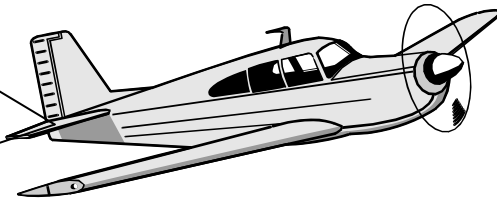


SKYWRITING



October 2009

September 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	35.8	July 2009		Moline	309-799-7096
N80213	10.5	August 2009		Davenport	563-388-2154
N6231F	15.2	May 2009		Clinton	563-243-8934
N8114F	15.1	July 2009		Muscatine	563-263-0902
N2516V	5.3	September 2009			

Total Hours: 81.9 (Down from 98.4 in September)

Dues Paying Members: 62

Fall Plane Wash Rescheduled for Saturday, October 17, 2009

Members

Please cheer the following students of **Tim Leinbach CFII** on:

Ken Davis is ready to fly the Dual Cross Country phase as part of working toward the Private ticket.

Bill Knapp is also working hard at cross country flying to get him to the check ride by the end of October. Bill is moving to South Carolina soon.

Chris Green started private training with Tim a few years ago, but had to take a hiatus. Now he is back and very focused to get his ticket to fly.

Phil Paone is working with Tim to get back up to speed on his Flight Review. He hasn't flown for several years.

Shane Swift has started flying with Tim to get his Commercial License in the Cardinal.

Plane Wash Rescheduled

Due to just "plane" stinky weather forecast for October 3rd, the plane wash has been rescheduled for Saturday, October 17th. Please adjust your schedules accordingly.

FAA Wants to Change Training for Private, Advanced Ratings

By Alyssa J. Miller AOPA

Student pilots could have the option of simultaneously applying for the private pilot certificate and instrument rating. Pilots going for their commercial certificate would need 10 hours of advanced instrument training instead of 10 hours of training in a complex aircraft. And those who fly single pilot in turbojets would need an annual pilot-in-command proficiency check. These are just a few of the changes to flight training that the FAA is proposing.

"The FAA has proposed numerous changes, some of which could dramatically change the flight training

environment," said Rob Hackman, AOPA senior director of regulatory affairs. "Before providing comments to the FAA, AOPA will evaluate each proposal to determine the time and cost that the changes would impose on pilots, as well as the safety benefits that could be realized."

Another change would be revising the definition of a "complex airplane" to make aircraft equipped with a full authority digital engine control (FADEC) system count the same as one with a controllable-pitch propeller.

The proposal would allow student pilots to receive their private pilot certificate with an instrument rating by opening up the option currently being used by waiver at Embry-Riddle Aeronautical University and Middle Tennessee State University.

AOPA encourages pilots, flight instructors, and flight schools to review the proposed changes and send comments to the FAA by Nov. 30. Comments can be [submitted online](#) or mailed to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Be sure to identify Docket No. FAA-2008-0938 in your comments.

Link New Feature of FCC Website

Scott Latham, our web master, will be adding a new section to the website under the "Members Only" section entitled "Members Helping Members". This will be a *search enabled service* that will connect members looking for services to members providing that service. If you are a business owner, or someone that works on a commission structure, or someone that just wants to make extra cash with your skill, please send Scott the information. You can send it to his email address at: scott@chrysaliscomputersolutions.com.

Also include your *name, contact information, skill or service* offered, and *keywords* to find that skill or service, i.e. web design, computer repair, graphics design, etc...

FAASTEAM Safety Seminar

Sent by Tim Leinbach CFII

Our local FAASTEAM Representative, **Tim Leinbach CFII**, will be leading a safety seminar at the Civil Air Patrol building on October 15th, 7pm. There will be a presentation on runway safety from a representative at our regional FAA office in Chicago. There will also be controllers from the MLI tower covering the latest procedure changes on arrivals, departures, and taxiing with the new "Temporary Runway" construction underway. Also the choices of runways for takeoff and landing with regards to the "Flow Pattern" will be discussed.

Tim is also trying to get someone from the airport authority to update us on the construction process on the field as well.

Please make sure to register on the following site (www.faasafety.gov) so that you will get email notification of the event from the FAA Safety Team since there is limited seating. When sent the email, you can register for this event, so we will know when it's full. The notification should be sent out the first of October.

Happy Flying, Tim Leinbach CFII, FAASTEAM REP.

Why?

A Piper Comanche lands on a California freeway, and gets hit by 3 cars. The young pilot told ATC that he ran out of fuel. Why? Was a fuel line broken? Was a fuel cap replaced incorrectly? Did the pilot forget to lean the engine? Did he do a poor job of flight planning? Did ATC route him all over to the extent that he ran short of fuel?

If this happened due to mechanical failure of a fuel line the pilot has few options. Knowing the fuel supply is compromised gives the pilot the option to declare an emergency, or at least expedited handling by ATC to get to an airport quickly.

All the remaining excuses are just that: Excuses. All the remaining excuses are caused by pilot error. We don't know for sure in this accident just what happened. Reportedly, it happened about a mile from the airport, so perhaps he was already being handled as a special case. Perhaps the pilot was just being optimistic about his chances of making the airport.

The public looks to us pilots as somewhat special people. We are not a large group of people as a whole. AOPA gives the number at 600,000 and dropping, so that's only two tenths of a percent. We are extensively trained to do the right things. We practice continuously, and our judgment is continually tweaked to be able to handle emergencies that we hope never happened.

Having said all that, running out of fuel and VFR pilots flying into bad weather continue to top the list of

causes of aircraft accidents for General Aviation. The Club has had its share of situations where pilots exercised poor judgment about fuel and weather.

Whether we are pilots standing on the sideline, or someone involved in the training and testing of pilots, we have a stake in these situations and accidents. It hits us in the pocket book, and it degrades the reputation we are privileged to have of being something special. We also increase the risk of being shut out of our freedom to fly. Think about it the next time you check your fuel supply.

Extreme Measures?

The FAA has installed a stop gap system in Colorado that allows air traffic controllers to track aircraft in remote, mountainous regions where radar can't reach, while waiting for the NextGen satellite-based ADS-B system to become operational in 2013. "The new system, called Wide-Area Multilateration, lets us see aircraft we couldn't see before due to the rugged terrain," said FAA Administrator Randy Babbitt (<http://www.faa.gov/news/updates/?newsId=59577>). "It improves the safety and efficiency of those flights and saves time and money for passengers and operators."

The Colorado Department of Transportation estimates an average of 75 aircraft are delayed each day in the region between November and April. The WAM system, which went online September 12, uses a network of about 20 small sensors deployed in remote areas.

The sensors send out signals that are received and sent back by aircraft transponders. The precise location of aircraft is determined by triangulating the time and distance measurements of those signals. Controllers can see these aircraft on their screens as if they were radar targets.

Review Winter Ops

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