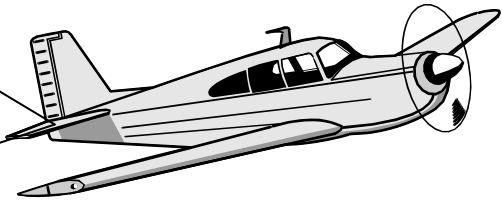


SKYWRITING



June 2009

May Flight Time			www.flyingcc.org	
<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	Local ASOS Numbers	
N5303L	49.3	June 2008	Surcharge: \$.00/gal	
N80213	15.1	August 2008	Moline	309-799-7096
N6231F	25.3	May 2009	Davenport	563-388-2154
N8114F	12.6	June 2008	Clinton	563-243-8934
N2516V	18.0	September 2008	Muscatine	563-263-0902
Total Hours: 120.3	(Up from 76.5 in April)		Dues Paying Members: 63	
The Fall Plane Wash is Saturday, October 3, 2009				

TSA Badges Required

If you look at our list of maintenance items done on the Archer II you'll get an idea of what it takes to keep an airplane in tip top shape. We're not there yet with that aircraft, but this work surely helps.

Your effort should be concentrated on using the aircraft with care. You are the key to keeping our airplanes in great looking shape. Don't use the eyebrow for a hand hold. Don't scrape the windscreen frost or ice with a scraper in the winter, and keep the carpet clean.

Don't handle the cowl as though it was a piece of scrap lumber. Remember: These airplanes were not built to skid logs or bulldoze tree stumps.

Thanks from all of us!

Transit Security Change

The TSA has enacted a new security directive (SD-8G) that means transient pilots flying into airports with commercial service will not need an airport badge or background check as previously required. The directive takes effect June 1 and instead requires pilots to "remain close to their aircraft" leaving it only for trips to and from the FBO or airport exit, according to AOPA. The TSA is expected to provide future guidance regarding self-fueling and emergencies.

The new rules target transient pilots -- those pilots based at commercial-use airports who lease space or maintain a presence will still need to go through procedures and acquire a valid badge if they intend to roam the airport without an escort.

Airports looking to avoid the badging will need to approve an alternative like an escort

program to remain within the TSA's guidelines. The complication now appears to be what the TSA defines as an airport that offers commercial service and the fact that it hasn't yet released a list.

Another Embroidery Option

Yours truly has set up another option for people who want an embroidered shirt or cap with the club logo on it. **Firestitch Embroidery** in Colona has it and will do the job for \$6. Check it out.

My Opinion (as if you asked!)

We have been concerned for some time now about "user fees". User fees would bring a huge change in the way we fly. Many of us, myself included, believe if it's a money issue, that all they'd (the Feds) have to do is increase the excise taxes on 100LL and Jet A. Viola! Money to run the system! So I believe there's another reason for the push for user fees.

User fees would allow different fees for each airport. If it's a busy airport, and you don't want GA to operate there just raise the user fee to some prohibitive number.

Many in our government talk about adding jobs. We have unemployment. Can you imagine the number of new bureaucrats that would have to be hired to take care of implementing and nurturing a user fee system? It would be huge! It would cost almost as much as what the user fees intend to fund in the first place, and

therefore, would inflate the financial need even more.

If you haven't written or called your representative about this issue you should. We cannot be complacent about this, or we shall surely lose. Don't wait.

Federal Money to Iowa Airports

DES MOINES (AP) -- More than \$11 million in federal money will be used to make repairs and improvements at 26 Iowa airports, including the Des Moines International Airport, which plans to use some of the money to acquire land for a runway.

The recently awarded funds are from a combination of sources, including grants from the Federal Aviation Administration and the American Recovery and Reinvestment Act, also known as federal economic stimulus funds.

The Des Moines project is the largest of those planned across the state. It involves building a runway to replace one that had to be closed when an existing runway was extended, said Roy Crist, an airport spokesman.

He said the new runway will be parallel to the existing main runway, which runs from the southeast to the northwest. The total cost of the project is estimated at \$57 million, with 95 percent of the funding coming from the federal government. The rest has come from 5 percent local matching funds.

The project, which began more than six years ago, involves the acquisition of numerous properties. The airport has already acquired 23 residential properties and five undeveloped properties. It still needs to acquire 87 1/2-acres of undeveloped property and a natural gas utility easement, Crist said.

The airport recently received \$451,000 from the FAA for property acquisition. The money is part of an ongoing funding stream for the project, with more federal money expected over the coming years, Crist said.

"The FAA feels that the Des Moines International Airport is an important component of the national air system and that's why they've been willing to commit that much money over that period of time," Crist said.

The Eastern Iowa Airport in Cedar Rapids recently received about \$2.4 million for a runway rehabilitation project, and other smaller airports have received money for a variety of projects, such as extending runways, building hangars, improving terminal buildings, improving runway lighting and rehabilitating taxiways and parking lots.

Fly-by Scheduled

Scott Latham has organized a formation flight close by the Modern Woodman Ball Park during the game on six different Fridays. I haven't received a report of how it went yet, but I'm sure it "went over" pretty well.

Carver Ramp Fee

Our sources tell us that the ramp fee at DVN Carver Aero is strictly for twin engine planes. They had too many transient planes taking advantage of Carver hospitality, not putting gas in the loaner car, and taking advantage of free coffee etc without buying fuel. So the Airport Commission gave Carver permission to charge the fee.

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 C152	Mike Smith
N80213 C172M	Richard Husson
N6231F C172N	Dick Kvach
N8114F PA28-181	Tim Leinbach
N2616V Cardinal RG	Scott Latham

Flight Instructors

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