

Skywriting



March 2021

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Recent Flight Time

	<u>Feb</u>	<u>Annual</u>
N32204	26.2	Apr 2020
N8114F	1.3	May 2020
N4RB	3.0	Sept 2020
Totals:	30.5	28 pilots



Spring Plane Wash

May 8, 2021, 11 am

Rain Date

May 15, 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
Activity Coordinator	George Bedeian
Newsletter	Dennis English
Website	Nadra Yazaji

Plane Captains

Warrior N32204 – Richard Husson
Archer N8114F – Gary Knapp
Bonanza N4RB—Charlie Typinski

Flight Instructors

Tim Leinbach CFII & Mo Hyder CFII

Plane Wash Date Change

The plane wash date has been changed to May 8th with the rain date the following week, May 15th. The thought was that the weather would be more favorable a week later.

Archer Engine Update

Make sure you know what's up with the Archer engine break-in. See the short article on page 2.

Archer Autopilot

The new autopilot for the Archer is back in the airplane, and the problem that took so long to fix is now repaired. Rollin Setterdahl will be allowing the fly off of advances now.

Also About the Archer

The weight and balance for the Archer has changed a bit, so be sure you are using the new numbers in your preflight calculations. The weight actually went down a slightly.

Tidbits

If the air at the airport smells like French fries it might be that an Airbus airliner just took off. Airbus and Rolls-Royce have launched a project to study how using 100 percent sustainable aviation fuel (SAF) affects aircraft emissions. They are currently using 50% SAF and 50% fossil kerosene successfully.

AVweb.com

P.S. The last Airbus 380 rolled off the assembly line in France just this month.

Murphy's Real Laws

- ◇ The shinbone is a device for finding furniture.
- ◇ It was recently discovered that research causes cancer in rats.
- ◇ Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking.

Archer Has An O.H. Engine

Special guidelines must be followed when operating the plane during the next 30-40 hour break in period. A set of guidelines will be placed in the plane to be followed.

In summary:

- Air work and touch & goes are prohibited.
- Climbs should be **shallow**.
- Flight should be **below 5000 MSL**.
- When leaning keep the mixture slightly rich.
- Also, do **NOT** use regular oil. Break in oil, (**Philips 25W50M**) will be put in the hanger for use.

How well we accomplish the break-in of the engine goes a long way in determining its useful life.

Bottom line: Keep the engine as cool as possible during this time.

Contact **Plane Captain Gary Knapp** if you have questions: 309-737-6970 or email:

g.e.knapp@mchsi.com

Archer II N8114F Gets Painted 2011-12

A notice was in "Skywriting" 10 years ago letting Club members know volunteers were needed to prepare the Archer for a paint job. A deadline of October 31 was due to changes in temperature coming. **Mark Conner** planned to paint the airplane soon after. For whatever reason there was sheet metal work that was done by **Jim Goetsch** in November and December. Mark performed some repair on the cowling. It was a long process. Key volunteers were **Gary Hardy & Tim Leinbach**. Originally projected to cost \$6K the project ballooned to \$10K with the wing walk repair, rubber seals, etc. The cost included an Annual Inspection.



"Debbie looks exactly like me when I was 18."

From AOPA Pilot Magazine

Food for Thought

By Bob Delvalle CFI in Sandpoint, ID

As a full-time CFI teaching primary students, backcountry flying, and seaplane operations, I initiate a simulated emergency on at least 50 percent of all training flights. I quote Vern Kingsford of Alaska Float Ratings, who paraphrased Greek poet Archilochos, "When emergencies occur, we don't rise to the occasion, we rise to the level of our training and experience."

HAPPY ST. PATRICK'S DAY

Don't Become A Statistic

Tips to inoculate yourself against VFR-into-IMC flight

From Flying Magazine Online

1. If you do enter IMC weather, don't panic—breathe.
2. Demand more than just three hours of instrument instruction from your CFI during private pilot training.
3. Trust the airplane's instruments, not your senses.
4. Always have an alternate airport in mind, even on a local flight.
5. Ask your instructor to demonstrate flight in low-VFR conditions, such as 1,000-foot ceilings and 3-mile -visibility.
6. When that voice in your head says the route ahead doesn't look good, turn around while you still can.
7. Learn to use the airplane's autopilot.
8. Set personal weather minimums and refuse to violate them—no matter what.
9. Understand why better-than-forecast weather is a blessing and less-than-forecast weather is a warning.
10. Continually assess your flight conditions and your alternates while airborne.
11. Train your passengers and yourself not to push to reach any destination.

Call for help on 121.5 (only if you're able to maintain control of the airplane—fly the airplane first).

Use of COVID-19 Vaccines by Pilots and Air Traffic Controllers

Notice Number: NOTC1739

The COVID-19 public health emergency has driven extraordinary global efforts to develop an effective and safe vaccine. Some of the vaccines in clinical testing are using novel technology, such as messenger ribonucleic acid (mRNA). The vaccines produced by Pfizer-BioNTech, Moderna, and Johnson & Johnson have been made available to the American public under an Emergency Use Authorization (EUA) by the Food and Drug Administration (FDA).

After careful review of available data regarding safety profiles, the FAA Office of Aerospace Medicine (AAM) adopts the following policy as both safe and operationally responsive to this unique situation:

Holders of FAA-issued Airman Medical Certificates or Medical Clearances may receive the Pfizer-BioNTech, Moderna, and Johnson & Johnson COVID-19 vaccines; however, a 48-hour no fly/no safety related duty interval must be observed after each dose.

Individuals holding an FAA-issued Airman Medical Certificate or Medical Clearance should be reminded that they are prohibited from performing flight crewmember duties or air traffic control duties if they do not meet medical certification requirements, including those related to adverse events from medications that render them unable to perform such duties.

AAM will monitor the patient response to Pfizer-BioNTech, Moderna, and Johnson & Johnson vaccines and may adjust this policy as necessary to ensure aviation safety. Additional vaccines will each be evaluated as EUAs are issued.

Read FAQs on the use of COVID-19 vaccines by pilots and air traffic controllers here: https://www.faa.gov/coronavirus/guidance_resources/vaccine_faq/

Read more on the FAA's Coronavirus Guidance and Resource page here: https://www.faa.gov/coronavirus/guidance_resources/#useOfVaccines

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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/> 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/>