

Skywriting



March 2022

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Recent Flight Time

	<u>February '22</u>	<u>Annual</u>
N32204	11.8	Apr 2021
N8114F	16.2	May 2021
N4RB	5.3	Nov 2021
Total:	33.3	

We are at 31 pilots as of March 1st

Spring Plane Wash

May 21, 2022, 11 am

Rain Date

May 28, 2022



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

Annual Shareholder's Meeting

The shareholder's meeting this year went very well, although the attendance was down from previous years. The only business at hand was the 2021 financial discussion, and the election of one director position.

The position held currently by Dennis English was open, and he was re-elected by unanimous proclamation. Dennis has been a Club member since 1978, and served as a director continuously since 1987.

Also by unanimous decision by the board of directors, the current officer positions of President, Secretary, Treasurer, Membership Chairman, Safety Coordinator, and Activity Coordinator would continue as before.

New Member

Please welcome **Marc Hayes** to our flying club.

Marc joined the Club on February 24th, and will be a student pilot under the tutelage of our excellent flight instructor, **Tim Leinbach CFII** in the Warrior.

Oil Supply Problems Cause Angst

The board of directors discussed the possibility of our aviation fuel cost rising above our current \$4.20/gallon at the self-serve pump. To see what the board decided check the text on page two.

Be a Proficient Pilot on the Ground

Being a competent pilot doesn't stop once the wheels touch terra firma. Your concentration and piloting skills are important on the ground too. One pilot at KMLI is probably considering what he could've done differently after crashing into the self-serve pumps near the hangars.

See the results in pictures on page two.

Joel Biskie Solos



Mo Hyder CFII sent this notice on February 27th:

“My student Joel Biskie successfully completed his solo flight today.”

”Joel is a very diligent and thoughtful learner. He comes prepared for his lessons and has an incredible passion for aviation.”

Congratulations to **Joel Biskie**, one of our newest members.



FBO's Charge Huge Fees on Super Bowl Weekend

On top of a crowded airspace and flight restrictions, pilots needed to be aware that fixed-base operators in the Los Angeles area were charging extremely steep fees on and around the Super Bowl, Feb. 13. For example, Jet Center Los Angeles at Jack Northrop Field/Hawthorne Municipal Airport in Hawthorne, Calif., was charging a nonrefundable \$6,000 fee to reserve a slot, not including facility and overnight fees.



Self-Serve Fuel Pump Accident

In addition to engine teardown, new wing, propellers, & paint, this might be a totaled aircraft. It pays to taxi with care.



Directors Prepare for Rising Fuel Prices with Fuel Surcharge

Fuel prices may be going up significantly due to pressures on the world oil supply. The Board discussed the problem, and agreed a surcharge would be necessary and the best way to deal with possible fuel cost increases. Fuel is now \$4.20/gallon at the self-serve pump on the field, but it is doubtful that will remain the cost.

In case of fuel price increases above the current self-serve price on the field of \$4.20/gallon it was decided to adopt a fuel price surcharge that would be in 25 cent per gallon increments rounded to the next highest 25 cent per gallon increment as the price of fuel increases at the self-serve pump on our ramp. The surcharge would remain at the higher price increment as the price goes down until the price falls below the next lower increment. The POH fuel usage per hour would apply: Warrior 8 gals/hr.; Archer 10 gals/hr.; and Bonanza 15 gals/hr.

Our hope is that price increases will be minimal, but we must be prepared for the possibility.

At the present there is no surcharge in effect, but the surcharge policy goes into effect immediately.

Expert Notes a Different Concern About 5G Activation

Meteorologist warns 5G activation could set the accuracy of weather forecasting back decades.

By Meg Godlewski, February 2, 2022 in "Flying" Online

An important part of aviation, weather forecasting, could be affected by the activation of 5G networks. [File Photo: Adobe Stock]

Airliners aren't the only faction of aviation that could be impacted by the activation of 5G networks. Meteorologists and experts in forecasting technology say the activation of 5G could corrupt weather data to the point that all pilots and others that rely on weather information could be operating with compromised and potentially incorrect information.

"The loss of fidelity from 5G could put the technology back 20 or 30 years," said William Mahoney, director of the Research Applications Laboratory at the National Center for Atmospheric Research (NCAR).

William Mahoney, director of the Research Applications Laboratory at the National Center for Atmospheric Research

Experts in weather technology warn that when deployed in the U.S. 5G may adversely impact weather data gathering because it will conflict with ambient terrestrial broadcasts.

The Earth's radio waves are fixed, Mahoney said.

"The earth emits passive information on water vapor sensing at the 23.8 GHz range and the 5G C-band operates in the 24 GHz range," he said. "Water vapor and temperature data are critical for weather models to be accurate. If 5G is contaminating the data, or if it is prone to errors, we will have to throw it out."

Mahoney said the challenges with the Federal

Communications Commission (FCC) began a few years ago when the weather agencies sought to protect weather technology used to communicate with weather satellites.

"The problem began with the radio frequency spectrum of 1675 to 1680 MHz. That is the frequency we need to downlink from the geostationary satellites. We have been fighting to protect those frequencies," he said, noting that the data captured by the satellites covers entire continents, and sometimes, when the frequencies are compromised, data, or even complete scans are missing.

In June, Mahoney testified before the House Committee on Science, Space and Technology, warning them about the potential adverse impacts of 5G on weather data gathering.

Mahoney said the agency wants to develop computer models as to what the impact of 5G will be on weather data, but to do so, they need more information.

"We need to know where all the towers will be and the exact frequencies and power levels that will be utilized so we can simulate the transmissions and see how it will affect the data," he said. "Leadership from the National Oceanic Atmospheric Association and the European model group claim that if we have contamination from 5G it could set back the accuracy of the reporting capability 20 or 30 years."

This could be mitigated, Mahoney said, if the FCC protects the frequencies and the wireless industry develops technology with sufficient noise reduction that will prevent bleed-through.

FAA Rescinds Legal Rulings On Obsolete IFR Training Requirement

By Mark Phelps in AVweb, March 9, 2022

On Feb. 28, the FAA issued Notice No: NOTC2305, which concludes that previous legal interpretations of the requirements of FAR 61.65(d)(2)(ii)(C) are "overly restrictive." The regulation deals with the requirements for completing the cross-country portion of training for the instrument rating and says in "plain language" (words from the FAA statement) that the applicant must complete three different types of instrument approaches as part of the flight. But two "legal interpretations," one from 2008 and the second reached in 2012, concluded that the three approaches must involve three separate navigation systems, for example VOR, ADF and ILS.

Apparently taking to heart that while modern GPS-based

navigators often include VOR/LOC capability for non-precision VOR approaches and ILS precision approaches, fewer and fewer aircraft are equipped with automatic direction finding (ADF) receivers to access non-directional beacons (NDBs). And further, most instrument approaches in the system are now satellite-based. Many legacy approaches now use the original procedure as an overlay, using GPS navigation and position data.

NOTC2305 rescinds both interpretations and clarifies that the regulation simply requires three different types of approaches, not the use of three different navigation sources. The FAA wrote, "Certificated flight instructors (CFI) and designated pilot examiners (DPEs) should be aware that the requirements for an instrument rating may be met by performing three different approaches, regardless of the source of navigation."