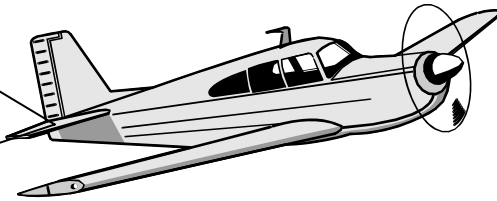


SKYWRITING



March 2009

February Flight Time

www.flyingcc.org

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.56/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	28.9	April 2008		Moline	309-799-7096
N80213	12.3	June 2008	Davenport	563-388-2154	
N6231F	4.0		Clinton	563-243-8934	
N8114F	9.0	June 2008	Muscatine	563-263-0902	
N2516V	2.4				

Total Hours: 56.6 (Up from 55.7 in February) **Dues Paying Members: 60**

The Spring Plane Wash is Saturday, May 2, 2009

Member News

We do not have any member news this month. However, we can say we've had 4 different inquiries about membership, and that is refreshing after having lost that many over the winter.

Since our flight time is subdued due to the economy, additional members will certainly help our cash flow with dues and flight time. Ten more members in the C152 category would increase dues income by \$6,000 per year.

Annual Meeting

On **Saturday, February 21st**, our club held its 47th Annual Shareholder's Meeting at the CAP Headquarters Building at MLI. It turned out to an exciting meeting for the 27 shareholders present.

A lively discussion about club finances and rates led to creation of a "finance committee" to consider a rate increase. The motion was seconded and passed, and a committee was appointed. The committee will report to the board at the regular March meeting with their recommendations.

All actions voted on at an annual shareholder's meeting must be voted according to the shares and proxies held by each shareholder present. That is not what happened, but since the committee's recommendation is not binding, the motions were allowed to stand unchallenged.

Dennis English was elected Director to a three year period, and **Tim Leinbach** was elected to a one year term as Alternate Board Member.

In a special meeting after the Annual Shareholder's Meeting **Gene Fildes**, **Dennis**

English, and **Joe Gallagher** were elected to one year terms as Club President, Secretary, and Treasurer by the Board of Directors.

MLI Security Badges?

By **AOPA ePublishing Staff**

The TSA has extended the deadline for a controversial security directive that would require security badges and background checks for all general aviation pilots based at air carrier airports. The TSA will meet with industry representatives to consider alternatives and to find solutions better suited to GA.

"Pilots are very concerned about the TSA action," said Andy Cebula, AOPA executive vice president of government affairs. "The TSA must realize that pilots have a vested interest. Our goal is to work with the TSA to ensure pilots' need for access at commercial airports is addressed."

The decision to push the deadline for compliance back to June 1 will allow the TSA to incorporate industry input and come up with guidance for airports that minimize the SD's impact on GA operators and airports.

The information was released in a conference call today with operators, representatives from airports, and other GA organizations. AOPA will be working with the TSA in the next few days to explore options for keeping airports secure while minimizing the burden on pilots.

As airports across the country have been implementing the new security measures, AOPA members have been frustrated by the changing requirements and limited access to information about the SD. AOPA expects the industry-TSA

collaboration to produce clear guidelines that take into account the rules' impact on operators and airports.

TSA Out of Line

TSA stands for Transportation Security Administration. However, the TSA must not consider General Aviation as transportation, because they do not have anyone high in the organization that knows anything about GA. This has become clear with their recent proposal for the Light Aircraft Security Program, or LASP.

The great odds are that terrorists are not going to use a small plane to commit terrorist acts. In fact, it's not likely the next attack will be with an airplane at all.

Has anyone seen drivers of 18 wheelers and straight trucks being finger printed and forced to carry TSA ID's? As I recall, it was a van that was planted in the 1993 WTC bombing, and another van that carried the bomb in the Murrah building in Oklahoma City bombing. Has there been stepped up vigilance of who is driving vans all over our cities? The answer is 'no' of course.

So why pick on GA: Because they can? Perhaps that's the reason. You can do something about this. Use your fingers and a first class stamp to write your representatives. Do it now, and don't put it off. Your letter does make a difference.

Join AOPA if you haven't already. There is strength in numbers, and AOPA fights for aviation in D.C. Don't put it off.

[This is opinion, and not necessarily the opinion of the Club, Board of Directors, or anyone else on it. – Dennis English]

Congress Cuts Jobs

By Alton K. Marsh, AOPA

Lawmakers who targeted business jets as the enemy of the economy have contributed indirectly to a reduction in business aircraft orders and 8,000 layoffs worldwide, most of them in Wichita. Pratt and Whitney Canada is laying off 1,000 workers in coming months who were involved in making business jet engines.

The company had forecast it would make 5,000 engines in the coming year as recently as December but has reduced the forecast to less than 4,000 due to reductions in business jet orders. One of those reductions was made recently when Citigroup CEO Vikram Pandit told the U.S. Congress this week he canceled an order for a Dassault Falcon 7X that was to replace two older models. It is powered by Pratt and Whitney engines.

Pandit apologized to a House committee for the order. He had previously announced it would continue to avoid millions of dollars in penalties.

"I would also like to say something about the airplane that was in the news. We did not adjust quickly enough to this new world, and I take personal responsibility for that mistake. In the end, I cancelled delivery. We need to do a better job of acknowledging and embracing the new realities. Let me be clear with the committee: I get the new reality and I will make sure Citi gets it as well," Pandit said.

Layoffs in Wichita alone total 8,000, with 7,000 of those directly or closely related to business jet production. There are additional layoffs at Boeing Wichita and Cessna's plant in Independence, Kan.

[Editor: So I wonder how many jobs will be lost at Alcoa due to less aluminum sheet for aircraft?]

Speaking of Maintenance

N5303L – no squawks, but AD #80-11-04 regarding the vertical fin aft bracket nut plates was due at 100 hours.

N80213 – DME is still on the wish list.

N6231F – Dick Kvach will not be avail. 3/14-22.

N8114F – No problems. Paint job in April? Call Scott Latham for squawks if between 3/14-23rd.

N2516V – The airplane is currently at Radio Ranch, where a new audio panel, panel overlay, lighting, and passenger jacks are being rewired or installed.



From Your Board of Directors & Staff

<u>Gene Fildes, President</u>	<u>Mark Conner, Director</u>
<u>Joe Gallagher, Treasurer</u>	<u>Garv Hardy, Director</u>
<u>Dennis English, Secretary</u>	<u>Dick Kvach, Alternate</u>

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 CFII