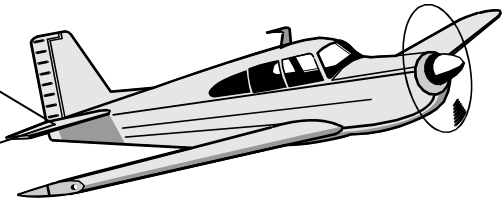


SKYWRITING



January 2008

December Flight Time

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	www.netexpress.net/~flyingcc	Local ASOS Numbers
N5303L	.9	April 2007	<u>November Surcharge: \$.47/gal</u>	
N80213	3.7	June 2007	Moline	309-799-7096
N8114F	3.5	May 2007	Davenport	563-388-2154
N2516V	.0	September 2007	Clinton	563-243-8934
N7008F	.0	July 2007	Muscatine	563-263-0902
Total Hours: 8.1		(Way down from 63.6 in November)	Dues Paying Members: 56	

The Next Plane Wash is Saturday, May 3, 2008

Membership News

Ron Duncan has activated his shares, and is now getting checked out to fly again. Welcome Ron back to the club.

Dave Sandholm, our venerable Cardinal Plane Captain, decided to get himself checked out due to some conditioning issues. What he found out was that he had some very serious blockages at his heart. Dave had open heart surgery early this December to do a triple bypass. Dave is doing fine recovering at home now, but it will be a few weeks before he's up and able to drive. I'm sure he'd love to hear from club members interested in doing some hanger flying....or the real thing, for that matter. In the meantime keep Dave in your thoughts for a speedy recovery.

Flight Time Dismal

Blame the weather, blame Cessna or Piper, but any way you cut it, the flying conditions for last month were dismal. These are the months the dues are designed to keep us solvent. Let's hope January is much better.

Annual Meeting

Mark your calendars for Saturday, February 16, 2008. Our Annual Shareholder's Meeting will be held on that day at 9 a.m. at the Civil Air Patrol Headquarters Building on the north side of the Quad City International Airport.

Plane Wash Date Set

Please mark Saturday, May 3rd on your calendars. That is the next plane wash. Hopefully, the weather should be good that time of year, and we'll get a lot done.

Cherokee N7008F Update

The Club is negotiating with a broker at this time to sell the Cherokee 6-300. However, a parallel effort is underway to see if there is a way to reduce the cost of flying the airplane.

One big item is the cost of insurance. We are talking with AVEMCO, our current underwriter, to see what the cost would be if we held the pilot count on who could fly the airplane to ten IFR rated pilots. That would produce a substantial savings according to our insurer, but it would limit the number of pilots who fly it..

Another big chunk is going to be realized beginning immediately. We've depreciated the airplane on the books to what the market would pay for it. The blue book price for the airplane has tanked since we bought it. Reducing the value of the airplane hurts our shareholder equity, but would give us a much lower insurance cost.

With these reductions the cost of dues can be reduced substantially. That might encourage more people to fly it. If we can balance the fixed costs with the dues income we can keep the airplane.

Don't Fly to Maine

What's the situation in Maine? Avweb published the question in answer to readers asking for more information about the State of Maine taxing GA pilots

who fly into the state. I'm sure AOPA will be engaged before you read this. If you're flying to Maine take plenty of cash.

Airport Burglaries

If you bought a handheld, headset or GPS (possibly from a Wichita or Hutchinson, Kan., address) on eBay recently, the FBI may want to talk to you. According to The Associated Press, The Kansas City U.S. Attorney's office announced last week that a grand jury had indicted Michael Wagner, 26, of Hutchinson, Kan., for a series of burglaries at six small airports in Colorado, Texas, Oklahoma and Kansas over a nine-month period in 2005 and 2006. It alleges Wagner broke into buildings at the airports and took various items of value, including aviation gear, laptops and firearms, and then sold them on eBay.

Please Pay On Time

In going through the treasurer's report for November, it was again noticed that the club's cash flow is often negatively impacted by people who are often absent minded about paying their bill on time. This is a gentle reminder that we try to keep flying as inexpensive as possible. Therefore, our margins are pretty tight.

When you forget or hold back paying your bill, it puts us in a bind. Please remember that when you signed the membership agreement you agreed to pay your bill by the 15th of the month following the billing period.

If you are short of cash for the month you know it better than we do, and you should not fly. If there are extenuating circumstances a call to Joe Gallagher is welcomed.

Thank you!

Airport Security & Us

Airport security is our job too. Just because we drive our vehicles through the security gate, and wait for it to close doesn't mean we're done.

Locking our aircraft when it's on a ramp somewhere is mandatory even if you think the locks are chinky and won't work. That's not your decision to make. We have expensive equipment in our panels,

and you may have left your prized GPS under a seat. Don't take a chance.

Park in a well lighted area whenever you are staying somewhere overnight, especially if it's a small airport without security fencing.

Locking the aircraft doors, removing the ignition key, and placing a lock on the throttle, around the propeller, or at a landing gear are all good ways to secure the airplane. I know everyone cannot be expected to carry a prop or throttle lock with them, so perhaps the Club needs to look at that issue.

We're often in a big hurry, and forget to lock doors at the T-hangers also. Do your part to make sure the office and hanger doors are locked, even if you're just taking a quick run around the patch. I've often gone to the airport, and found doors open and no one around. It's just something we have to do.

Be suspicious! If you don't know someone in the Club environment, go introduce yourself. If it's another Club member it's a good way to get to know each other. If it's not someone who belongs there the contact may discourage further snooping.

Finally, remember the "General Public" does not understand how "General Aviation" works. They don't understand that we are not likely terrorist targets, and when an aircraft gets stolen by non-pilots or whomever, it brings us closer to *more* inconvenient procedures than those I've outlined here. It may not seem like *you* can make a difference, but with everyone's help it really does. It also helps keep the cost of flying down.

A large, stylized graphic with the words "Stay Alert!" in a bold, orange, sans-serif font. The text is set against a blue, wavy background that resembles water or a sky effect.

From Your Board of Directors & Staff

Gene Fildes, President **Mark Conner, Director**
Joe Gallagher, Treasurer **Gary Hardy, Director**
Dennis English, Secretary **John Eagles, Alternate**
Newsletter – Dennis English
Webmaster – Gene Fildes

Plane Captains

C152	Mike Smith
Skyhawk	Richard Husson
Archer II	Mark Brault
Cardinal RG	Dave Sandholm
Cherokee 6	Tim Leinbach

Flight Instructors

Gene Fildes CFII
Tim Leinbach CFII
Jerry Lowry CFI