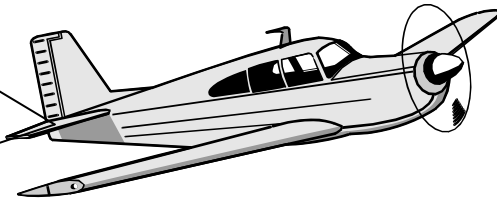


SKYWRITING



May 2009

April Flight Time

www.flyingcc.org

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	35.2	June 2008		Moline	309-799-7096
N80213	11.7	August 2008		Davenport	563-388-2154
N6231F	11.5	May 2009		Clinton	563-243-8934
N8114F	34.2	June 2008		Muscatine	563-263-0902
N2516V	5.7	September 2008			
Total Hours: 77.1		(Up from 56.6 in March)		Dues Paying Members: 61	

The Fall Plane Wash is Saturday, October 3, 2009

Please Turn the Lights Out

It's hard to say it more clearly without shouting, but it was reported at the last Board of Director's meeting that somebody has been leaving the light switches on. Please take extra care to leave the hangar environment with the lights out, and the doors locked.

TSA Badges Required

About 60 pilots gathered in the lobby of the Quad City International Airport (QCI) terminal building Thursday, April 9th, to listen to Mike Swanson, the airport's Security Director, talk about badges. Yes, badges. The people at the top of the Transportation Security Administration (TSA) want all people who have access to the inside of the fence at the airport to have special ID badges. Mike made it clear that this program is not the child of the airport, or of local TSA people.

The reason the MAA is doing this instead of the FAA, TSA, or some other government authority is because the airport already has an efficient vetting process in place. No one else would be able to bring one up in a reasonable time.

This security program only affects "commercial airports". Most pilots believe it will eventually spread to all airports, however.

Also, pilots are not being picked on. Everyone having access to the airport fenced in area must have a badge. Badges at the airline terminal will be a different color than badges for the GA area. Different badges will be used by construction people for instance.

Mike explained that they've never had to turn anyone down who has applied, and it's not a real complicated process. You will be required to disclose your Social Security number, however. If that's a concern, then you may not wish to apply.

Mike also learned just that day that the MAA will also be required to change the gate security system. It looks like each of us will be issued our own coded access card. However, that is still being worked out, so this may not be accurate by the time cards are issued. Those cards will be issued at the same time as your badge.

As of this time the badges and cards will be required effective June 1, 2009. So get your card and badge as soon as possible to avoid being denied access to the airport. Don't expect to turn your applications in on Friday, and expect the badge on Monday.

To get your badge and access card you must obtain and fill out an "Access Control Applicant" form, a "Disqualifying Crime List", and sign an "Authorization to Proceed" form. Those forms can be obtained at the Metropolitan Airport Authority (MAA) office in the terminal west side.

One term Mike used right away caused some concern: "Signatory". Mike said the airport would be 'signatories' for current hangar tenants to get the process started, but would not sign for anyone beyond that.

Flying clubs are a special case. Club members are responsible for getting their own badges and cards, but their applications must be signed by someone in the club leadership (Signatory) after ascertaining the member has received proper orientation regarding security policies. (More on that later.)

Once the forms have been filled, signed, and returned to the MAA, figure on about 3 days *minimum* for them to be processed. It may take several days to process and issue the badges once the rush is over, but until then figure on about 2 weeks. You may call the office at 309-757-1746 to make an appointment to pick up your badge.

The badge and access code card will cost each of us \$50. That money will be refunded when the badge and card are returned when you no longer need them.

Mike stated the process will cost the airport much more, so this is not a money making thing for the airport. He also made it clear that this was not going to result in another hangar rent increase.

Some of the security policies that will be enforced:

- All guests and family must be escorted inside the fence by someone with a badge.
- Each person with a badge, who may be escorting people without badges, should not escort more people than can be managed.
- The escort must keep their charges in sight, so they do not wander into trouble.
- If it is determined that 5% or more of the outstanding badges are lost the entire population must be rebadged.
- The badges are only good at MLI, and not at other commercial airports.
- If you are carrying weapons (guns if you are going hunting somewhere) and the weapons are legal outside the fence, then they are legal inside the fence. The rules applied to the airline terminal area do not apply in this case.
- Once a month all the badge holders will be vetted.

If you are at another commercial airport there isn't any problem unless you leave the fenced area. You may leave their secure area, but getting back in may be a problem. You should know how to get back in before you leave. Even a phone call to the FBO would be wise.

The terminal employees must show badges in front of the person above the waist area, but Mike said they are looking at that to see if GA can use a different method.

Each club member will have to have an officer's signature on their "Access Control Application" after the club officer has ascertained that the applicant has been "trained" in the security policies at the airport. Once the application is signed the applicant becomes the responsible party. The "signatory" is not responsible for that member's irresponsible actions.

It has been suggested that the orientation material be produced in some common media form such as a CD, and that is likely how the information will be handled. That information then will be available on the "Members Only" section of the Club's web site.

Conner Leads

Thanks to **Mark Conner**, our Membership Chairman, for taking the lead in arranging for sessions with the airport management regarding TSA Badges. Thanks for all you do Mark!

Swift Fuel

Teledyne Continental, Hawker Beechcraft and Swift Fuels marked Earth Day Wednesday by announcing successful test flights of a Bonanza fueled with the Swift Fuel cellulose-based biofuel that is being touted as a replacement for 100LL. The maker of the fuel claims it can be made for half the cost of avgas

and deliver more miles per gallon. Swift is confident the fuel will prove out. "We project that Swift Fuel will extend aircraft range through increased efficiency and could cost up to 50 percent less per gallon than 100LL," said Swift spokesman Jon Ziulkowski, "This will be a big boost to piston aircraft operators and something we are proud to be involved in." TCM and HBC seem to be encouraged.

Maintenance Items

N5303L – Push to talk is fixed. Goetsch will install a clock.

N80213 – Radio Ranch repaired ADF, Goetsch replaced plastic, removed Loran. Still waiting for money to install DME.

N6231F – Alternator field breaker problem to be fixed.

N8114F – Transponder tested & signed off. Interior plastic is available now. Conner working on some finishing touches.

N2516V – Alternator deemed the problem with the latest electrical issues. "Hub caps" are now on. Use valve stem extensions temporarily to check air pressure & fill tires if necessary. Wing & stabilator to be painted.

Thanks Scott!

Our collective thanks to **Scott Latham** for all he does for the Club. Scott has given us a computer, taken care of our computer problems, set up our web site, and tracks our hits. He's also taken over the Plane Captain role for the Cardinal. Thanks again Scott!

A stylized logo with the words "Flying Weather!!" in a bold, green, sans-serif font. The letters are slightly overlapping and have a 3D effect with blue and white highlights, giving it a dynamic, weather-related appearance.

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

N80213 C172M

N6231F C172N

N8114F PA28-181

N2616V Cardinal RG

Mike Smith

Richard Husson

Dick Kvach

Tim Leinbach

Scott Latham

Flight Instructors

Gene Fildes CFII

Richard Hebbel CFII

Tim Leinbach CFII

Jerry Lowry CFII

Ben Sorgen CFII