

# Skywriting



**August 2022**

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## Recent Flight Time

	<u>July '22</u>	<u>Annual</u>
N32204	39.3	Apr 2022
N8114F	28.1	May 2022
N4RB	24.7	Nov 2021
<b>Total:</b>	<b>92.1</b>	

We are at 32 pilots as of August 1st

**Fall Plane Wash**  
**Sept 24, 2022, 9:00 am**  
**Rain Date**  
**Oct 1, 2022**



## New Member

Please welcome **Steve Gibson**, our newest member. Steve is a commercial pilot and a retired A&P/AI, and will be flying the Archer.

## Thank You!

A hearty thank you to **Marc Hayes** for taking over the Club's website. Marc is one of our newest members, and we greatly appreciate him volunteering for the role.

## Adding Oil?

If you see the engine oil level low enough to add a quart please check to see how close it is to the next oil change. Aviation oil is expensive, and if it's close to oil change take that into consideration before adding. Of course, use your judgement. Don't run the engine below the minimum for your flight. If you are planning for a trip call the plane captain and between the two of you make a decision. Thank you!

## Seat Back Care

When they designed our airplanes they apparently didn't think about how someone would enter and leave the cockpit. It's almost impossible to do without using the seat back to steady your entry. The seatbacks are not holding up well under that use. We've had a problem with the passenger seat back in the Cherokee's and the Bonanza. The mechanism for holding the seat back is the problem. Please keep it in mind as you use it for a hand hold.

## More On Keys

The Club ran short of facility keys to give to new members, because some members going inactive are not returning their keys. Those are special locks/keys, and the airport looks at the security risk if we just keep asking for more. So please return your keys when going inactive.

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	Marc Hayes

### Plane Captains

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

### Flight Instructors

Tim Leinbach CFII & Mo Hyder CFII

## When Do You Lean?

Many years ago I was going to use our Cessna C177B for a cross country trip, so the evening before the trip I checked the plane out and found it needed fuel. I taxied over to Elliott Aviation, and had them fuel it. They put 46.3 gallons in it! Those tanks only held 50 gallons of which 49 gallons were usable. So one of our pilots landed late the night before with only 2.7 gallons remaining in the plane. I was alarmed!

I contacted the pilot and we talked. He had flown to Des Moines and back. He felt no need to refuel on that trip, and didn't know how low his fuel was.

In a further discussion I learned that since he didn't fly higher than 3,000 ft MSL he didn't lean the engine. Leaning the engine was something he didn't

**July 28, 1945** - A B-25 Mitchell twin engine bomber becomes lost in the fog and crashes into the Empire State Building. The fuel on the bomber exploded, killing 11 people, including the crew but did no damage to the integrity of the building's structure.

**July 22, 1933** - Famous American Aviator Wiley Post completes the first solo flight around the world. The flight, which began and ended in New York, took 7 days, 18 hours, and 49 minutes in the single engine monoplane. The plane had an early autopilot which greatly helped. Wiley Post and Will Rogers were killed in 1935 when they



understand correctly, and that was likely the reason for the excessive fuel burn on his trip.

Martin "Gus" Gustafson was my CFI. He required me to lean on the downwind leg, so I would get in the habit of moving the mixture rich during approaches. Before I soloed I had several cross country trips in my logbook and Gus was pretty strict about leaning correctly. Leaning the engine wasn't in the FAA test in those days.

Since those days I've learned to lean during taxi operations also. A good book to read about operating your engine is by Kas Thomas, "Engine Operating Principals".

If you aren't sure about how and when to lean be sure to ask your CFI to discuss it. I'm sure they will do that gladly, and you will benefit.

## Missing Data Might Be More Meaningful

During World War II, fighter planes would come back from battle with bullet holes in the airframe. The Allies initially sought to strengthen the most commonly damaged parts of the planes to increase combat survivability.

However, a mathematician, Abraham Wald, pointed out that perhaps the reason certain areas of the planes weren't covered in bullet holes was that planes that were shot in certain critical areas did not return. This insight led to the armor being reinforced on the parts of returning planes where there were no bullet holes.

This wisdom was also beneficially applied to the Douglas AD-1 Skyraider during the Korean War.

This shows that the reasons why we are missing certain data may be more meaningful than the available data, itself. In questions of aircraft design, don't only listen to what the evidence says, listen also to what is not being said.

You don't want to be caught in a thunderstorm. This one passed through the QCA recently. Pictures by Tim Leinbach CFII.

