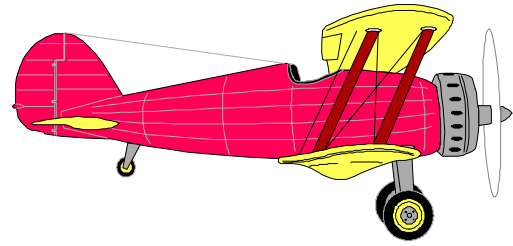


# SKYWRITING



September 2007

## August Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	11.9	April 2007
N80213	18.8	June 2007
N8114F	34.4	May 2007
N2516V	8.2	September 2007
N7008F	0.0	July 2007
<b>Total Hours:</b>	<b>73.3</b>	(Down from 147.2 in July)

## Next Plane Wash: October 6, 2007

Aug. Surcharge: \$.25/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: 56**

## Members in the News

Gene Fildes, CFII, sent me an update on Mike Much in August.

“Mike Much passed his Private Pilot check ride the morning of August 14th. The weather was pretty bumpy after thunderstorms rolled through earlier in the morning, but he was up to the challenge. He plans to start working toward his instrument rating in early September after he enjoys some "flying just for fun" with his wife and family.”

## August Flight Time Is Down

Fuel averaged \$4.55 per gallon in August, so it's not as high as it's been, but weather certainly hurt our flying hours in August. With hurricane Erin coming ashore it pretty much prevented a front line from moving out, and as you know, we had one of the wettest Augusts on record. My lawn looks like it usually does in the spring.

We hope you'll take advantage of some great Fall flying weather that moved in the last part of August, and enjoy our favorite thing to do – flying!

## Don't Forget Plane Wash

Our next plane wash is scheduled for **Saturday, October 6<sup>th</sup>**. Please note that Saturday on your calendars so you won't forget it. As usual, there'll be **Joe Gallagher's** famous breakfast to help you start the day. Many of your flying friends

will be there also, so make it a morning of fun and get to know your airplanes better by helping clean them up.

## Member Initiative

We recently had an online discussion between members of the board and a couple valued members about some expenses for supplies. The board wasn't apprised of the expense until after the fact, and some surprise was conveyed in emails.

While the board encourages member initiative to volunteer their labors or expertise, it's always good practice to contact a board member beforehand to be assured the expenditure is OK. Of course, if we're talking about \$40 for cleaning supplies it's not a big deal, but it never hurts to talk with a board member first.

Our plane captains generally have close contact with the board, and are pretty knowledgeable about what the board will accept without prior knowledge. However, there are still some things, generally falling into a category of "wants" verses "needs," that will elicit a call to someone.

The board encourages member initiative and volunteerism, but we want our Treasurer, Joe Gallagher, to live a long life, and that precludes any shock to his system! Thank you for your involvement.

## Mars Not Shining

The last issue of "*Skywriting*" had a story about Mars, and information that it would play an important part of the August sky. That information was an Urban Legend according to Snopes.com. My apologies go to those members who spent the night of August 26<sup>th</sup> looking for a spectacular showing of Mars. I shall be careful in the future about reporting such phenomenon.

## Cherokee N7008F Update

Interest in buying the 6-300 was not very good at \$155K, so the board lowered the asking price to \$144K during the month. Interest has been much better, but we're being told that prices are down from earlier in the year, and that we should be asking way lower. We're not so sure that's completely accurate, but the board did decide to drop the price to \$139,900. While we're willing to negotiate, the board decided this aircraft is in excellent shape, and is not above what others are asking for similar airplanes.

## Maintenance

Painting the **Archer** this Fall has been ruled out for a variety of factors. It was decided on August 28<sup>th</sup> to wait until the Spring to do it.

We believe our maintenance issues have been caught up, but in some instances the bills haven't been paid because the proper log book entries have not been done by the shop.

You may have noticed that the Cardinal is currently down for regular Annual Inspection.

## Magneto Misstep

From AOPA Website

Knowingly taking off with a mechanical problem--regardless of the reason--is always a bad idea. On August 22, 2004, the pilot of a Cessna 172 was seriously injured, and his passengers were killed when they crashed shortly after takeoff from Decorah Municipal Airport in Decorah, Iowa.

Another Cessna pilot at the airport saw an "older Cessna 172" back-taxi on Runway 29. He then heard the run-up and thought "it sounded like the pilot was cycling through a constant speed propeller" and that the "rpm sounds were not those of a 1700 rpm magneto and carburetor heat run-up check that a typical Cessna 172 should be expected to make." He said the rpm drop seemed very high in comparison to the allowable.

The pilot began his takeoff run, but (as seen by the witness) the Cessna did not accelerate normally. The engine sounded smooth; however, it did not appear to be developing full power. The pilot made no attempt to slow or stop the airplane. The aircraft was observed rotating twice and then lifting about three feet off the runway before coming back down, left wing high, and bouncing into the air at the end of the runway. The Cessna gained little altitude and then disappeared behind some large trees. The wreckage was found five miles north of Decorah Municipal Airport.

Both magnetos were removed from the wreckage for inspection. The right magneto did not reveal any mechanical defects, producing sparks when rotated. The left magneto, however, did not. Also, the attachment screws for the contact points could be rotated with little effort, proving the magneto was

malfunctioning. No record of maintenance on the magneto could be located.

The private pilot had 139.5 total hours, all of which were in Cessna 172s. He had flown 5.6 hours in the last year and 2.3 hours in the last 30 days.

The NTSB determined the cause of this accident to be the pilot's intentional operation of the airplane with a defective magneto, his failure to abort the takeoff due to degraded aircraft performance, and his failure to obtain or maintain airspeed, which resulted in a stall/spin and subsequent impact with the ground.

A primary purpose of the preflight run-up is to ensure that the magnetos are functioning properly. By ignoring the abnormal rpm indications, this pilot endangered himself and his passengers. If you find a discrepancy during your preflight or run-up, cancel the flight until maintenance personnel can investigate the problem.

(Ed: What goes through a pilot's mind when he ignores basic rules taught during Private Pilot instruction? In the above true story the pilot ignored the magneto check and the failure of his aircraft to accelerate on the runway. He lived, but with the knowledge that he abused the trust his passengers put in him to fly them safely. He must live with the knowledge that he killed his passengers. I wonder if he was charged with a crime? Are some of us in that much of a hurry to get somewhere? Each of us must reflect on how we view flying, and judge ourselves.)

## Idiot Sighting

This person was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge. To which he replied, "If it was without my knowledge, how would I know?" The airport employee smiled knowingly and nodded, "That's why we ask."

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

