

# Skywriting



**October 2022**

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## Recent Flight Time

	<u>Sept '22</u>	<u>Annual</u>
N32204	39.8	Apr 2022
N8114F	17.7	May 2022
N4RB	11.5	Nov 2021
<b>Total:</b>	<b>69.0</b>	

We are at 33 pilots as of Sept 1st



**Fall Plane Wash**  
**October 8, 2022, 10:00 am**  
**Rain Date**  
**Oct 15, 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	Marc Hayes

### Plane Captains

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

### Flight Instructors

Tim Leinbach CFII & Mo Hyder CFII

## New Members

Please welcome **Chad Jewitt** who joined September 12th. Chad found us with Google. He and his family live in Cambridge, IL.

**Ove Cano** joined the Club September 24th. He is a student pilot flying the Warrior. Ove is a diesel mechanic and lives in Milan, IL.

**Tom Tran** is not new to the club. He is coming back with his commercial license and IFR ticket. Tom will be checking out in the Warrior.

**Torry Leffel** joined on October 11th. Torry is a student pilot flying with **Tim Leinbach CFII**. Torry lives in Sherrard, IL

Please welcome these new members to the Club, and help them learn the Club culture.

## Got a Squawk?

When you see something is amiss with an airplane we want you to register that “squawk” on Schedulmaster. However, **please contact the Plane Captain first**. It’s not only a courtesy, but it assures the PC knows about the problem before reading about it. The plane captain’s phone number is “planely” displayed in each hanger.

Thank you!

## Scheduling Advice

Take a look at the suggestions on page 2 regarding the scheduling of airplanes.

## Christmas Party

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

## From Illinois State Rifle Assn News

October 8, 1871 - The Chicago Fire. The Chicago Fire burned for three days, devouring the wooden structures that dominated the city at the time. At first, Mrs. O'Leary's cow was blamed for kicking over a kerosene lantern. There were all kinds of stories about how the fire started. The fact was that there was a meteor shower that started hundreds of fires in Northern Illinois and Wisconsin on October 8<sup>th</sup>, 1871. Urbana, Illinois, also had a fire. The most likely cause of these fires was a meteor shower. October 1871 had been warm and dry. Late September and October this year have also been dry. People within one hundred miles of Chicago could see the glow in the sky. Local residents of Chatsworth watched the glow. Some commented that "Chicago must be Burning." Railroads were well developed in Illinois by then. In small towns like Chatsworth, women started baking bread which was loaded onto trains and sent to Chicago to feed the people. The point is this was a catastrophe and people in the towns surrounding Chicago and the railroads helped save the citizens of Chicago.

Many continued to blame Mrs. O'Leary even though she was exonerated of any wrongdoing. It affected her and she became a recluse living her life as an outcast until her death in the 1890's.



This is bringing them up right! Kids take to doing things like this, so why not encourage them?

## About Scheduling

Don't schedule an airplane up against another's schedule. It doesn't work that way. Give yourself 30 minutes of slack between schedules.

If you are 15 minutes or more late for your schedule you have in essence cancelled your schedule. If someone shows up and takes that airplane after your "no show" they are entitled to it. So be on time.

If you have the airplane scheduled for 1 pm to 3 pm, don't bring it back at 3:10 pm.

Don't schedule large blocks of time, and then only fly a part of it.

If you get back from a flight early go on Schedulemaster and cancel the remainder of your schedule. (We have alerts in place for cancellations or shortened schedules and can fill in.)

If you have the airplane for a cross country and something happens that prevents you from returning on time ("I want to finish my dessert" doesn't count) then you owe it to the pilot whose schedule gets messed up to call them. If nothing else call a board member and explain your situation.

Don't schedule an airplane out more than 5 times and no more than 2 weekends. Scheduling airplanes out 5 times and cancelling at the last minute will be considered abuse of your membership unless there are extenuating circumstances.

Think of how you would want to be treated if you were on the opposite side of your decision. The Club tries to operate without hard rules, because rules generally don't cover all situations, so your cooperation in being a courteous and considerate member is paramount.

Thank You!

Your Board of Directors

## Nall Report Finds Overall Accident Rate Decreased In 2020

The overall general aviation accident rate for 2020 decreased from 4.87 per 100,000 flight hours in 2019 to 4.69 per 100,000 hours, according to the 32nd edition of the Joseph T. Nall Report. Recently released by the Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI), the report also found that the rate of fatal accidents was down from 0.89 per 100,000 hours in 2019 to 0.83 in 2020. There were a total of 1,051 accidents for the year, 187 of which were fatal, with ASI noting that flight activity dropped significantly from 25.5 million hours in 2019 to 22.4 million hours in 2020.

For a full report go to:

<https://www.avweb.com/flight-safety/accidents-ntsbnall-report-finds-overall-accident-rate-decreased-in-2020/?MailingID=1091>



Although the only airplane available was the Piper Warrior, the Fall Plane Wash went well. Thanks to Rollin Setterdahl for being Chef!