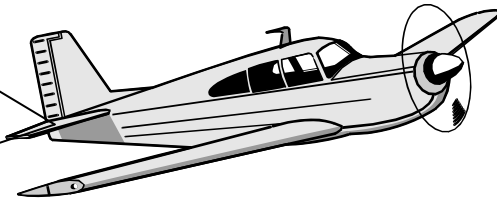


# SKYWRITING



August 2009

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>	<a href="http://www.flyingcc.org">www.flyingcc.org</a>	<u>Local ASOS Numbers</u>
N5303L	30.7	July 2009			Moline 309-799-7096
N80213	20.0	August 2008			Davenport 563-388-2154
N6231F	18.8	May 2009			Clinton 563-243-8934
N8114F	13.2	July 2009			Muscatine 563-263-0902
N2516V	15.7	September 2008			
<b>Total Hours: 98.4</b>		<b>(Down slightly from 98.8 in June)</b>		<b>Dues Paying Members: 63</b>	
<b>The Fall Plane Wash is Saturday, October 3, 2009</b>					

## Members

Please welcome **Bill Knapp** to our Club. Bill lives in Silvis, and 'works' at St. Marks Episcopal Church in Silvis, IL. He is a student pilot who heard about the Club from Gene Fildes. Please help him feel comfortable in our Club.

Congratulations to **Tom Brozovich** and **Tim Ferguson!** Tom passed his Private Pilot check ride last month on June 14th with Harold Timmons at Galesburg. Tim followed suite this month by passing his Private Pilot check ride on July 16th with Chris Frazier at Davenport. Good job, guys!

CFII Tim Leinbach reported that **Ken Davis** soloed Sunday, July 19<sup>th</sup>. "He started flying years ago and had to set it aside for a while. Now he is looking forward to getting it done and being able to break the 'Surly Bonds'."

Tim says, "Ken reigns from Ludington, Michigan and would like to fly back there often to visit family, friends, and of course, his girlfriend. He is also a very accomplished Sailboat "Captain" on Lake Michigan, so we're sure it will be easy for him to understand crosswind correction when we start into Flight Planning."

## Gate Security

We are now required to use our TSA issued ID card to open the vehicle gate at the south T-Hangers. All you have to do is wave your TSA ID card in close proximity of the existing keypad, and it will open.

## Thanks Charlie!

The taxiway from the south T's to the rest of the airport were supposed to be closed for a couple days (July 1, July 2) keeping us from flying during that

time....unless the airplane they used was on the opposite side of the taxiway. **Charlie Typinski** took the initiative, and placed a couple airplanes at Elliott's ramp so he and others could fly. **Thank you Charlie!** The way it turned out the taxiway was only closed July 1<sup>st</sup>, so the airplanes were returned to the hangars Wednesday night.

## Bringing It Back

We recently had an experience that caused concern with the board of directors. A pilot asked that he be reimbursed for expenses incurred while retrieving an airplane he had left some distance from here. The airplane developed a problem that was not caused by that pilot, and it required ordering and waiting for parts.

When you came into the club you signed an agreement that says you will incur those retrieval costs if necessary. Our Membership Chairman, Mark Conner, reviews that issue with each member before the signing.

Under item 8.n of the membership agreement it says, "Member be responsible for the return of airplanes in his care to home field of operations regardless of reason, and shall be charged any expense incurred by the Club for retrieval of such airplane."

This is very clear, and it is fair to the extent that each of us knew before we became part of the Club that this was agreed upon.

However, many don't dwell on the negative aspects of ownership in the excitement of beginning to fly. Perhaps we don't think it can happen to us. It does happen to us, however. It happened to me on more than one occasion. It's burned many of us. It stings harder when it has nothing to do with how we operate the airplane.

Perhaps we need to change the rule. That can be done, but not without a lot of input from all of you...the Club members...asking for that change.

If we do make such a change, we'll all pay for it through higher rates on the airplanes. This Club does not have a money printing press, and all revenues for Club operations come from each of you.

Let us know what you think. We want to hear from you, but if we don't we'll know it's not an issue for you.

## Flying the U-2

By Bob Pustell for the Stinson Group

An Air Force buddy of mine flew them, years ago when he and I were both hot blooded young jocks. At altitude they are so far into the corner of their performance envelope that just a few knots slower, and you stall. A few knots faster, you go into high speed buffet and mach tuck. Flying in that part of the "coffin corner" is like balancing on a pin. After they have been doing that for many hours, frequently in an area where you are worried about gettingt missiles shot at you, you need all the help you can get while landing, you are beat.

Like any fuel and air burning engine, a jet's power output drops as you go higher. That is why high altitude jets climb out at such impressive angles after take off, they have a large surplus of power in order to have enough left to do the job at thirty or forty thousand feet. Since the U2 operated waaaaay up there it takes that to real extremes, hence, the awesome initial climb rates after takeoff. And on top of that it has so much wing in order to generate lift in a near vacuum, which also contributes to that initial climb capability.

The crews wear full pressure suits, in case you did not know. The cockpit is pressurized, but if you loose pressurization at those levels, your blood boils at body temperature and you die instantly. Therefore, the bulky pressure suit and helmet are on you for the whole mission, adding to the strain and discomfort.

This turned into a long post.....Sorry. I have always been in awe of those planes and the guys that fly them.

## Pound (lb, lbm, or #)

The pound is a traditional unit of mass or weight. The Romans used a pound (the *libra pondo*, "pound of weight") divided into 12 ounces. All the countries of Western Europe used similar units, divided into 12 or 16 ounces, until the advent of the metric system.

12-ounce pounds were common in Italy and southern France, but in Spain and northern Europe 16-ounce pounds became the norm.

The word libra is used for this unit in Italy, Spain, and Portugal; in France it is called the livre. Further north, the Latin word *pondo* ("weight") is the origin of the names of the English pound, Dutch pond, Danish

pund, German pfund, and Russian funt. In England, two different "pound" units became standard.

The unit now in general use in the United States is the **avoirdupois pound**, so-called from a French phrase *avoir du poids*, literally "goods of weight," indicating simply that the goods were being sold by weight rather than by volume or by the piece.

The avoirdupois pound is divided into 16 ounces. By international agreement, one avoirdupois pound is equal to exactly 453.592 37 grams; this is exactly  $175/144 = 1.215\ 28$  troy pounds.

The traditional symbol **lb** stands for *libra*, the Latin word for the unit. The avoirdupois pound is sometimes abbreviated **lb av** or **lb ap** to distinguish it from the less common troy pound. The symbol **lbm** is used in science to distinguish the pound of mass from the pound of force (lbf).

## Successful "Wannabe a Pilot?"

This year the Quad City Aviator Association did a great job of their "Wannabe a Pilot?" project. More than 100 people were flown by many pilots and airplanes. Pictured below is the Club's own **George Bedeian** with a Young Eagle.



**Density Altitude?**

## From Your Board of Directors & Staff

Gene Fildes, President      Mark Conner, Director  
Joe Gallagher, Treasurer      Gary Hardy, Director  
Dennis English, Secretary      Tim Leinbach, Alt.  
Newsletter – Dennis English  
Webmaster – Scott Latham

## Plane Captains

N5103L - Mike Smith      N80213 – Richard Husson  
N6231F – Dick Kvach      N8114F – Tim Leinbach  
N2516V – Scott Latham

## Flight Instructors

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