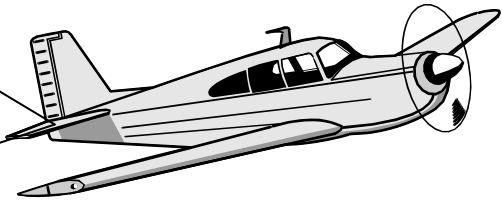


# SKYWRITING



July 2009

## June Flight Time

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

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	41.0	June 2008		Moline	309-799-7096
N80213	15.4	August 2008		Davenport	563-388-2154
N6231F	12.4	May 2009		Clinton	563-243-8934
N8114F	24.9	June 2008		Muscatine	563-263-0902
N2516V	5.1	September 2008			

**Total Hours: 98.8** (Down from 120.3 in May) **Dues Paying Members: 63**

**The Fall Plane Wash is Saturday, October 3, 2009**

## Our Condolences

Our long time member, past president, board member, and Membership Chairman, **Mark Conner**, lost his mother, **Mary Jeannine Conner**, on Thursday, June 25<sup>th</sup>. Our sympathy goes to Mark and his family at this time.

## Members

**Surya Matte** took his check ride Saturday, June 20<sup>th</sup>, and passed with flying colors according to his instructor, Tim Leinbach CFII. He was Tim's guinea pig to try a new examiner in Dubuque. Tim said, "Everything worked out great." He is looking forward to getting checked out in the 172. Congratulations Surya!!

Please welcome new member, **Maynard Knapp**, to our club. Maynard joined on May 14<sup>th</sup>, but was missed in the June "Skywriting", so we apologize for that. Maynard is a priest, and lives in Silvis. He is a student pilot. Please say "hello" and help Maynard feel welcome in his new challenge.

## Fly-Over Modern Woodman

### Report from Tim Leinbach CFII

We did the first flyover at Modern Woodman Stadium tonight. It was awesome!! We timed it so we were over the stadium at the end of the National Anthem.

**Dick Kvach** was on the ground at the ballpark, and we talked to him over the radio. He keyed the mike on the handheld so we could here the anthem over the radio. I got a lump in my

throat as we passed over. We did a break over the field and went different directions.

The guys in the press box, and in the events section were jumping up and down and "high fivein" as we passed over they were so excited. At the top of the eighth inning, they brought **Gene, Scott**, and me out on the field, introduced us, and ran an advertisement across the outfield "Magnatron" screen for the club. It was a great advertisement and exposure for the club.

## Finally, Some Sense?

The **Homeland Security Department's** Inspector General investigated media reports that GA security was dangerously poor, and reported, "We reviewed the allegations and determined that they were not compelling," wrote Homeland Security IG Richard Skinner. He further reported that GA had tailored security to fit the particular airports, and that GA represented aircraft that were too small to be a risk. We knew that, didn't we?

## Air Show is Successful

The club displayed N2516V and N80213 at the Quad City Air Show this year on Saturday, and N80213 on Sunday. The show had good crowds on both days.

Thanks to **Dennis English, Gary Hardy, George Bedeian, and Scott Latham** for setting up on Friday, and **Dennis English, Gary Knapp, and Ken Davis** for the take down on Sunday after the show.

Thanks to the people who stood by airplanes on Saturday and Sunday to talk with interested people.

### **My Opinion (as if you asked!)**

We recently received a squawk regarding the C152 not having a clock. Apparently some designated examiners occasionally require some performance checks that are not in the standard examiner's bag of tricks.

The Club is going to install a clock in N5303L, but a clock is not required. It is not on the Minimum Equipment List (MEL), nor has one ever been in the panel. The airplane is not IFR Certified. Not having a clock was not ever an item during any of our several ramp checks by FSDO.

One of the big problems VFR pilots have is inadvertent entry into IMC. If that happens, as I recall, the proper thing to do is a standard rate 180 degree turn to reverse course, and fly out of it. The timed turn is a good thing to know how to do if you don't have a working Directional Gyro (DG). It goes to show that you'd better be prepared to do almost anything in a check ride.

### **Plastic License**

Just in case you're unaware, there's been a change in FAR 61.19 regarding paper pilot licenses or certificates as the FAA likes to call them. By **March 31, 2010** pilots have to convert their paper licenses to plastic. Student and temporary licenses are not affected.

According to the 3<sup>rd</sup> Quarter issue of "Illinois Aviation" you can request a plastic certificate through the FAA's web site [www.faa.gov](http://www.faa.gov). Click "licenses and certificates" and then look under the "airmen" column. Select "Replace a Certificate". You may also write the FAA to do this. The address is listed in FAR 61.29.

Replacement certificates are generally \$20, but if you are removing your social security number from your certificate as I did, the process is free.

You are still required to carry a photo ID "that is acceptable to the FAA administrator" when exercising pilot privileges.

### **Successful Emergency Landing**

My 'ex' started taking flying lessons about the time our divorce started and got his/her license shortly before our divorce was final, later that same year.

Yesterday afternoon I got a phone call. He/she narrowly escaped injury in the aircraft he/she was piloting. Seems he/she was forced to make an emergency landing in a back yard in Sherrard because of bad weather. Thank God the kids weren't with him/her.

The FAA issued a preliminary report, citing pilot error: He/she was flying a single engine in IMC and doesn't have an IFR ticket.

The absence of a post-crash fire was likely due to insufficient fuel on board. No one on the ground was injured.

The photograph below was taken at the scene to show the extent of damage to his/her aircraft.

He/she was really lucky.



**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