

Skywriting



January 2023

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Recent Flight Time

	<u>Nov '22</u>	<u>Dec 22</u>	<u>Annual</u>
N32204	28.2	20.4	Apr 2022
N8114F	25.6	10.0	May 2022
N4RB	14.2	1.1	Nov 2022
Totals:	68.0	40.4	

We are at 35 pilots as of January 1st

Happy New Year!

Spring Plane Wash
May 20, 2023
Rain Date
May 27, 2023



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

Errata

I discovered in preparing the January “Skywriting” that I had not replaced the November flight times with the December flight times. To correct that error I have listed both the November and December 2022 flight times. D. English

Bonanza Annual Done

Thanks to numerous hours put in by our Plane Captains, **Charlie Typinski** and **Gary Knapp**, our Bonanza Annual Inspection has been done in a timely, quality manner. **Jim Goetsch AI** looked over their shoulders of course, but we are learning sending airplanes out for inspections doesn't always mean a quality job.

Christmas Party

The Annual Christmas Party at Pagalo’s was a success measured by the number of people attending, and the camaraderie experienced.

New Radio Interface

The old KX170 Nav/Comm #2 radio in the Warrior was been replaced with a MAC1700 VTX. However, it wasn’t working correctly. So the loaner remained in the airplane while the “fix” was sent back to the vendor for correction.

Annual Shareholder’s Meeting

The Annual Shareholder’s Meeting is coming up. Be sure to mark your calendars for the 3rd Saturday, February 18, 2023. The Annual Meeting is a good place to meet your fellow club members, and learn about how your Club operates. Read more on page 2.

Proxy Process

Each year **Secretary Dennis English**, prepares a “proxy” for the upcoming Shareholder’s Annual Meeting. Those proxies are mailed to shareholders of record January 1st of the current year. When you receive a proxy card the number of shares you own as of January 1st is the number of shares you may vote.

To the center left of the proxy is a paragraph that has a blank line right after “The undersigned appoints ____” On that blank line you should legibly write the person’s name you choose to represent you if you cannot attend, and that person will vote for you at the meeting.

If you do not assign someone (leaving the line blank) the standing Board of Directors divide your shares equally among them and votes your shares.

If you assign someone you should be fairly certain that person will be present at the meeting or your shares cannot be voted. The exception is if that person assigns someone else to vote their shares. In that case the 3rd person votes your shares, etc.

Please act on sending your proxy back promptly. Every year I receive 1-3 proxies after the meeting. It’s important that you return your proxy, since it helps count to-

Regarding Oil Levels

The Plane Captains are finding oil containers that are half full. If you find the engine oil less than a full quart low you are good to go unless you are planning a trip that will require a full sump. In that case take the half container with you and use it at your stop. We do not want half containers of oil sitting about the Club environment.

These air cooled engines typically burn oil at a higher rate than their water cooled brethren. The FAA requires the engine sumps carry enough oil at the rated oil usage to match the fuel capable range of the airplane. This creates a conundrum. If the sump is full that first couple of quarts burns off fairly fast, but then the burn off slows. As a practical result we do not fill the oil sump to full for most flights.

Yes, this will seem strange for new pilots who will likely have questions. If you do have questions please contact your plane captain or your flight instructor.

wards the quorum needed to conduct the meeting.

Be sure to sign your proxy. Every year I get a proxy or two unsigned. Those proxies do not count.

It was 5 years ago we received legal advice that if a shareholder doesn’t return their proxy or have a viable address, or make contact with the Club in 5 years the shares held by that shareholder are deemed “non-voting shares” and the Club stops sending a proxy to that shareholder. Their shares also are not included in representing a quorum. If that shareholder would show up at the meeting they would again be able to vote their shares and begin receiving a mailed proxy if the Club is provided with a good address.

Keep in mind that if you move it’s up to you to give the new address to the Club secretary. If you move and leave a forwarding address with the USPS that forward is only good for 6 months unless you renew it. Between 6 and 9 months they return the mail to sender “unable to forward”, but give the new address. After 9 months the mail is returned to sender “unable to forward” without a clue. This happens frequently because the Annual Meeting is a 12 month cycle. **Bad addresses become ‘non-voting shares’ immediately.**



Members had a good time enjoying pizza and friends at the Club Christmas Party at Pagalo’s on Friday, December 9th.

