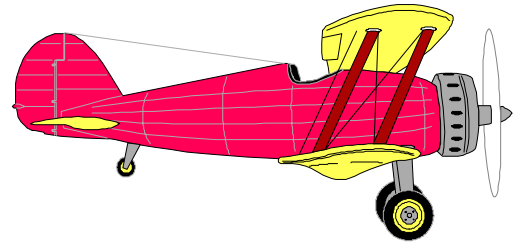


# SKYWRITING



July 2007

## June Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	16.9	April 2007
N80213	30.8	June 2007
N8114F	25.5	May 2007
N2516V	12.3	August 2006
N7008F	2.7	July 2006
<b>Total Hours:</b>	<b>??</b>	<b>(?? from 88.2 in May)</b>

## Next Plane Wash: October 6, 2007

June Surcharge: \$.??/gal

[www.netexpress.net/~flyingcc](http://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: ??**

## Members in the News

**Tim Leinbach** CFII reports that **Shane Swift** just finished the checkout in the Cardinal, and **Seamus Murphy** starting solo cross country flights. **Scott Latham**, **Scott Anderson**, and **Charlie Typinski** are working towards individual goals. **Gary Knapp** is getting back up to speed after being away for a while.

## New/Old Investment Fund

In the past year the club has experienced too many incidences that have contributed to sapping our cash flow, and have put our insurance at risk.

We've had the famous C172 propeller incident, and recently we had two incidents involving ground handling of aircraft during push back into hangars. One of those is going to cost the club approximately \$1,800 to repair previous minor hangar rash to the port elevator and moderate damage to the starboard elevator. The aircraft has been out of service for 4 weeks, which is also hurting the club.

Years ago the club had a \$1,000 deductible. Members voluntarily started the Club Investment Fund. The purpose of the fund was to provide a way for the volunteer members to protect themselves down to a \$100 deductible in case of an accident. The cost to belong to the fund was \$50 per year. Enough money was held in the fund to cover two accidents, and money was spent on aircraft improvements. The Investment Fund was popular.

The board decided some time ago not to turn in incidents of damage to aircraft costing up to \$2,000. The concern is that it puts our insurance in jeopardy. Now the club is bringing back the "Club Investment Fund." Fund membership will cost \$75 per year, and can be paid in three installments.

Again, membership is voluntary, but it could save you from paying up to \$2,000 for a damaging incident. Money will be accumulated to cover up to two

accidents, and then the amounts will be put in the "Engine Reserve Account."

If you are interested in being a member of the fund please send a separate check marked "Investment Fund" in your next payment for flight time.

## Soda & Gedunk Report

**Gary Hardy**, our soda and concession expert, has told us that due to increases in costs the cost of a can of soda and the other food must go up. Soda is now at \$.75/can, and a price list is posted near the refrigerator for the remainder of it all.

## Aviation Medical Exam

Getting prepared to renew your medical? Usually, you have the forms to fill out at the doctor's office telling the FAA all about your medical history and whether or not you have drowsy, etc.

Now you can use a new FAA online program at <http://medxpress.faa.gov>. Airmen with an E-mail address can submit their FAA medical history via the Internet, receive a confirmation number, go to their aviation medical examiner's office and, providing they are otherwise qualified, be issued their medical certificate without any intervening paperwork!

You can also use AOPA's program called "Turbomedical." It's a copy of the FAA site, and it gives you the same form 8500-8 to fill out at <http://www.aopa.org/members/pic/medical/turbomedical/>.

## Ever Wonder...

**Question:** I'm a private pilot and have been on a flying hiatus since the early 2000s. I'm now interested in getting back into the air as a sport pilot. What do I have to do?

**Answer:** As a private pilot, you will need to complete a flight review and—if you plan to take along a passenger—meet recent flight experience requirements. The sport pilot eligibility standards require you to hold

at least a valid state-issued driver's license in lieu of an FAA airman medical certificate, although a third class medical certificate is also acceptable. You are limited to flying aircraft that qualify under the sport pilot rule—some examples are: the Piper J-3/J-4 Cub, Ercoupe 415C, Aeronca 7AC, Taylorcraft BC12D, TL Ultralight StingSport, and Powrachute AirWolf.

(Source: AOPA ePilot)

## Member Data Updates

I often get inquiries about how to update personal data such as changes of address, etc. I hope this information will clear the air.

BFR, medical, and other currency information should be forwarded to **Rollin Setterdahl**, our capable Safety Coordinator. You can do that by making legible copies of your new BFR, medical, or currency requirement on our office copy machine, and placing those copies in Rollin's file folder in the top drawer of the file cabinet next to the desk in the office. I'm sure Rollin would appreciate a heads up that it's there, and you can email him at: rsetter@mchsi.com.

For information such as a new phone number, or mailing address, you should update that with **Joe Gallagher**, also by making copies and inserting the copies in Joe's folder. You can also email Joe at: joeg@geneseo.net.

**Dennis English** also needs your correct address and phone number. The State of Illinois requires us to maintain a list of current shareholders, and as Corporate Secretary, Dennis does that. However, while you may give Joe Gallagher one address for billing purposes (such as a business address or post office box) Dennis must have the residential address of the shareholder.

Dennis can be emailed at englishdj@mchsi.com, or you can put a second copy of the updated information in his file folder in the office file cabinet.

The club does not sell or give away any of your data to charitable or non-charitable groups or individuals, so it should not be used to give you spam or junk mail. The State of Illinois does require the Secretary to post a list of shareholders. That list is posted in the club office, and should never be removed.

## Cherokee N7008F For Sale

The club recently put ads in a couple hot spots (Trade-A-Plane, and ASO) to advertise our intention to sell the airplane. So far we've received two serious inquiries, and that gives us reason to be optimistic about selling it soon.

## Airplane Maintenance

Thanks to **Richard Husson** the Skyhawk was opened up for the annual inspection. It's a lot of tedious work to open the aircraft up, and in the heat it becomes an uncomfortable job. We appreciate it!

**Jim Goetsch** has been doing the elevator repair and annual inspection on the Skyhawk. Jim is in demand on the airfield, and there are times that the squeaky wheel gets the oil. There have been times that Jim has dropped someone else's job to get us flying, so it naturally would happen to us also.

**Gary Hardy** recently talked with Jim about the Skyhawk, and Jim said he would deliver the elevator to Mark Conner on June 23<sup>rd</sup> for Mark to paint. Then the elevator must be balanced to assure is no flutter problem, and assembled to the airplane. If the plan goes together the airplane will be flying on Tuesday, June 26<sup>th</sup>.

This entire episode only goes to emphasize to each member to be very careful as the PIC of our airplanes.....in the air AND on the ground. The Skyhawk, one of our busiest airplanes, has been down a full month during our busiest part of the year.

**Next the Cherokee 6-300 goes down for annual inspection.** Richard has already set his sights on that aircraft. He noted that there were more inspection plates on the Archer II than on the six.

## Looking for an AME?

Robert R. Ayers 309-344-9411 - 3rd Class - \$65  
3333 N Seminary St.; Galesburg, IL 61401

Andrew Andresen (563) 421-4400 - 3rd Class - \$106  
1345 W Central Pk; Davenport, IA 52804

Thomas D. Ade (309) 762-5513 - 3rd Class - \$108  
550 30th Ave, Ste 12; Moline, IL 61265

Gholam H Jabbari (563) 263-4848 - 3rd Class - \$115  
2104 Cederwood Dr Ste 200; Muscatine, IA 52761

Oduah D. Osaro (563) 241-1239 - 3rd Class - \$135  
108 S 4th St; Clinton, IA 52732

## 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 CFI