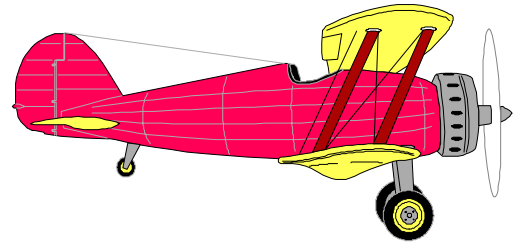


SKYWRITING



June 2007

May Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	16.9	April 2007
N80213	30.8	June 2006
N8114F	25.5	May 2007
N2516V	12.3	August 2006
N7008F	2.7	July 2006
Total Hours:	88.2	(Up from 84.4 in April)

Next Plane Wash: October 6, 2007

May Surcharge: \$.25/gal

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: 60

Airplane Wash Report

Three of our airplanes got washed and waxed at the spring plane wash early in May. We had a low turnout considering we have 58 active members. Only about XX turned out.

The 6-300 was still very clean, since it hadn't been flying much. The Archer II was still in its berth waiting for the annual inspection. Even so, one member used a vacuum on the interior.

I tried out the "Simple Green" aviation formula on the gas stains on the Skyhawk, and we were amazed at how easily they came off with that stuff!

The weather was pleasant, and the crew that did show up was cheery and worked hard. Joe provided breakfast...all you could eat....and it was delicious!

Fuel Prices Soar

Gliders are supposed to soar, and fuel prices are not. However, as of Wednesday, May 16th, fuel prices at Elliott Aviation soared to a new height of \$5.18/gal with taxes. Since the club pays \$.30/gal less by fueling on the ramp, and using a Phillips 66 account on file with Elliott's we pay \$4.88/gal.

Since our fuel cost basis built into the rate structure was recently raised to \$4.50/gal this means the club would slowly go into the hole if we didn't react to this newest cost increase. However, since we *did* recently raise the rates, the board decided to keep our rates proactive for fuel costs instead of reactive.

The board voted unanimously to bring back the fuel surcharge that we had a couple years ago. So the fuel surcharge looks like this:

Fuel surcharge and off field fueling credit:

The treasurer will check fuel cost monthly at Elliott Aviation Moline. When the cost per gallon for aviation 100LL, including tax, is more than the club's \$4.50 basis, then a fuel surcharge will be issued with the current monthly bill. The fuel surcharge will be calculated on each airplane based on the average gallon per hour usage indicated in the pilot's operating handbook at 75% power. The surcharge rate per hour per type of aircraft will be added to each pilot's bill at the end of each month. Any off field fueling in excess of the 'basis rate' per gallon plus the surcharge amount will not be allowed as a full fuel credit. In other words, any off field fueling credit will only be allowed to the \$4.50 fuel basis plus the fuel surcharge (if any) effective that month. This surcharge is retroactively effective to May 1, 2007.

This means you may not know absolutely for sure what your flight will cost you until the surcharge is figured. That's the bad news.

The fuel surcharge for May is 25 cents per gallon. The average price per gallon at Elliott Aviation for May was \$4.75/gallon. Pilots were charged a total surcharge of \$188.09 for May flights.

The good news is that you will be getting charged a lower amount this way (with the surcharge) than if we have to keep raising the rates in the rate sheet.

EVER WONDER...?

- Why the sun lightens our hair, but darkens our skin?
- Why don't you ever see the headline "Psychic Wins Lottery"?
- Why is it that to stop Windows, you have to click on "Start"?
- Why is lemon juice made with artificial flavor, and dishwashing liquid made with real lemons?
- Why is the man, who invests all your money, called a broker?
- Why is the time of day with the slowest traffic called rush hour?
- Why isn't there mouse-flavored cat food?
- Why didn't Noah swat those two mosquitoes?
- Why do they sterilize the needle for lethal injections?

Divide & Conquer

User Fees are still a dirty word in aviation. The FAA's most recent proposal excludes piston engine aircraft, and took aim at corporate aviation. The politics is easily seen as "divide and conquer." By not hitting the piston aircraft....just now.....the FAA is attempting to remove a lot of the resistance to User Fees it's proposing. However, I believe once the user fees are established on corporate or business aviation it will be very easy to put them on piston engine users. The corporate types will sit back and watch us squirm.

My point is that we have a stake in user fees put on any segment of general aviation. We should not become complacent by ignoring the current FAA user fee proposal. What do you say?

Ground Handling

We log the time we fly when the flight begins after start up of the engine. If we have an accident during taxi it's considered almost the same as if the plane was flying. Same thing taxiing is considered when we're going back to the hanger.

However, much of the damage to airplanes we see in the club actually happens with the engine off, and the pilot handling a yoke connected directly to the nose wheel. I'm talking about ground handling accidents of course.

This past month a student pilot was pushing the C172 back into the hanger when the airplane got out of control. The right elevator connected with the hanger during the process, and damaged the elevator. The pilot didn't want that to happen, but it did. We often feel relieved after shutdown, and figure the airplane is safe and sound now. Nope!

Instructors will tell us that they tell people to keep their heads up and watch the rudder as they push back. Make sure the rudder is in the middle of the narrow part of the hanger.

I'm about 5'7" short, and today I pushed back the Archer into E-3. I couldn't even see the rudder with

my head up! When you push back with your head up you also can't push as well as with the head down either, and the nose usually goes up...the tail goes down.

The best way to get the plane back is with some help. Another body can make the difference in pushing back so you can be more observant when the airplane is going.

Those yellow lines the MAA painted in front of all the hangers are some help, but we've never found the airplane that fit them perfectly, so it must be some antique around somewhere.

Those yellow lines can be the best indicator that you're in the right spot, however. Don't worry much about the nose gear, or that will get you in trouble. Make sure the mains are equidistant from their prospective lines, and are remaining so. If they are, a quick glance at the nose gear, and back to the mains will keep you out of trouble.

Airplane Maintenance

Richard Husson has been working hard to keep YOUR flight rates down. First he "opened up" the Archer II so that **Jim Goetsch** could inspect it without having to open those little inspection panels himself. That saved the club money. Now Richard is doing the same thing on the Skyhawk, so that annual inspection is easier. **Thanks Richard!**



From Your Board of Directors & Staff

<u>Gene Fildes, President</u>	<u>Mark Conner, Director</u>
<u>Joe Gallagher, Treasurer</u>	<u>Gary Hardy, Director</u>
<u>Dennis English, Secretary</u>	<u>John Eagles, Alternate</u>
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