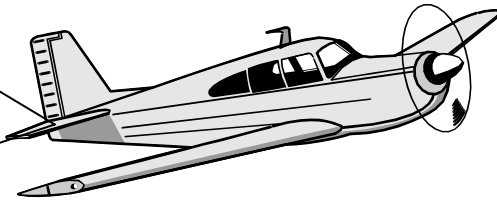


SKYWRITING



September 2008

August Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	51.4	April 2008
N80213	17.0	June 2008
N6231F	9.9	
N8114F	23.4	June 2008
N2516V	11.4	Sept 2007

Total Hours: 113.1 (Down from 120.0 in July)

www.netexpress.net/~flyingcc

Surcharge: \$1.60/gal

Local ASOS Numbers

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

Dues Paying Members: 64

The Fall Plane Wash is Saturday, October 4, 2008

Members

Sometimes it happens that I miss someone in our welcome column. It happened again this past summer.

Please welcome **Suryanarayana (Surya) Matte, Joseph Featherstone, and Phil Paone** to our club.

Surya joined June 25th. He's a student pilot who is interested in flying as a hobby. Surya is a Software Professional with Yash Technologies, and is currently a consultant at Deere & Co. Surya is from the south of India, and was introduced to the club by Scott Latham.

Joe joined the club on July 16th. He is also a student pilot who is also interested in personal flying. He started his flying with Henderson Flying Service in Kewanee. Joe lives in Atkinson, IL, and is the After Market Manager for Holland & Sons.

Phil joined the club on July 18th, and is a private pilot. He's interested in recreational or personal flying. Phil and his wife live in Bettendorf.

Please welcome these gentlemen to our club.

Congratulations to **Matt Peroutka** who soloed in the C152 August 26th, which was also his sixteenth birthday. There was a crowd of family members and friends there to witness including his Mom, Dad, Brother, Grandma, Grandma's neighbor lady, and Pat Rynott who connected me with Matt. It was an exciting time for all. Matt's mom (Sue) took pictures and video from the tarmac at Elliott Aviation, and said her heart was really beating fast on that first takeoff. Matt made three flawless landings and returned to the south tees where the congratulations started. He is looking forward to getting his Private ticket on his seventeenth birthday. – Tim Leinbach CFII

FCC Open House & Potluck

On Saturday, August 23rd the Club held it's first open house and social held in years. **President Gene Fildes** reported that he got there well after festivities began, but thought there were about 20 people there including at least 2 possible new members. "It was a

nice gathering of members," Gene said. Do you think we should make this an annual event?

AOPA: Where Do Candidates Stand?

By AOPA ePublishing staff

With the Democratic and Republican national conventions just around the corner, the likely presidential nominees from both parties are making clear their political positions.

But little has been said about Barack Obama and John McCain's stance on general aviation. So, AOPA has sent each candidate a questionnaire regarding issues important to GA.

"With all of the excitement surrounding the presidential election, AOPA members have been asking me, 'Who should I vote for president?'" said AOPA President Phil Boyer. "Rather than endorsing a candidate, we've asked the campaigns where they stand on GA. We'll publish the answers in the November 2008 *AOPA Pilot*."

Questions touched on FAA funding, air traffic control, GA security, and the environment.

AOPA has also asked about the candidates' personal experience with GA.

Obama has used GA to travel, and McCain's wife Cindy is a pilot. According to media reports, Cindy learned to fly in order to overcome her fear of flying.

AOPA did the same thing during the 2004 campaign with President Bush and Democratic presidential candidate John Kerry.

Hanger Security

Please check yourself before leaving the hanger environment. We are getting reports that hangers and office doors are found unlocked, and switched lights are left on. We cannot afford to have a security risk for our aircraft or things in the office. If there is more than one pilot moving around the building when you leave make sure you know who they are, and be sure which one of you is responsible for locking up.

TSA Random Checks @ Gates

We've been informed that random security searches of vehicles entering the security gate at the south tees will begin Monday, August 25th. If you find yourself in this situation be sure to be cooperative and passive so you don't get into a "situation" with them. However, we've heard rumors of vehicles being "torn up" during searches. If you undergo a search we want to hear from you and learn what the experience was.

N7008F for N6231F +

The 6-300 is sold! The Club got "asking price" in a combination of a 1980 Cessna C172 and cash. **Joe Gallagher** flew N7008F to Kenesaw, GA (KRYG), waited while a pre-purchase inspection was done on both planes, and then represented the club in the final deal before flying N6231F home to MLI.

N6231F had \$3,500 of work identified by the FBO at RYY, so our first goal was to get that done. In the process we found other items that needed fixing before Dick Kvach flew it back from Lacon, IL.

Those who have flown it have been concerned about a lack of power. This airplane is a C172N with a 160 hp O-320-H2AD Lycoming engine in it. Its suppose to have better cruise performance than N80213. N80213 is a 1976 C172M with a Lycoming O-320-E2D engine developing 150 hp. One significant difference is in the stall speeds and the panel. Because of this the board decided to mandate a check ride for those of us who are going to fly it.

Inventors Optimistic: Flying Cars!

USA Today (8/18, Woodyard, Carty) reports that, even though "most flying cars never get off the page, let alone the ground," a new generation of inventors "believe advanced materials and sounder business practices will allow their flying machines to defy skeptics." The preferred terminology these inventors use "is 'roadable aircraft' -- a plane you can drive to the airport, then sprout wings and fly off into the sunset. They see early adopters as private pilots." However, "structural risks inevitably come into play as inventors try to make a car light enough to get off the ground." Auto historian Bob Blake said that "weight is one of the problems," as "you're trying to make something that's designed for the highway to go into the sky."

TSA Damages Airplanes?

Fourteen American Eagle aircraft were damaged overnight on Monday at Chicago's O'Hare International Airport when a TSA inspector used instrument probes as handholds to test the security of the aircraft from tampering, ABC News reported.

Over 40 flights were delayed on Tuesday while mechanics checked the airplanes. "Our inspector was following routine procedure for securing the aircraft that were on the tarmac," TSA official Elio Montenegro told ABC.

However, "There is a sign that clearly says don't step," Mary Frances Fagan, a spokeswoman for

American Airlines, which operates American Eagle, told the Chicago Tribune.

One pilot who posted on an Internet forum wrote, "The brilliant [TSA] employees used an instrument located just below the cockpit window that is critical to the operation of the onboard computers. They decided this instrument, the TAT probe, would be adequate to use as a ladder."

While the TSA stipulates that its inspector damaged sensitive external probes while assessing the security of nine American Eagle planes parked overnight at O'Hare earlier this week, it contends that the inspector got into seven of the nine -- and that American is to blame.

Toward that end, the TSA is opening an inquiry into "multiple security violations" by American Eagle. Forty American Eagle flights were delayed to allow mechanics time to determine if probes would still properly function following the inspector's "inspection." The inconvenience and loss of revenue may now be compounded by the TSA's continuing investigation that could theoretically fine the airline up to \$175,000, according to the TSA, for leaving their aircraft vulnerable. In this case, the aircraft may have been particularly vulnerable to a TSA inspector who may or may not have used his ID badge or eluded airport police to gain access to "sterile" areas of the airfield, then climb up to door height using instrument probes and open a door that can only be locked from the inside. The TSA said in a statement this week's inspection was a follow-up to earlier inspections, which exposed the same vulnerability.

From AvWeb August 21, 25, 2008

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