

Skywriting



November 2022

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Recent Flight Time

| | <u>Oct '22</u> | <u>Annual</u> |
|---------------|----------------|---------------|
| N32204 | 42.0 | Apr 2022 |
| N8114F | 32.6 | May 2022 |
| N4RB | 19.8 | Nov 2021 |
| Total: | 94.4 | |

We are at 35 pilots as of November 1st



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

Have a Happy Thanksgiving!
From your
board of Directors to all of
you!

| | |
|----------------------|-------------------|
| 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

Members In Action

Thank you Steve Gibson for repairing (epoxy and elbow grease) and painting (more elbow grease sanding) wheel pants for the Archer!

Thank you Rollin Setterdahl for finding oil filters for our airplanes. There is a backlog of orders for oil filters from our normal suppliers.

We have board members and plane captains who often go beyond the normal routing to do something for the Club that is not in the “job description”. Thank you!

Bonanza Annual Due

Just a heads up: The Annual Inspection for the Bonanza is due to be done in the latter part of November, so if you were planning on using the airplane those plans are impacted.

Christmas Party

Mark your calendars. The Club's Christmas party has been set for **December 9th at 6 pm, Pagalo's in Milan, IL.**

Mnemonics – Raw Fat

Now there's a Mnemonic that should be easy to remember! RAW FAT is a mnemonic for “preflight information required for flights away”. If you're flying to an unfamiliar airport these are the things you should know:

Runway Lengths
Alternates
Weather
Fuel Requirements
ATC Delays
Takeoff/Landing distance data

Have A Tasty Thanksgiving!

Freezing Time of Year

By Dennis English

This time of year our weather goes through the annual change to winter that affects how we fly. It's a time of large temperature swings below freezing. It's time to remind pilots to be extra careful about icing and freezing rain.

Make sure the engine is preheated when the temperatures go below 20 degrees. It's not only a club rule, but you'll save yourself some embarrassment and the cost of a jump-start if you do. Besides warming the oil so it circulates quickly, warm oil is easier on the battery and starter. When an aircraft is in our hangers the TANIS heaters should be plugged in.

Away from home find out what the FBO charges for plugging in the TANIS. **Do** remember the TANIS doesn't heat an engine quickly.

Some FBO's let you park the airplane inside a warm hanger for the same price as a pre-heat. A warm hanger is always better than a pre-heat. However, if you **do** use a warm hanger, snow might have melted. Check those controls before going airborne!

Some FBO's use "flame throwers" that make better paint strippers than pre-heaters. Don't let FBO's keep flame throwers on very long or damage can occur to engine & cowling components. It's also a good idea to call ahead to your destination airport to find out what options will be available.

Auto gas vaporizes much better in cold weather than the 100LL we use in our aircraft. Our fuel isn't very volatile on purpose, so it won't evaporate or vapor lock at high altitudes and temperatures. So 100LL works great in the summer, but in the cold winter it resists vaporization. Review the engine start procedures. Also, excessive priming can be a real problem in the winter since the fuel lays wet on the cold engine metal.

Once the engine has started check the gages to be sure the battery is charging, and let the engine warm up before you take the runway for takeoff. Taxiing over to Elliott's is not enough to adequately warm an engine when temperatures are in the teens or lower.

During slushy conditions on the ramps and taxiways, or where there may be blowing snow on the airfield use your brakes sparingly. The heat generated by braking can melt blowing snow. When you stop to do your run-up melted snow may freeze and lock the brake discs to the brake shoes. Those who fly the Bonanza should also remember to let the gear hang out a little longer to let various states of H₂O blow off the wheels, and tap the brakes. or the gear may freeze up in the wheel wells.

After you reach the destination, and begin your approach descent, also be careful. Changing your engine from producing power (heat) to drag and sucking cold air (A/C) will shock cool the engine. Shock cooling an engine can occur in any weather when the power isn't managed correctly, and that goes double in the winter. Plan ahead for your descent, and reduce power in steps. This is another instance where thinking ahead of the airplane is necessary.

When a parked airplane accumulates a coat of frost as temperatures drop in the evening, make sure you remove it before flight. Frost on the airfoils can degrade performance considerably. **Never use a scraper** on the wings or wind shield, and pounding the sheet metal to remove ice will damage the airfoil. On fast airplanes like the Bonanza, dents on the leading edge can greatly decrease laminar flow. You can remove the effect of the frost by rubbing your gloved hand over the leading edges to smooth the frost over.

