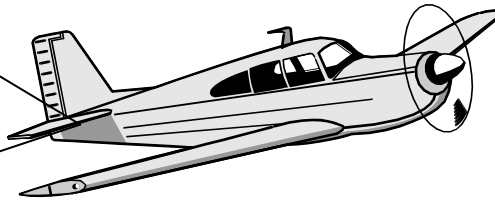


# SKYWRITING



## November 2010

### August Flight Time

[www.flyingcc.org](http://www.flyingcc.org)

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>	<u>Local ASOS Numbers</u>	
N5303L	13.3	August 2010		Moline	309-799-7096
N80213	31.5	July 2010		Davenport	563-388-2154
N6231F	54.2	June 2010		Clinton	563-243-8934
N8114F	15.2	June 2010			
N2516V	4.1	September 2010			
		Muscatine	563-263-0902		
<b>Total Hours: 118.3</b>		<b>(Up from 78.6 in October)</b>		<b>Dues Paying Members: 45</b>	

### Christmas Party

I know it's hard to believe, but it's that time of year again! We will be having a Christmas Party at Old Chicago in Bettendorf, Iowa on Friday, December 10th at 6:00 pm. Tim has made a reservation for their party room. They have very good pizza, pasta, and spirits. Please RSVP Tim Leinbach by email or cell phone at 309-781-9585 if you will be attending and if spouses are coming as well. He needs to let them know how many will be there, so sooner is better.

### A Tale of Three Eagles

As some of you may know, I am also a member of the Blackhawk Soaring Club in Muscatine. One of the glider pilots sent this email to all of the members of the club, and I think it is a really prodigious story and thought I'd pass it along to all of you:

*To me one of the neat aspects of gliding is occasionally thermalling with soaring birds. It is sort of like different species interacting with a common enjoyment. This week I had my best bird encounter ever. The conditions that day were typical of late fall with thermals weak and not going very high (2900' AGL) but well defined. I was attempting a cross country flight about 10 miles out of Iowa City working a thermal when I saw three bald eagles in the same thermal below me. They of course could out climb me and came up through my altitude quite close with apparently no fear at all. At times they were just off my wing tip and sometimes even closer, slightly above or below my wing; so close I could see detail in their faces. At one point I must have drifted off the core as we weren't quite in the same circle when one of the birds left the other two to circle with the big white guy. They got above me and topped out the thermal and moved on and I realized they were going XC too so followed them at about the same speed. In cruise mode my L/D is a lot better than theirs so they were sinking faster than me and I was above them again when we arrived at the next thermal. The same thing happened in the second thermal as the first. They climbed up through my altitude, topped out and moved on with me still following. The whole sequence happened yet again and we worked a third thermal together. Perhaps their little minds were wondering how tenuous the big white bird kept getting above them. The third thermal turned to sink near the top and the birds must have realized it first and took off and when I came around I couldn't see them again. The whole encounter lasted 10 to 15 minutes. It is a flight I will remember.*

### FCC Shares For Sale

Joe Puentes wants to sell some of his shares. He has 15 and wants to reduce down to 7. If anyone is interested, please contact him on his cell phone at (309) 229-9466.

### CFI Corner

Congratulations go out to Steve Bradford. On October 25<sup>th</sup> he passed his Private Pilot knowledge exam with 100%! On November 2<sup>nd</sup> he flew his first solo. Great job, Steve!

Chuck Schronick also soloed last month, on the 31<sup>st</sup>. Congratulations, Chuck!

### I Was Just Wondering...

Rob, In regards to FAA Practical Tests, what are "special emphasis areas" and are they really that important?

~Student Pilot,  
Student Pilot, One of the critical things missed in pilot training is a special list the FAA put together called "special emphasis." This is a list of items which typically get pilots into trouble in real life, so the FAA thought it would be a good idea to test these items in the process. In fact, the PTS requires it. This list has been developed by reviewing all of the PTS documents in my collection as well as the [Examiner Test Guide](#) (FAA Order 8710.3E). I consider it my master list of special emphasis areas. Obviously you should consult the PTS for the rating you are seeking.

1. Preflight
  1. Aircraft manuals & documentation
  2. Pilot & medical certificates
  3. Weather
  4. Airport area & surroundings
2. Pre-flight inspection
  1. Landing gear
  2. Engine(s)
  3. Adequacy of fuel supply on board the aircraft
  4. ATC communications & airspace considerations
3. Clearances
  1. Instructions
  2. Operations to/from/within/near Class A, B, C, D, E airspace
  3. Land And Hold Short Operations (LAHSO)
4. Proper use of flight controls/brakes on the ground - crosswind landings
5. Positive exchange of flight controls
6. Collision Avoidance, avoidance of objects in the air & on the ground
7. Maintenance of adequate flying speed - stall/spin awareness - spatial disorientation
8. Operations to/from/on suitable terrain for takeoff/approach/landing configurations & procedures
9. Observation of minimum safe altitudes - congested & non-congested areas
10. Use of stabilized approach/flight path procedures
  1. Wake turbulence avoidance
  2. Low level wind shear
  3. Landing flare
11. Forced landings (emergency procedures)
12. ADM & risk management

13. Checklist usage
14. Temporary Flight Restrictions, Special Use Airspace, Aviation Security
15. Single-pilot competence if the aircraft is type certificated for single-pilot operations

What do you know about each of these areas? You could be asked detailed questions about each of these areas and would be expected to provide correct answers and demonstrate that you meet the requirements of the ratings you already hold. For example, if you can't perform a proper crosswind landing, you are not likely to be successful in getting an instrument rating. The same is true for pilots that don't use proper radio phraseology as described by the AIM and Pilot/Controller Glossary. Ask yourself this hard question: can you pass a checkride for the pilot certificate you already hold? If the answer is no, then don't try to take a checkride for a new rating. Instead, become proficient in these special emphasis areas and become qualified for the ratings which you already hold.

### **Humor in the Air**

What do you call an electric airplane entering a thunderstorm?

Mid-air refueling!

# A Summer to FLY!

## From Your Board of Directors & Staff

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### Plane Captains

N5303L – Open      N80213 – Richard Husson  
N6231F – Dick Kvach      N8114F – Tim Leinbach  
N2516V – Charles Typinski

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