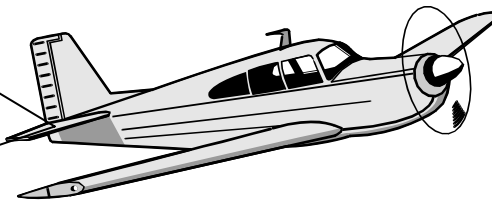


# SKYWRITING



August 2008

## July Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	39.3	April 2008
N80213	37.7	June 2007
N8114F	28.5	May 2008
N2516V	14.5	September 2007
N7008F	0.0	July 2008

**Total Hours: 120.0** (Up from 104.5 in June)

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

**Surcharge: \$1.80/gal**

### Local ASOS Numbers

Moline	309-799-7096
Davenport	563-388-2154
Clinton	563-243-8934
Muscatine	563-263-0902

**Dues Paying Members: 62**

**The Fall Plane Wash is Saturday, October 4, 2008**

## Members

Congratulations to **Charlie Typinski** who passed his Commercial Airplane check ride early this month according to his instructor **Tim Leinbach**.

Tim also reported that **Todd Buenting** has soloed.

**Ben Sorgen** has gone professional, and is now a CFI. Congratulations Ben!

Congratulations to these men from all of us!

Please RSVP by Thursday, August 21, 2008 to:

Dick Kvach  
Cardinal77@aol.com

or  
563-349-3288 (mobile)

Scott Latham  
[scott@spiowa.com](mailto:scott@spiowa.com)  
or  
563-505-7591 (mobile)

## FCC Open House & Potluck

As a follow up to our QC Air Show raffle, the board has decided to hold an open house and pot luck for raffle participants who show promise as future members. This is another great idea from **Scott Latham** to grow the membership. Thanks again, Scott!

The event is to be held Saturday, August 23<sup>rd</sup> from 4 – 8 pm at the Club's hangers. The open house will be from 4 – 6 pm. The potluck/BBQ will be from 5:30 – 8 pm. We plan to eat about 6 pm.

What to bring:

<b>Last Names A thru F</b>	<b>Salad</b>
<b>Last Names G thru L</b>	<b>Vegetable</b>
<b>Last Names M thru Z</b>	<b>Desert</b>

**.....and bring lawn chairs!**

The Club will provide meat, buns, condiments, table service, and drinks.

Each Plane Captain is responsible to have their plane in display shape.

## Commercial UAV Challenges

The Wall Street Journal (7/17, B5, Pasztor) reports that "significant commercial uses for" unmanned aerial vehicles (UAVs) "aren't expected to emerge for at least another decade because of regulatory and technical challenges," according to experts at the Farnborough International Air Show this week.

One consulting firm expects "worldwide demand for unmanned aircraft, their payloads and related ground control systems...to top \$17 billion" by 2017, but notes that "only about \$100 million of that demand is expected to involve commercial applications."

Further, "earlier this summer, Federal Aviation Administration officials told a U.S.-European industry conference that preliminary proposals spelling out how UAVs can be widely integrated into the U.S. airspace were at least seven years away, with final regulatory approval unlikely before the end of the next decade." Creating capabilities

for "unmanned aircraft to sense and avoid other aircraft" is of particular concern. As a result, one Boeing official said, "commercial applications are much further down the road."

### **Additions to Instructor List**

Please note that **Richard Hebbel**, a long time club member and CFII, and **Ben Sorgen**, a new CFI are now on the list of Club instructors. Please support your club instructors with your training needs.

### **6-300 News**

The 6-300 is at Cobb County-McCullum Field (RYY) near Kenesaw, GA for pre-purchase inspection at North Side Aviation (<http://atlantanorthsideaviation.com/>). Actually, it has already undergone inspection, and was given a pretty clean bill of health. Some exceptions were a spark plug or two, and some baffling.

Joe Gallagher and Jerry Lowry flew the airplane to Georgia on July 23<sup>rd</sup> with hopes of flying N6231F, a 1980 model C172 back to the Quad Cities on Thursday. However, weather over Florida has kept the prospective new owners from flying the C172 to Kenesaw, so they are marking time. Since this newsletter is being written a week earlier than usual, there will be more information later.

### **Weather Puts MLI Down**

By any measure the storm that went through the Quad Cities Monday, July 21<sup>st</sup> was a doozy! 94 mph winds were recorded at the airport. The tower was evacuated, and power to the entire field was down for a couple days, although the terminal had emergency power.

Take a look at the trees along the entrance road. Several of them are down now.

Joe Gallagher and I flew to Lacon, IL (Marshall County C75) Tuesday the 22<sup>nd</sup>, and airport maintenance came over to open the hanger doors. We flew to Lacon to retrieve the 6-300 so Joe and Jerry Lowry could fly it to Atlanta Wednesday morning.

## **Communications**

Pilot-ATC communications is extremely important, and to prevent things from getting jammed up certain words mean specific things. Here is a list of words taken from "Runway Safety", "A Pilot's Guide to Safe Surface Operations."

- **ROGER** – I have received all of your last transmission. It should not be used to answer a question requiring a yes or no answer. (See Affirmative, Negative)
- **STAND BY** – Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait, as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy. "Stand by" is not an approval or denial.
- **UNABLE** – Indicates inability to comply with a specific instruction, request, or clearance.
- **VERIFY** – Request confirmation of information (for example, "verify assigned altitude.").
- **WITHOUT DELAY** – With a sense of urgency, proceed with approved instructions in a rapid manner.
- **WILCO** – I have received your message, understand it, and will comply with it.

## **Stay Current**

### **From Your Board of Directors & Staff**

**Gene Fildes, President**      **Mark Conner, Director**  
**Joe Gallagher, Treasurer**      **Gary Hardy, Director**  
**Dennis English, Secretary**      **Dick Kvach, Alternate**  
Newsletter – Dennis English  
Webmaster – Gene Fildes

### **Plane Captains**

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

### **Flight Instructors**

Gene Fildes CFII  
Richard Hebbel CFII  
Brian Johnson CFII  
Tim Leinbach CFII  
Jerry Lowry CFII  
Ben Sorgen CFII

## **Additional Info Added by Joe Gallagher**

Dennis is at Oshkosh for the full duration and has generated the newsletter early. The sale of PA32/N7008F and addition of C172/N6231F was not known at that time.

I left Wednesday morning with problems getting through the gate and raising the hanger door because of the power failure.

The trade took place at RYY on the northwest side of Atlanta with IMC conditions both for me and Luke Webb who was flying up from Miami. I arrived at RYY Wednesday noon and had the 6-300 inspected for Luke. He had trouble with weather and was unable to leave Miami until early Thursday morning. He arrived about 1:30 PM with the C172 and we had it inspected. Upon completion of the inspections we met and reviewed the problems uncovered.

After we agreed on everything with monies transferred, I had the C172 topped off and filed for return to MLI via Evansville, IN. With head wind I arrived at EVV about 10:00 PM. I decided that the day was long enough so I got a room at the Holiday Inn and had an early start again Friday morning. I was IMC and upon arriving at MLI with less than 1,000 ceiling I landed about 10:00 AM.

I have gone on vacation for a couple weeks. I picked up the logs for July before leaving the airport Friday, posted them, printed the statements and the newsletter so I can mail them this weekend. The Logs were cutoff Friday morning. Any further flights this month will be on your statement next month. As I did in April/May your August statement will show part of July and all of August.

Any questions send me an email and I will attempt to answer.

Joe Gallagher

joeg@geneseo.net