Watch out for snowdrifts - even small ones can ruin your day. Also, taxiing in cross winds can be exciting when you hit a patch of packed snow or ice. That's also when you realize you're taxiing too fast or locking the brakes.

Frost can develop on the inside of the windows from our exhaled moisture when the aircraft is closed up. The defrosters depend on good forward motion to work. Opening a door or window may not be very warm, but it can keep the windows from frosting up until you're ready to taxi.

These are just a few extra tips to make your winter flying safer and more enjoyable. Check the aircraft manual for factory recommendations.

Flying The Chicago Shoreline

We all have those things we want to do with our airplanes that we never quite get around to. For me one of those items is the VFR flyway along the lake front in Chicago.

Truth be told the prospect intimidated me for some time. I fly into DuPage and Chicago Executive with some frequency but one can get to both of those while still staying on the outskirts of the class B. Also the lakefront flyway is a somewhat confined area and I anticipated a good deal of traffic on a nice day, which is the only time one would make this trip as sightseeing is the object.

A few weeks ago I had flown into Kankakee and found myself with extra time before I needed to head back. It was a nice clear day so I figured now or never.

After departing Kankakee I called Chicago center and told them what I wanted to do and asked if they could assist or was I on my own. They were very accommodating and provided flight following

the entire time.

I entered the lakefront from the southwest sliding in between the Gary International airspace and the Midway airspace, (approximately on the 25 degree radial of the Peotone VOR). Also upon entering the Class B area I had to stay under 3600 feet to remain clear of Class B.

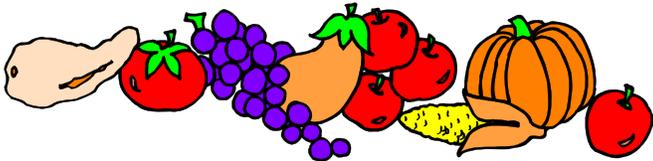
I then turned north and followed the lakefront for a mile or two north of Navy Pier and then turned around and went back the way I came. You can stay quite close to the shoreline also.

The view of the city is spectacular and the entire time there was only one other airplane along the lakefront. ATC assigned me below 2000 and him above 2500 and there was no problem at all.

If this is something you have wanted to do I would encourage it. It was very easy and with an iPad the class B airspace is easy to navigate.

Chicago has one of the best skylines of any city in America and it is a real treat to view it from your airplane.

Bob Thomas, CPCU, CIC



Thank You To All Our Veterans!
We hope you had a great Veteran's Day, and thank you for serving our great country.

From Illinois State Rifle Assn News

Who Was General Burnside?

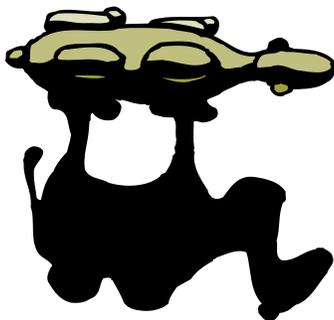
November 9, 1862 - Major General William Burnside assumes command of the Union Army of the Potomac after Lincoln removed General George McClellan as Commander. Burnside really didn't want the job. While Burnside was a solid unit commander, he was not a leader, and he knew his limitations. He was soon relieved by General Joseph Hooker, who was a more able man for the job.

Ambrose Burnside graduated from West Point in 1847. In 1853, he resigned his commission in the United States Army to work on a new firearm design he wanted to sell to the Army. It would be the first metallic cartridge firearm the army would use. In 1847, Burnside's Carbine beat out 17 other entries at the West Point trials.

Burnside refused to pay a bribe that was demanded to get his carbine adopted by the army and eventually sold the patents to other investors.

Burnside then became the treasurer of the Illinois Central Railroad. He was an honest man as he had already proven it. When the Civil War broke out, he was appointed a Colonel in the Rhode Island Volunteers.

Burnside may not have been the great leader Lincoln needed but he was very intelligent. After the Civil War, he served on several railroad boards of directors. During the Civil War, he was appalled at the terrible marksmanship of Union troops. In 1871, he became one of the founders and first president of the National Rifle Association.



(Aerial view of a camel.)



Top Ten Reasons

These are the top ten reasons to man an air show in the rain:

10. No Sunburn
 9. Only serious people want information about the club.
 8. No lines at the "Porta-Potty"
 7. No lines to food
 6. Unobstructed view of the air show
 5. No worries about smokers around the aircraft
 4. No watching kids climbing in aircraft
 3. Wet T-Shirts
 2. No need for a shower afterwards
- ...And the number 1 reason?

You can drink beer, cause you ain't flying!
Reprint by **Gary Knapp**.

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