

Skywriting



October 2021

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Recent Flight Time

	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sept</u>	<u>Annual</u>
N32204	34.2	16.4	40.8	9.1	Apr 2021
N8114F	43.0	37.7	22.4	36.4	May 2021
N4RB	13.7	27.8	42.8	22.9	Sep 2021
Totals:	90.9	81.9	106.0	68.4	

We are at 27 pilots as of October 1st

Spring Plane Wash

May 21, 2022, 11 am

Rain Date

May 28, 2022



Plane Wash

The fall plane wash was a success. I was told there were about 15 stalwart members show up to keep our planes spiffy. A special thanks to Rich Husson and Bob Thomas for fuselage belly oil and dirt removal. It's an area that's difficult to clean, and one of the most obvious places ground bound people are likely to see. I'm told everyone got a Setterburger from the Setterdahl grille. Thanks to all who showed up.

Welcome A New Member

Welcome to our newest member, **William Richardson**. William is already a private pilot with Helicopter and Single Engine Land licenses. Please extend a warm welcome to him.



October and Halloween

October is known for Columbus Day, the noticeable change in seasons, and Halloween. (My birthday also comes in October, but that hasn't made the news yet.) It's also a great month to fly and look at the changing tree colors.

The Club hopes you have a pleasant October and no goblin attacks.

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

Flight Instructors

Tim Leinbach CFII & Mo Hyder CFII

Tidbits

July 10, 1940 - The Battle of Britain begins.

The Luftwaffe (German Air Force) had been attacking British air fields and had them nearly wiped out. The Royal Air Corps was decimated. A German bomber got lost and dumped its bombs on London. A couple nights later the British bombed a German city. Hitler became so angry that he ordered the attacks to stop on the air fields and start bombing London and other cities. Within a week, the British would have been unable to fight the air war any longer had the attacks on air fields continued. Because Hitler lost his temper, the Royal Air Corps was able to rebuild and re-equip with new planes and pilots. Three and a half months later, the British won the Battle of Britain ending German plans to invade Great Britain.



Scott Berryman passed his Commercial check ride on September 15, 2021. Congratulations Scott!

Some Important Club Guidelines

We are all pretty proud of the FCC aircraft condition, mechanical as well as aesthetically.

This is a reminder to please leave the plane in a condition equal to or better than you found it.

Remove all personal items and trash.

Top off the tanks, unless the next pilot requests differently.

Most importantly, wipe off the leading edges (I.e. Nose, Main Wings, gear cowlings, horizontal and vertical stabilizers.)

There have been reports recently where the pilot has found the plane with the leading edges that have not been wiped down post flight by the preceding pilot.

The removal of bugs is important to maintaining the aircraft paint. Paint performs an important function aside from aesthetics. The paint keeps the drag low and, in turn, maintains aircraft performance and fuel economy.

The fluids from insects can and has caused paint damage and pitting. This damage can only be fixed by repainting the plane which in the past needed a special assessment (\$\$\$) from the membership.

If you see cases where a pilot has developed a habit of leaving the plane in a dirty condition, please contact the plane captain and/or a board member, so this can be corrected.

So, plan to take a few minutes to leave the plane in a condition equal to or better than you found it and keep our flying more affordable in the long term!

Thank you and have fun flying!

Gary Knapp

Who is Fred Weick?

This fellow never had an airplane named after him, and that's probably why most aviators never heard of him. However, he had a huge impact on aviation.

Fred Weick was an air-mail pilot, research engineer, and aircraft designer. Working at NACA, he won the 1929 Collier Trophy for his design of the NACA cowling for radial air cooled engines. Weick's aircraft outstanding designs include the Ercoupe, Piper PA-25 Pawnee agricultural plane, and the Piper Cherokee series.

Now you know...

VOR Checks 14 CFR 91.171

A most important function for pilots flying IFR is to DO and LOG a VOR check if you expect to use the VOR.

VOR Receiver Check

- a. The FAA VOR test facility (VOT) transmits a test signal which provides users a convenient means to determine the operational status and accuracy of a VOR receiver while on the ground where a VOT is located. The airborne use of VOT is permitted; however, its use is strictly limited to those areas/altitudes specifically authorized in the Chart Supplement U.S. or appropriate supplement.
- b. To use the VOT service, tune in the VOT frequency on your VOR receiver. With the Course Deviation Indicator (CDI) centered, the omni-bearing selector should read 0 degrees with the to/from indication showing "from" or the omni-bearing selector should read 180 degrees with the to/from indication showing "to." Should the VOR receiver operate an RMI (Radio Magnetic Indicator), it will indicate 180 degrees on any omni-bearing selector (OBS) setting. Two means of identification are used. One is a series of dots and the other is a continuous tone. Information concerning an individual test signal can be obtained from the local FSS.
- c. Periodic VOR receiver calibration is most important. If a receiver's Automatic Gain Control or modulation circuit deteriorates, it is possible for it to display acceptable accuracy and sensitivity close into the VOR or VOT and display out-of-tolerance readings when located at greater distances where weaker signal areas exist. The likelihood of this deterioration varies between receivers, and is generally considered a function of time. The best assurance of having an accurate receiver is periodic calibration. Yearly intervals are recommended at which time an authorized repair facility should recalibrate the receiver to the manufacturer's specifications.
- d. Federal Aviation Regulations (14 CFR Section 91.171) provides for certain VOR equipment accuracy checks prior to flight under instrument flight rules. To comply with this requirement and to ensure satisfactory operation of the airborne system, the FAA has provided pilots with the following means of checking VOR receiver accuracy:
 1. VOT or a radiated test signal from an appropriately rated radio repair station.
 2. Certified airborne checkpoints and airways.
 3. Certified checkpoints on the airport surface.
 4. If an airborne checkpoint is not available, select an established VOR airway. Select a prominent ground point, preferably more than 20 NM from the VOR ground facility and maneuver the aircraft directly over the point at a reasonably low altitude above terrain and obstructions.
- e. A radiated VOT from an appropriately rated radio repair station serves the same purpose as an FAA VOR signal and the check is made in much the same manner as a VOT with the following differences:
 1. The frequency normally approved by the Federal Communications Commission is 108.0 MHz.
 2. Repair stations are not permitted to radiate the VOR test signal continuously; consequently, the owner or operator must make arrangements with the repair station to have the test signal transmitted. This service is not provided by all radio repair stations. The aircraft owner or operator must determine which repair station in the local area provides this service. A representative of the repair station must make an entry into the aircraft logbook or other permanent record certifying to the radial accuracy and the date of transmission. The owner, operator or representative of the repair station may accomplish the necessary checks in the aircraft and make a logbook entry stating the results. It is necessary to verify which test radial is being transmitted and whether you should get a "to" or "from" indication.
- f. Airborne and ground check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport.
 1. Should an error in excess of plus or minus 4 degrees be indicated through use of a ground check, or plus or minus 6 degrees using the airborne check, Instrument Flight Rules (IFR) flight must not be attempted without first correcting the source of the error.

CAUTION- No correction other than the correction card figures supplied by the manufacturer should be applied in making these VOR receiver checks.

2. Locations of airborne check points, ground check points and VOTs are published in the Chart Supplement U.S.
3. If a dual system VOR (units independent of each other except for the antenna) is installed in the aircraft, one system may be checked against the other. Turn both systems to the same VOR ground facility and note the indicated bearing to that station. The maximum permissible variations between the two indicated bearings is 4 degrees.