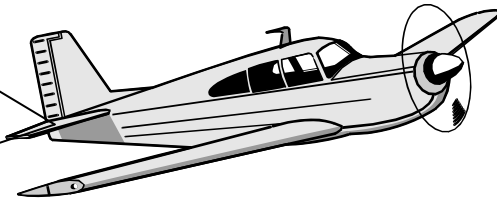


SKYWRITING



April 2009

March Flight Time			www.flyingcc.org	
<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.??/gal</u>	
N5303L	35.2	April 2008	Local ASOS Numbers	
N80213	11.7	June 2008	Moline	309-799-7096
N6231F	11.5		Davenport	563-388-2154
N8114F	34.2	June 2008	Clinton	563-243-8934
N2516V	5.7		Muscatine	563-263-0902
Total Hours: 98.3			(Up from 56.6 in March) Dues Paying Members: 61	
The Spring Plane Wash is Saturday, May 2, 2009				

Member News

Todd Buenting received his private pilot license on Saturday, March 21st. Congratulations Todd!

Bob Herman soloed March 12th after the weather finally cooperated, and gave us a sunny day with light winds. He was waiting patiently and rescheduling around the winter weather. Bob owns and operates **Quad City Spring** in Moline.

Dan Raney has joined the club and is actively flying with Tim Leinbach CFII. He's working towards the Private pilot license. Dan owns and operates **Raney Tree Care**. He is looking forward to not only the adventure of flying but would like to retire in a couple of years and be able to fly to some destinations for long weekends and such. Welcome to the club Dan.

Ron Lawson has activated his membership in the club after a time out. Welcome back Ron, and enjoy flying again.

Rates Go Up

We've had the same rates in the club since May 1, 2007, so it's been almost 2 years. In that time we've had a roller coaster time with fuel cost, and a bad experience with the Cherokee 6-300. Hopefully, the bad experience is behind us.

However, we have maintenance costs, and would like to upgrade our avionics. We want to have money on hand to pay for major maintenance. We want to pay off our debt. To do all that requires rate changes based on flight time cost experience.

An ad hoc "finance committee" was appointed, and got right down to the business at

hand. Their recommendations were accepted with a couple exceptions. The table attached to this newsletter shows the new rates for our airplanes.

Type of Aircraft	7 Share Hourly Rate	14 Share Hourly Rate	20 Share Hourly Rate	30 Share Hourly Rate	Dues Per Month
C152	\$48	\$48	\$48	\$48	\$52
C172M	\$83	\$80	\$77	\$75	\$68
C172N	\$83	\$80	\$77	\$75	\$68
PA28-181	\$105	\$103	\$99	\$95	\$77
C177RG	\$130	\$120	\$111	\$103	\$83

Elliott Aviation Hours

I imagine it's due to the poor economy, but we've been informed that Elliott Aviation has changed the hours they'll be open.

Monday – Friday 6 am – 10 pm

Saturday & Sunday 8 am – 5 pm

This will impact our ability to hanger airplanes with full tanks. If you are planning on arriving at the hangers for a flight, the airplane may not have topped tanks. This is realty.

Runway Safety

Tim Leinbach CFII

MLI FAASTEAM Representative

Runway incursions are a major problem at MLI according to the FAA. Those of us attending a recent seminar at the MLI terminal building sponsored by the **Illinois FAASTeam & Great Lakes Office of Runway Safety** learned MLI is

the second worst in the Great Lakes Region for runway incursions.

After attending the Runway Safety meeting at the terminal in MLI this week and being interviewed by the FAA, I've learned that we are going to see changes coming at the Quad City airport that will be addressing safety concerns about "Runway Incursions". In 2008, MLI was number two for the most runway incursions in the Great Lakes region.

I also learned that there was a category "A" (Collision was narrowly avoided) at MLI in December 2008. It could have been a serious collision.

Go to the following web address to see an excellent simulation of what happened.

(http://flash.aopa.org/asf/faarunwaysafety/MLI012108v3_2AOPA.swf)

I will keep everyone informed on what changes we are going to see at MLI. The ones I already know about are as follows.

1. No more "Into Position and Hold" Clearances.
2. Very few "Land and Hold Short" Clearances
3. Instead of offering two "Active" runways, they will only announce "The" active runway based on current winds
4. Regarding changes to the ATIS broadcast: You may not see a clearance to use a runway that is more convenient for the pilot such as less taxi time and distance.

Down Drafts Bite Fossett

The NTSB's factual report of the Sept. 3, 2007, fatal crash of a Bellanca 8KCAB-180 (Super Decathlon) piloted by Steve Fossett does not include a "cause," but does offer details.

The NTSB attempted to reconstruct potential wind patterns for the day through numerical simulations and also took statements from pilots who flew in the area at the time. The board's weather modeling found downdrafts in the accident area in excess of 300 feet per minute.

Investigators determined the crash site to be at a density altitude of about 12,700 feet with a deviation from standard temperature of about positive 23.2 degrees C. The aircraft's maximum rate of climb at a pressure altitude of 13,000 feet was 300 feet per minute at standard temperature.

Its wreckage was found "severely fragmented" and burned. The NTSB's report included comments from pilots who flew in the area that day.

Fly-in Breakfast in DBQ

The **University of Dubuque** Aviation Students are holding their annual breakfast at DBQ on Sunday, April 5th from 8 am -12 pm. Cost is \$6 for adults, \$3 for kids 12 years and under. The proceeds will go to support the University Flight Team which competes in

the national college flight events. Contact ibook@dbq.edu for more information.

The University of Dubuque has over 200 students in their flight program. About 180 are flying. They just took delivery of some new Cessna 180 HP planes with Garmin 1000 cockpits. They reportedly have over 40 planes in the their fleet. A year ago, students were placed in aviation jobs, mostly with air carriers, the day they graduated. They are not going to have such luck this year, but the Aviation Program continues to provide quality training for future pilots. "We need to support this fine school as it is one of our local flight schools," said Richard Lowe. "Students need not go far out of state to train if they have aviation on their mind as a career," he said. Weather has been a factor in years past for this breakfast, but due to the academic schedule, early April is the only time they can hold it. Also, if you can't fly in, the DBQ is a pleasant drive.

If airline travel is so safe I wonder why they call that building on the field a "Terminal?"

Speaking of Maintenance

N5303L – Seat belt straps orientation problem, needs a working clock.

N80213 –

N6231F – Transponder problem remains after being repaired. It's been sent out again.

N8114F – Painting now will be done in the Fall, but new windshield & eyebrow repair will be done soon.

N2516V – The nose gear door linkage needs repair. Scott is working on a list of items.

Celebrate Easter

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 – Scott Latham

Plane Captains

N5103L C152

Mike Smith

N80213 C172M

Richard Husson

N6231F C172N

Dick Kvach

N8114F PA28-181

Tim Leinbach

N2616V Cardinal RG

Scott Latham

Flight Instructors

Gene Fildes CFII

Richard Hebbel CFII

Tim Leinbach CFII

Jerry Lowry CFII

Ben Sorgen C