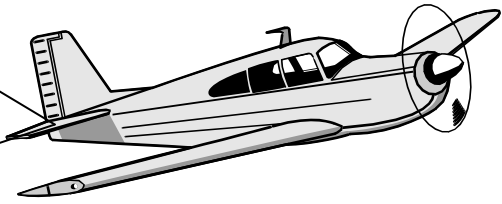


SKYWRITING



February 2011

August Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Surcharge: \$.00/gal</u>
N5303L	0.0	August 2010	
N80213	37.5	July 2010	
N6231F	2.5	June 2010	
N8114F	15.0	June 2010	
N2516V	0.0	September 2009	
Total Hours: 35.0			(Up from 17.4 in December)

www.flyingcc.org

Local ASOS Numbers

Moline	309-799-7096
Davenport	563-388-2154
Clinton	563-243-8934
Muscatine	563-263-0902

Dues Paying Members: 48

Internet Presence

In an effort to increase the FCC online presence, we are making a few subtle changes. For those of you who do not know him, I would like to introduce Keyush Rawani. He is a student pilot working on his private license, and has volunteered to help as Webmaster. He will be an excellent addition to the "media team" at FCC. He has a strong background that more than qualifies him for the position: He works as a Java Application Engineer. He and I are going to team up to care for the FCC website. He is going to do the hosting and posting and I will be responsible for the actual content. I will be rewriting/revising some of the content. If you have any suggestions, please forward them to me a the email below.

I am also going to make a new Facebook page. Currently, we have a "community" style page that is rather barren. I am going to make an "official" club page. This will be a page that you can add to your friends list, make wall posts, etc.

If you have any good FCC pictures that you would like added to the Facebook page, please email them to me (with captions and/or descriptions) at kc0wmv@gmail.com.

4G Network vs. GPS

Garmin is standing by its position that a proposal to build a network of 40,000 broadband transmission towers around the U.S. could severely disrupt GPS service. As we reported last week, LightSquared has received conditional FCC approval to install the massive system to carry 4G signals, the conditions being that it restrict its signals to their assigned frequencies on the L Band 1 (1525 MHz—1559 MHz) and test existing GPS devices to see what kind of

interference the transmitters might cause. GPS uses the a frequency range of 1159-1610 MHz, which is right next to the LightSquared signal. Garmin's Jessica Myers told *AVweb* in a podcast interview that Garmin has done testing on its own and determined there's no practical way for the two systems to coexist.

Myers said even if the LightSquared signals stay within their boundaries, they will be so strong compared to the very low-power GPS signals that reach Earth from the satellites that the GPS equipment will simply be overwhelmed. She said it may be technically possible to build filters that will block the LightSquared signals but they would be cost-prohibitive. Myers said that because the transmitters are ground-based, the biggest impact on GPS will occur in critical phases of flight like approach. She also noted that there are millions of marine and auto GPS units that could be affected. LightSquared says Garmin's tests are suspect because it didn't use the actual equipment that will be installed on the broadband towers. Real-world testing is expected to begin this month.

I Was Just Wondering...

Rob,

Here's a quick question about logging IFR time and approaches. I'm on an IFR flight plan and part of it in true IMC (instrument meteorological conditions). I break out at 4,000 feet in VMC (visual meteorological conditions) flew the ILS approach in VMC conditions. Is that a loggable approach for instrument currency?

~Just Me

Just You,

In the May-June 1982 issue of *Flight Forum*, the FAA said, "...In order to log approaches toward IFR

currency, the approaches must be carried at least through the so-called critical elements. This could include conducting the approach to a landing, to the minimum altitude and/or missed approach point, or through the approved missed approach procedure."

In regard to breaking out from IMC to VMC on the approach, here's what the FAA had to say in their July-August 1990 issue of *Flight Forum*. "...Once you have been cleared for and have initiated an instrument approach in IMC, you may log that approach for instrument currency, regardless of the altitude at which you break out of the clouds. When doing a simulated IFR approach you should fly the prescribed instrument approach procedure to DH or MDA to maximize the training benefit."

Since you didn't begin your approach in IMC, you can't log that approach towards meeting the instrument currency (recent flight experience) requirements.

Humor in the Air

A student pilot became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff".

Fuel Cost

Currently the flying rates are based upon a maximum fuel cost of \$5.75 per gallon. The current per gallon cost is now at \$5.88. This means that we must institute the sur-charge again as we have in the past. Remember guys, you can help your flight cost down by filling at a reduced rate where ever possible. We will give you a rebate if you do so.

Annual Share Holders Meeting

Don't forget the Annual meeting this Saturday at the CAP building near the airport terminal. The meeting will start at 9:00. Get there early for coffee and donuts along with some flight line chit chat.

A Winter to FLY!

From Your Board of Directors & Staff

President – Gene Fildes
Treasurer – Joe Gallagher
Secretary – Dennis English
Directors – Gary Hardy, Tim Leinbach
Alt Director – Mark Conner
Newsletter – Rob Smtih
Webmaster – Keyush Rawani / Rob Smtih

Plane Captains

N5303L – Rich Husson N80213 – Rob Smtih
N6231F – Dick Kvach N8114F – Tim Leinbach
N2516V – Charles Typinski

Flight Instructors

Gene Fildes CFII Richard Hebbel CFII
Tim Leinbach CFII Jerry Lowry CFII
Rob Smith CFII Ben Sorgen CFII