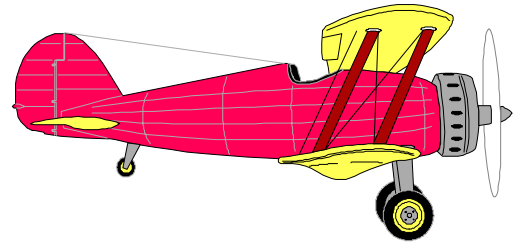


SKYWRITING



August 2007

July Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	20.5	April 2007
N80213	12.7	June 2007
N8114F	51.7	May 2007
N2516V	28.8	August 2006
N7008F	33.5	July 2006
Total Hours:	147.2	(Up from 88.2 in June)

Next Plane Wash: October 6, 2007

<u>July Surcharge: \$.25/gal</u>	www.netexpress.net/~flyingcc
	Local ASOS Numbers
	Moline 309-799-7096
	Davenport 563-388-2154
	Clinton 563-243-8934
	Muscatine 563-263-0902
	Dues Paying Members: 56

Members in the News

Ben Sorgen soloed in the Skyhawk on Monday, July 23rd. Ben waited patiently for the Skyhawk to be repaired after the tail damage, and from the smile on Ben's face it was worth the wait.

Nick McManus recently experienced 15 minutes of fame. **The Dispatch** featured him in the lead story of their "Life" section. They included a 2-1/4 x 3-1/2 inch picture of Nick with the Archer II. Sorry to say the Flying Country Club, Inc. wasn't mentioned in any way.

Nick passed his Private Pilot check ride on Wednesday, May 30th. **Gene Fildes CFII** reports, "Nick passed his Private Pilot's license and graduated from high school all in the same week."

"He was working Flight Operations at the QC Air Show that week, so he came directly from his successful check ride over to the MLI air show ramp." Gene said, "As soon as the **Thunderbird** pilots caught wind of Nick passing the check ride they each came over and congratulated him with hand shakes and back slaps, etc."

Way to go and congratulations Nick!

Great Flight Time

We had a lot of airplanes in the air in July. Our treasurer is pleased, since this helps the cash flow immensely. It also means our members are enjoying the use of their airplanes, and that's always good.

Let's Pull Together

Our great flying club has a couple problems that must be addressed. We're forgetting **Bugs** and **Tires**. So let's discuss those issues.

Bugs: A few years ago the club instituted a policy that pilots should clean the invertebrate trash off the leading edges off the airfoils after each flight.

We started out with water buckets and sponges. Sometimes those buckets got pretty ripe and pilots were encouraged to dump the water, walk the 100 feet or less to the water spigot, refill the bucket, and walk back with the bucket to the hanger.

Over time we've added special scrubbers so the bugs come off easier, and one plane captain, **Dave Sandholm**, bought a spray tank that he filled with "Kit" auto wash and wax. I've been told this really helps get the bugs off easily.

No I've learned that spray tanks have been purchased for the remaining hangers, and will be filled with wash and wax. We just need to get the word out that this equipment should be used.

If you get a call from the pilot following your flight with a complaint about the airplane not being cleaned, don't be surprised. It seems the only way to encourage accountability.

Tires: You should be checking the aircraft tire pressures before flight. Under-inflated tires will certainly increase your take-off roll, and over a short time cord damage will occur. That can create a hazard during take-off or landing if the tire fails. Low tire pressures will shorten tire life.

A report from plane captain **Mike Smith** that during service to the 152 on August 2nd he found the main tires were at 15psi and the nose was at 22 psi. Inflation should be 21 psi and 30 psi respectively. Mike reported the tires were replaced in June this year, and it appears no one is checking pressures.

This has been an ongoing problem. Please make sure the tire pressures are correct.

Sectional Web Site

<http://skyvector.com>

Enter a town or airport name, and get a frame of a current sectional chart for the area. If you enter a town, a drop-down menu will ask to select a nearby airport.

You can move the map around by clicking and dragging. Printing it is not a problem if you use your browser's print capability. Be aware that the print will not likely be to scale, but it will be current.

ELT Reminder

Tom Nielsen asked us to remind our pilots that when an ELT is removed from an aircraft to please remove the battery. The ELT can go off even when the switch is "OFF." He referred to this as the "Low Battery Syndrome."

The reason for the reminder at this time is because he has already handled (Air Force Missions) two incidents in the first half of July, and one was at Moline.

Keep in mind that a false actuation will mask an actual distress signal for a large area.

Play on (French) Words

A thief in Paris planned to steal paintings from the Louvre. After careful planning, he got past security, stole the paintings and made it safely to his van. However, he was captured two blocks away when his van ran out of gas.

When asked how he could mastermind such a crime and then make such an obvious error, he replied, "Monsieur that is the reason I stole the paintings. I had no Monet to buy Degas to make the Van Gogh."

(And you thought I wouldn't have De Gaulle to print this.)

Mars Shining

The planet Mars will be extraordinarily bright during August this year. It will be its largest on Monday, August 27th at 12:30 a.m. when it comes within 34.65 million miles of Earth. I've been told this won't happen again until the year 2287, and that it will look like the Earth has two moons.

Cherokee N7008F for Sale

The Club has renewed the advertising in Trade-A-Plane, and other advertising media. The board decided to drop the price to \$144,000, which is a considerable drop. However, this is a good deal for someone, and the Club. So far there has been a great deal more interest in the airplane by buyers. Let's hope it works.

Maintenance

The **Archer** had its IFR static checks performed at **Radio Ranch** this past month. The only problem was a bad altimeter, and that was replaced with a yellow tagged unit. On July 23rd **Bob Thomas** reported MLI Approach couldn't get an altitude reading from the Archer II transponder on July 23rd. "They fiddled with it for about 10 minutes, recycling it, and the like to no avail," reported plane captain, **Mark Brault**.

It has been written up as a squawk, but they are asking pilots to be aware that it may be a problem until we get it repaired.

The altimeter in the **Cardinal** is reportedly sticking also and will be replaced. This will cost approximately \$880 based on past experience.

Tim Leinbach CFII reported to the board on software updates to the panel GPS units. Many of you aren't aware that these units require expensive software updates on a regular basis. The usual cost is \$377 per airplane per year, but **Garmin** wants about \$2,000 per airplane to update the units to WAAS standards so those units can use the ILS built into them. The board deferred the expense at this time, but to do it later will also cost more.

FSS Feedback Line

The FAA has opened a toll free phone line specifically to gather information on the performance of Lockheed Martin managed Flight Service Stations. Dialing the number 888-358-7782 will allow the pilot to record a message describing the experience with the flight services.

Falling Out of the Sky

Lately it seems that airplanes are falling out of the sky around us. Locally we've had several aircraft crash, and according to all the information I have it's been pilot error except for one accident where a mechanical failure occurred.

One accident involved a non-IFR pilot flying into IMC. If there's an accident that is predictable and preventable it's that type of accident. Don't become a statistic. Wait the weather out, or at least get your IFR ticket to learn how to fly in the soup.

In the meantime...fly safely! Your life depends on it!

From Your Board of Directors & Staff

Gene Fildes, President Mark Conner, Director
Joe Gallagher, Treasurer Gary Hardy, Director
Dennis English, Secretary John Eagles, Alternate
Newsletter – Dennis English
Webmaster – Gene Fildes

Plane Captains

C152	Mike Smith
Skyhawk	Richard Husson
Archer II	Mark Brault
Cardinal RG	Dave Sandholm
Cherokee 6	Tim Leinbach

Flight Instructors

Gene Fildes CFII
Tim Leinbach CFII
Jerry Lowry CFII