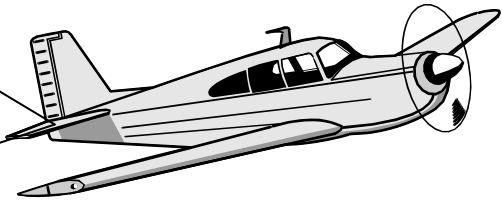


SKYWRITING



September 2009

August 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	38.7	July 2009		Moline	309-799-7096
N80213	18.3	August 2008		Davenport	563-388-2154
N6231F	16.1	May 2009		Clinton	563-243-8934
N8114F	15.2	July 2009		Muscatine	563-263-0902
N2516V	13.7	September 2008			
Total Hours: 102.0		(Up from 98.4 in July)		Dues Paying Members: 64	

The Fall Plane Wash is Saturday, October 3, 2009

Members

Please congratulate **Bob Herman** who recently passed his Private Pilot's License flight exam. Welcome to the freedom of flight Bob.

Bill Knapp soloed on Monday, August 31st, and deserves a pat on the back for taking that huge step.

Plane Wash October 3rd

Please don't forget our fall plane wash is coming up in a month. The more hands we have the less everyone has to do, and the faster our planes get washed and waxed.

Going to the Well Again

Although our club is chartered as a "for profit corporation" we do not try to operate it to the extent that we are looking to pay a quarterly dividend. We are committed to operating the club so flying is as inexpensive as we can make it. All members of the board are active members (They don't have to be.) and are paying for flight time. We hurt when you hurt.

Our rates increased on April 1, 2009, only 5 months ago, so our cash flow should be looking pretty good. Well, it's not. The reason is 'maintenance'. We have had extraordinary maintenance expenses so far this summer.

Beginning with the September billing cycle the Board of Directors has unanimously decided to assess the active members \$250 to be paid in \$50 increments over the next five months. The money will be used to pay off loan money received in August.

In addition to this assessment we also ask that you take good care of our airplanes.

- Be careful when you ground handle the aircraft so hangar rash is eliminated.
- Watch how line people at FBO's handle Club aircraft. (For instance, a tow bar forced to steer too sharply will cause damage to the nose gear.)

- Make sure tires are inflated, especially after wheel work. We recently had a tire deflate on a landing, and before the pilot had a chance to save it the wheel was damaged.
- Before you shut down the engine turn off all avionics, and clear the plugs. I always taxi with the engine leaned so plugs do not get fouled.
- Make sure the fuel you use is correct, and free of contamination.
- Do a proper preflight inspection. You might even ask a CFI to watch you go through your inspection if you want to be sure you're hitting all the bases.
- Don't shock cool the engine during descent. Plan your descent to prevent it, and ask if you aren't sure how to do that.
- Use flap extension speeds to extend flaps. This is most critical on the Cardinal RG.
- Don't stand on the brakes before touchdown, or you'll lock them up causing flat spots.
- If you're going cross country telephone the FBO to make sure fuel or electricity (TANIS heaters) will be available when you need it.
- Be careful about priming during starts, and don't crank on the starter too long. You may be impatient, but give it time to cool between long cranks.

There are many other things not listed here that you can do to make your flight more enjoyable and safe. Read the POH for other things, or discuss the topic with experienced pilots or CFI's.

Extreme Measures?

The Club has just asked the membership to pony up extra money to pay for extraordinary maintenance this summer, and yet we have 19 active members in arrears in their accounts to the tune of \$4,995. In fact, 9 of these members account for \$3,554 of this money.

The Club has tried to contact those members several times via email and telephone, but it hasn't helped in most cases. Now the board of directors is considering publishing the names of active members in arrears in this newsletter. We feel that is a last resort, and a bit extreme. However, it is not fair to the members who keeping their accounts current.

If you are one of those people in arrears PLEASE contact JOE GALLAGHER at 309-489-6360 or joeg@geneseo.net as soon as possible to get your account taken care of. Thank you!

Against All Odds

Submitted by Kirk Foecking

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean. Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp. Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier.

Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.'

In a few short minutes the bucket is empty. But Ed doesn't leave.

He stands there lost in thought, as though transported to another time and place.. Invariably, one of the gulls lands on his sea-bleached, weather-beaten hat - an old military hat he's been wearing for years.

When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like 'a funny old duck,' as my dad used to say. Or, 'a guy that's a sandwich shy of a picnic,' as my kids might say. To onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant...maybe even a lot of nonsense. Old folks often do strange things, at least in the eyes of Boomers and Busters.

Most of them would probably write Old Ed off, down there in Florida. That's too bad. They'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero back in World War II. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft.

Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land, and no one knew where they were.

They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged on. All he could hear was the slap of the waves against the raft.

Suddenly, Eddie felt something land on the top of his cap. It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal - a very slight meal for eight men - of it. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait.....and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued (after 24 days at sea...).

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first lifesaving seagull. And he never stopped saying, 'Thank you.' That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

Reference: (Max Lucado, In the Eye of the Storm, pp.221, 225-226)

PS: Eddie was also an Ace in WW I and started Eastern Airlines.

**Keep the Post Down!
Keep the Cost DOWN!**

From Your Board of Directors & Staff

<u>Gene Fildes, President</u>	<u>Mark Conner, Director</u>
<u>Joe Gallagher, Treasurer</u>	<u>Gary Hardy, Director</u>
<u>Dennis English, Secretary</u>	<u>Tim Leinbach, Alt.</u>

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	