.
- Once on the ground exercise extreme caution taxiing to and from the runway AND make sure that the runway and extended centerline in both directions is clear of traffic before crossing any runway.
- Above all keep your eyes and ears outside the cockpit as much as possible so you can see and avoid an unintended occurrence.

Here are some online resources that may help:

A map showing ATC Facilities affected by COVID-19

<https://www.faa.gov/coronavirus/map/>

The Airmen's Information Manual – Airport Operations

https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap4_section_3.html

FAA Advisory Circular 90-66B – Non-Towered Airport flight Operations

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/1032988

Safety Alerts For Operators (SAFO) 20012

https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/

Please fly safely. Be prepared. Have a plan of action and proceed to your alternate airport when your situation does not look or feel right.

Earn your WINGS to get a chance to win a cash prize. Go to www.mywingsinitiative.org for more info. Join us on Facebook: <https://www.facebook.com/groups/GASafety/>