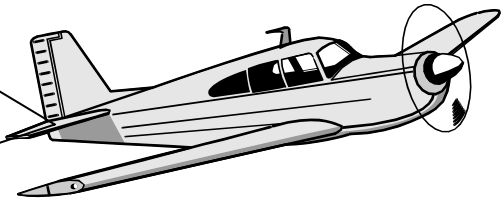


# SKYWRITING



October 2008

## September Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	32.4	April 2008
N80213	22.2	June 2008
N6231F	1.1	
N8114F	18.8	June 2008
N2516V	11.5	Sept 2007

**Total Hours: 86.0** (Down from 120.0 in August)

**Surcharge: \$1.56/gal**

[www.flyingcc.org](http://www.flyingcc.org)

### Local ASOS Numbers

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

**Dues Paying Members: 65**

**The Spring Plane Wash is Saturday, May 3, 2009**

## Members

**Kenneth Davis** is our newest member. Ken saw us at the air show, and member Gary Knapp also told him about us. Ken knows Gary because they both work at the Quad City Nuclear Plant. But don't worry neither one glows in the dark! Ken has some time towards his private pilot license, but needs to finish up. Welcome to the Club Ken!

## Gate Security

There's a rumor at the airfield that a personality within TSA has been refused a desired assignment, and has gone on the rampage with security regulations at MLI. We don't know if this is a fact or not, but the CAP office was checked by TSA recently. There were some military VIPs and others in the office at the time, and the TSA people gave them a citation, because the TSA people weren't challenged as they entered the building.

Don't be a pawn. Make sure you are doing the correct procedure at the vehicle gate to the south hangers. Don't follow another car through, and then stop to let the gate close. Make sure only one vehicle at a time goes through while the gate is open. If someone violates this procedure you should report them to security with license numbers, etc. We do NOT want to lose our privilege of being able to drive to the hangers.

## Office Security

Right along with the gate security you must also know that our aircraft security is dependent on locked doors. Several times these past couple months members have found doors to the office

and the hangers left unlocked. This is a security violation. It is not just an incident involving the Club property.

Our insurance provider, AVEMCO, asks pointed questions regarding how aircraft are secured. If we have a problem we could lose our insurance, or we could wind up with a system that prevents easy access by members to airplanes.

The PIC is also in charge of making sure the doors are locked any time you are in the air, or have gone home. Please add this to your check list.

## Club Web Site

**Scott Latham** has generously been working on bringing our Internet communications up to date. The most recent improvement has been the new Internet address for the club. We are now at [www.flyingcc.org](http://www.flyingcc.org). This new site is operating now, and is much easier to remember than the old one with that silly little wave in it. (It took longer to explain to people what it was and where it was on the keyboard than it did to recite Part 91 of the FAR's)

Scott also provided the computer that now sits on the telephone desk in the office.

Scott asked me to be sure to let you know if you have some sort of trouble with the office computer to give him a call at his cell phone 563-505-7591, or at Chrysalis Computer Solutions 309-764-3100.

Thank you Scott for all you do for the Club!

## **FSDO Annual Inspection**

Last month Tom Sorens, Flight Safety District Office, and his crew visited the Club for their annual trek to see and inspect us. This has become a routine visit for us the past few years, so nothing should come as a surprise when they visit.

Contrary to what you might expect your Club management is not negative about their inspections, because we have faith that our maintenance is good. The inspections keep us in that frame of mind, since they're a check on ourselves.

Usually, they find we missed a recurring magneto wire AD (You know, turn the mags off, and see if the engine keep running,...if it does the ground wire is open...not a good thing!) They also generally find some paperwork thing our mechanics failed to comply with.

This year we learned our venerable C172 dropped out of static check currency for IFR this spring, and although we caught it the airplane flew a couple weeks out of currency. That was discovered by FSDO, and we were properly scolded.

As pilots we are the ones who must ascertain the airplane is airworthy. The Club is the "aircraft operator," and we must keep the aircraft airworthy. The PIC must be certain it IS airworthy before flying it, and that includes the static check if the flight is IFR, and the encoding transponder if the flight is VFR. As one who flies the airplanes I've found myself taking everything for granted. I have to change that mindset.

## **Fossett's Plane Found**

A hiker in a rugged off-trail region near Mammoth Lakes, California, has found some items that may have belonged to missing adventurer Steve Fossett, authorities said on Wednesday. A weathered fleece pullover, about \$1,000 in cash and an FAA pilot's certificate bearing Fossett's name were found Monday, close to Minaret Lake and Minaret Mine, according to reports by Fox News

The hiker, Preston Morrow, found what appears to be two FAA certificates, tattered and crumpled on the ground, that listed the name Steve Fossett. Morrow said he didn't recognize the name but showed the finds to a co-worker on Tuesday who told him about the missing aviator. Morrow then returned to the site on Tuesday with some friends who searched further, and they found the fleece pullover nearby. He then attempted unsuccessfully to reach Fossett's

relatives before reporting the find to authorities on Wednesday.

The Bellanca Decathlon flown by Steve Fossett on the day he disappeared in September 2007 has been found in California, rather than in Nevada where past searches have concentrated.

Late Oct. 2, NTSB investigators said that a small amount of human remains was found in the aircraft, adding that it would be enough for a coroner to examine.

The aircraft was discovered well across the California border in Madera County, a mountainous region with terrain above 9,000 feet, according to a tour operator in the area.

From Avweb & AOPA

## **Don't Be Distracted!**

A relatively minor in-flight distraction can quickly lead to disaster if the pilot forgets to fly the airplane. On Jan. 12, 2007, a Cessna 525 CitationJet crashed shortly after takeoff in Van Nuys, Calif. The copilot failed to lock a front baggage door, which flew open during climb out and distracted the pilot—a 38,000-hour ATP. Several witnesses also thought they saw dark objects fall from the airplane and enter one of the engines. When NTSB investigators examined the wreckage, they discovered a page from a Jeppesen manual protruding from one of the fan assemblies.



### **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**

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

### **Flight Instructors**

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