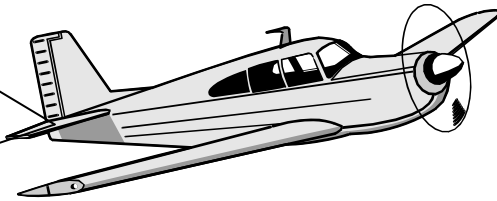


SKYWRITING



July 2008

June Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>
N5303L	00.0	April 2008
N80213	00.0	June 2007
N8114F	00.0	May 2008
N2516V	00.0	September 2007
N7008F	0.0	July 2008

Total Hours: ??? (?? from 61.0 in April)

[Hwww.netexpress.net/~flyingccH](http://www.netexpress.net/~flyingccH)

Surcharge: \$?.??/gal

Local ASOS Numbers

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

Dues Paying Members: 58

The Fall Plane Wash is Saturday, October 4, 2008

June Newsletter

Due to a technological “burp” by Joe’s copier last months “*Skywriting*” was messed up. We apologize for the problem, and hope we don’t have that problem again.

Members

Please welcome **Tim Ferguson** to the Club. Tim lives in Milan, but is a student in Florida. He’s been so excited about starting lessons that he’s been calling from Florida a lot checking on things here. **Mike Baldwin** tipped Tim off about the Club.

Congratulations to **Tom Brozovich** who soloed in the C172 on Saturday, May 31st. His instructor **Gene Fildes**, said “...took him totally by surprise...he wasn’t expecting it quite so soon!”

Wave Rotor Combustion Turbine

A cleaner, more efficient new turbine engine is in the making. The gas turbine engine is due for an overhaul and Engineers at Purdue University have reached the testing stage of the wave rotor combustion turbine, a new generation of gas turbine engines. They say the engine is about 15-20% more efficient and could cut carbon dioxide emissions in aircraft by 20 percent or more over traditional gas turbine engines now in use. According to NASA, the wave rotor combustion turbine derives its efficiency from a rotating core that is exposed to hot and cold flow which keeps its mean temperature considerably lower than the peak cycle temperature. Leading the project is Razi Nalim, P.E., Ph.D., associate

professor of Mechanical Engineering at Indiana University-Purdue University Indianapolis (IUPUI). "Our goal is to design an alternative to the gas turbine application that is just as reliable, but cleaner, more efficient, and more powerful," said Nalim.

"It will not only help reduce fossil fuel consumption and greenhouse gas emissions in traditional applications like airplanes and power generation, but a lighter, more efficient engine may allow Boeing to design an aerospace plane to carry us all the way to outer space and return safely to earth."

It’s Your Airplane

Reports come in to the board once in a while about airplanes found with “travel trash.” So what in the devil is that? Well, it’s the comfort stuff people take on a trip, and often they don’t pick up after themselves. Perhaps they think they’re in an airliner where a crew goes through cleaning the airplane. Hey, maybe they’re right! You’re the crew!

These are your airplanes, and you are the PIC. You’re also the clean up crew. It’s your responsibility to clean up after your passengers and leave the airplane in decent shape for the next PIC. We tell the pilots who find the airplanes in poor cleanliness to call the last pilot who flew it. If you flew it dirty, and didn’t clean up someone else’s mess we can’t help you.

This is easy: Tell your passengers to pick up everything and connect the seat belts. It’s that simple. Thanks ahead of time.

6-300 News

The club accepted an offer of \$120K for our Cherokee 6-300. The purchase was dependent upon an acceptable pre-purchase inspection by Jet-Aire of Galesburg, IL, and the club was proceeding with that.

Jet-Aire was chosen because it had never worked on the airplane. That was a condition of choosing the FBO for the pre-purchase agreement. Once the pre-purchase agreement became acceptable, the buyer was to fly in to see and fly the airplane. Their acceptance at that time, and the transfer of money would complete the sale.

However, the buyer's offer was contingent on them selling a 1980 Cessna C-172N to a buyer for \$57K. That deal fell through, and so did ours. As far as is known at this time the 6-300 is back on the market. It is also in Lacon, IL for annual inspection.

Remember: It's Campaign Season

Please remember that its campaign season, and candidates have been flying into the Midwest trying to win votes. A lot of activity has already happened due to the serious flooding in Iowa and Illinois.

Also remember if you fly over flooded regions to check for restricted areas by NOTAM. In 1993 there was a 2,000 foot AGL restriction due to helicopter activity over flooded areas.

High Speed Internet

By now the office has a new High Speed Internet connection, and in line with our new computer we have much more modern equipment thanks to Scott Latham of Chrysalis Computer Solutions in Moline. Scott is a FCC member of course.

On top of that Scott also designs web sites, and he has redesigned the Club web site. We also have a new web address and domain. Check it out at www.flyingcc.org.

Air Show Display Goes Well

Each year your club does a display at the Quad City Air Show at DVN. We have a little group that does the Friday setup, and another group who flies a couple airplanes over from MLI, and back, and another group that takes it down after the show on Sunday.

This year the Club followed a suggestion by Scott Latham to hold a "raffle". Interested parties filled out a chit with information on it, and at the

end of the show each day names were drawn to win an airplane ride. The intention is to produce leads for new and experienced pilots to join the club. The success of this idea is still an unknown, but we all think it's a great idea.

A follow up idea from Scott is to hold an open house for those who signed up for the raffle. It would be complete with food and a tour of our hangers.



Friday Air Show Set Up Crew: Hardy, Bedeian, English; Latham; Rasso

The new web site will be visited by search engines, whereas our old one was not set up for that. We should see more interest in our club

Stay Current

From Your Board of Directors & Staff

Gene Fildes, President Mark Conner, Director
Joe Gallagher, Treasurer Gary Hardy, Director
Dennis English, Secretary Dick Kvach, Alternate

Newsletter – Dennis English
Webmaster – Gene Fildes

Plane Captains

C152	Mike Smith
Skyhawk	Richard Husson
Archer II	Joe Gallagher
Cardinal RG	Don Fey/Dave Sandholm
Cherokee 6	Tim Leinbach

Flight Instructors

Gene Fildes CFII
Brian Johnson CFII
Tim Leinbach CFII
Jerry Lowry CFII