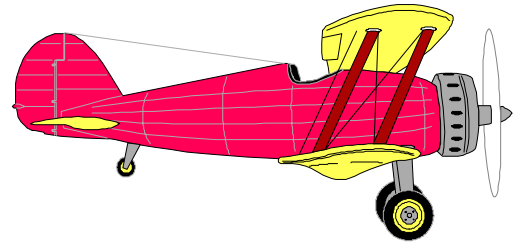


SKYWRITING



October 2007

Plane Wash Saturday, October 6, 2007

September Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	19.8	April 2007
N80213	34.0	June 2007
N8114F	40.3	May 2007
N2516V	18.1	September 2007
N7008F	14.3	July 2007
Total Hours:	126.5	(Up from 73.3 in August)

Aug. Surcharge: \$.30/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: 56

September Flight Time Is Up

Good flying weather and the desire to get up there and fly. Those are the things that contributed to a decent flying month.

The fuel surcharge is up slightly to 30 cents, so the effective hourly rates for the airplanes was increased by \$2, \$3, \$3, \$3, and \$5 per hour respectively.

Don't Forget Plane Wash

Our plane wash is scheduled for this first **Saturday, October 6th**.

As usual, **Joe Gallagher** will be cooking his famous breakfast, which is free to club members working on washing airplanes. It's a good start to the day. Many of your flying friends will be there, so make it a morning of fun. Also, there's no better way to get to know your airplane than by helping clean them unless you do what **Richard Husson** does. He opens them up for annual inspections saving the club \$\$\$.. Next time you see Richard thank him..

Make 'Em Happy!

Presidential candidates, Hillary Clinton, Barack Obama, and John Edwards were flying to a convention. Barack looked at Hillary, chuckled and said, "You know, I

could throw a \$1,000 bill out of the window right now and make somebody very happy."

Hillary shrugged her shoulders and replied,

"I could throw ten \$100 bills out of the window and make ten people very happy."

John added, "That being the case, I could throw one hundred \$10 bills out of the window and make a hundred people very happy."

Hearing their exchange, the pilot rolled his eyes and said to his co-pilot, "Such big-shots back there, I could throw all of them out of the window and make 156 million people very happy."

Cherokee N7008F Update

There's been some interest from some people and brokers wanting to buy the 6-300, but unfortunately, no one wants to pay nearly what we are asking for the airplane. While we're advertising it now for \$139,900, the best offer we've had has been \$135K with the caveat that we pay \$5K to the broker for doing the deal.

It's a bitter taste to have in the mouth. The airplane market is not going up right now. It's falling. However, in the past the market has fallen for a period only to rise above the previous peak. So should we gamble on keeping it? That has a cost also.

Maintenance

The Archer has been to Carver Aero for some maintenance recently. **Tim Leinbach** informed me that some major work was done to the nose gear assembly including bushings and new seals. It was sorely needed.

Also on the Archer, the starter was repaired, a heater clamp, the carburetor heat function had a worn bushing that was replaced, and the right fuel sump drain was removed and cleaned.

Richard Husson has been at it again. He got Jim Goetsch's permission to fish the missing float out of the C152 fuel tank, and then he fixed it. Jim Goetsch signed off on it. It's a temporary fix, but Richard & Jim are now collaborating on the permanent fix. A new sending unit with a float will be ordered, and will replace the old unit. Richard will do the work under Jim's supervision, and Jim will sign off on it.

Thank you Richard and Tim! Again!

Elliott Aviation Open House

Elliott's is having an open house on Thursday, October 4th, which is likely after you read this. **Mick Harrison, President/COO of Elliott Aviation**, will be there to welcome people. Harrison owns a Christen Eagle bi-plane based at the south hangers. I think he wants to improve Elliott's relationship with GA at Moline. That would be a welcome change.

Elliott Changes to BP

Elliott Aviation announced on September 14th they will be switching from Phillips 66 to BP (British Petroleum) effective November 1st. Elliott's gave three reasons for the change.

1. Supply – by aligning with a major brand they will be more assured of a supply in a shortage. Also, BP has its own aviation fuel refineries in the Midwest.
2. Price – BP has a major presence in the Midwest, so fuel doesn't have to be transported very far.

3. Credit cards - Air BP has the most GA oriented credit card offerings in the business according to Elliott's.

One of the changes related to that switch is a new discount. Air BP VISA offers 5% cash back on purchases of fuel, and this represents a \$.24/gallon discount at the current price of \$4.88/gallon. There are other perks to sweeten the pot. There isn't an annual fee, nor is there a limit on the cash back feature.

Our treasurer, **Joe Gallagher**, visited with Elliott Aviation on Thursday, October 27th, and found out the Club's 30 cent per gallon discount will continue after Elliott switches to BP.

The bad news is that the 5% discount offered by BP only applies to individual holders of the BP credit card and not to the Club. In other words, if members used their personal credit cards for fuel purchases they would get the 5% discount as well as the 30 cent per gallon discount. Another way the Club could work it would be to have an individual card in each airplane for fuel purchases. However, controlling this might be a problem in a large club.

Fly safely! Your life depends on it!

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 CFII